Tribute Communities and the Town of Whitby (co-proponents) are carrying out a Master Plan – Class Environmental Assessment Study (the Study) to determine the location and characteristics of the proposed westerly extension of Britannia Avenue West from east of proposed Windfields Farm Drive to Thickson Road North, as shown on the map below. The proposed arterial road would support planned urban growth in north Whitby and Oshawa and the orderly distribution of traffic across the broader transportation network.

The Study will be conducted in accordance with the environmental planning process established in the Municipal Engineers Association’s Class Environmental Assessment (2007, as amended 2011). The purpose of the Study is to confirm the needs and timing of the proposed Britannia Avenue West extension by considering a reasonable range of alternatives and selecting a preferred solution. The proposed Primary Study Area is shown to the right with a preliminary area for the potential road corridor noted. It is recognized that the transportation network analysis will extend beyond the Primary Study Area.

The analysis of Britannia Avenue West between just east of proposed Windfields Farm Drive and Thornton Road North will be undertaken in accordance with the requirements of Schedule “C” of the Municipal Class Environmental Assessment process. While Tribute Communities will be the sole proponent for this work, the Town of Whitby and the City of Oshawa will continue to be key stakeholders. The section of Britannia Avenue West between Thornton Road North and the Thickson Road North may be implemented later and accordingly, the requirements of Phases 3 and 4 of the Municipal Class Environmental Assessment process may be addressed at a time closer to its construction. The Town of Whitby will be acting as a co-proponent for the section of Britannia Avenue West within the Town’s boundary. The timing of the construction of the Britannia Avenue West extension is a matter to be addressed in the Study.

Consultation with interested stakeholders, including the public, landowners and regulatory agencies will be a key component to this Study. Future public consultation opportunities will be scheduled during the preparation of the Study in order to review the proposed project, discuss issues related to the project and solicit feedback. All information will be maintained on file for use during the study, and may be included in project documentation. With the exception of personal information, all information will become part of the public record.

Should you have any questions or comments regarding this study, please contact us directly:

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If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above.

This notice issued December 18, 2013.
Preparing for the election of Region’s top dog

By Lindsey Craig
The Oshawa Express

Ajax Mayor Steve Parish hasn’t divulged whether or not he is running for the Regional chair, but he has made it clear the election for the position was the right way to go. He was one of the most vocal and ardent supporters of the change, which means the position goes from appointment to the hands of the people in 2011. Now the details of how it could all work out, it beginning to take shape with Regional staff trying to iron out the kinks.

This comes after the necessary steps were resolved to ensure the Region’s top spot would be elected by the people and not appointed by council in the 2011 elections. On Oct. 4, 2010, council passed the bylaw that allows the method of selecting the regional chair to change from appointment to election. The bylaw was adopted on May 29, 2012 when Ajax, Clarington, Whitchurch-Stouffville, Pickering, and Uxbridge all passed resolutions in support of the change; three municipalities make up a majority of all members in the Region. Scugog and Brock voted down the resolution.

While Regional council referred a report on the matter back to staff for more information at its last meeting, the report did outline some key changes to the region.

Currently, the Regional chair is elected by council if there is a tie for who will be the next mayor of the region. To vote at council meetings and can make motions. When a matter comes up, the vote will last, which is the case at most City council meetings. Now, the chair will also be able to speak on the floor of the region’s council.

One of the newly elected chair’s duties will still be to represent the region, which means the person elected must have an understanding of every Regional issue, issue Mayor Parish.

“It’s been my policy for a long time...we’re basically having eight separate conversations where we’re talking about Regional issues,” he says, adding big issues can now be debated on a Regional level during the campaign for chair.

The implementor would have been a regional entity in the past. There will be a regional conversation in my view. There are some issues that have never been debated. They’ll have to take a clear position on these things.”

There has been some debate as to how much involvement the chair should have in picking candidates for committee chairs.

While the current process of the chair are still being worked out, Mayor Parish says voters should pay close attention to who is in charge and what their platform is, as more in the Region can run for the chair.

“If we’re going to potentially be expensive to run a campaign in the Region’s top spot,” he says.

According to Regional Clerk Dan Rowan, the preliminary maximum permitted election expenses for the office of Regional chair is 55% of a candidate’s election expenses for candidates at $7,500 plus 55% of all costs for each eligible elector in an amount of $65,008.35. Staff is still looking at the current number of eligible voters to come up with the final tally, Parish adds. For Mayor Parish this means voters should be taking a look at who’s potentially funding these campaigns, he says.

“How are you funding this?” he asks rhetorically. “There’s a lot of developers interested in Durham. They’ll be very willing to open their wallets. A candidate...could make an issue of that in itself.”

When it comes to contributions, a candidate can receive the Municipal Elections Act.

“A contributor shall not make contributions exceeding a total of $1,000 to any one candidate in the election. If a person is a candidate for the more than one office, a contributor’s total contributions to him or her in respect of all the offices shall not exceed $1,000.”

A contributor shall also make contributions exceeding a total of $5,000 to any one candidate in the election. If a person is a candidate for the more than one office, a contributor’s total contributions to him or her in respect of all the offices shall not exceed $1,000.”

This structure, along with the new Regional chair statute, will work in place of the current system. Parish notes that the decision to change would come in the new year. Parish Parish also didn’t make his intentions clear.

“Well, it’s not a new year, and I don’t have any plans to run. Yes, there’s some that makes me want to run again, so my campaign,” he says.

“I think I have a pretty good idea. Those are the polls in the air, and I don’t really need to make a decision until early July.”

The new procedural bylaw for the position will come into effect as of December 1, 2014, when a new chair is elected into his new seat.

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Tribute communities

NOTICE OF STUDY COMMENCEMENT
BRITANNIA AVENUE WEST EXTENSION
MASTER PLAN – CLASS EA STUDY

Tribute Communities and the Town of Whitby are proposing to carry out a Master Plan – Class Environmental Assessment Study (the Study) to determine the Environmental Assessment of the proposed发生变化 extension of Britannia Avenue West to Triton Road. As shown on the map above, the proposed extension would support continued growth in north Whitby and Oshawa and the entire eastern area of traffic across the broader transportation network.

This Study will be conducted in accordance with the environmental assessment process outlined in the Municipal Environmental Assessment Act (1997) as amended (1999). The purpose of the study is to confirm if any potential negative impacts resulting from the proposed Britannia Avenue West Extension and the measure of mitigation required are positive. The proposed Britannia Avenue West Extension is shown in the map with a potential area of non-existing road expansion.

Consultation with interested stakeholders, including the public, business owners, and agencies will be a key component to this Study. Public consultation opportunities will be scheduled during the process. Interested individuals are encouraged to participate in the Study and provide feedback. All information will be considered for the Study and may be included in the Study documentation. The Town of Whitby will be available to provide information about the Study.

If you have any questions or comments regarding this study, please contact the following:

E. 2000 Britannia Ave. W., Suite 200

416-737-7700

If you have any accessibility requirements or need to participate in the Study, please contact the (519) 628-6211 ext. (613)

The Notice Issued December 18, 2012.
Durham school board chair delivers year-end report

DURHAM -- Durham District School Board Chair Joe Allin spoke of fiscal management and improving learning environments as some of the board’s accomplishments in 2013 in his annual report. At the Dec. 16 board meeting, the chairman reflected on the successes of the board over the past year and focused on five key areas: building and maintaining positive relationships; teaching and learning; safe and welcoming learning environments; fiscal responsibility and ethical practice; and planning for the road ahead.

He reflected on the strong fiscal management, improved student achievement, and the many initiatives to support the well-being and success of students. He also spoke about his perspective on the future of public education in the community.

Best Buy CORRECTION NOTICE

BEST BUY CORRECTION NOTICE

NOTICE OF STUDY COMMENCEMENT
Brittenia Avenue West Extension Master Plan - Class EA Study

Tribute Communities and the Town of Whitby are carrying out a Master Plan - Class Environmental Assessment Study (the Study) to evaluate the project scope of the proposed extension of Brittenia Avenue West from east of the proposed Whitby North Business Park into the east of proposed Whitby North Business Park

The analysis of environmental issues associated with the project is being undertaken by Tribute Communities in accordance with the requirements of Schedule “C” of the Class Environmental Assessment. The Study will be conducted in accordance with the requirements of Schedule “C” of the Class Environmental Assessment. The Study will be conducted in accordance with the requirements of Schedule “C” of the Class Environmental Assessment. The Study will be conducted in accordance with the requirements of Schedule “C” of the Class Environmental Assessment. The Study will be conducted in accordance with the requirements of Schedule “C” of the Class Environmental Assessment. The Study will be conducted in accordance with the requirements of Schedule “C” of the Class Environmental Assessment. The Study will be conducted in accordance with the requirements of Schedule “C” of the Class Environmental Assessment. The Study will be conducted in accordance with the requirements of Schedule “C” of the Class Environmental Assessment.
Tribute Communities and the Town of Whitby (co-proponents) are carrying out a Master Plan – Class Environmental Assessment Study (the Study) to determine the location and characteristics of the proposed westward extension of Britannia Avenue West from east of proposed Windfields Farm Drive to Thickson Road North, as shown on the map below. The proposed arterial road would support planned urban growth in north Whitby and Oshawa and the orderly distribution of traffic across the broader transportation network.

The Study will be conducted in accordance with the environmental planning process established in the Municipal Engineers Association’s Class Environmental Assessment (2007, as amended 2011). The purpose of the Study is to confirm the needs and timing of the proposed Britannia Avenue West extension by considering a reasonable range of alternatives and selecting a preferred solution. The proposed Primary Study Area is shown to the right with a preliminary area for the potential road corridor noted. It is recognized that the transportation network analysis will extend beyond the Primary Study Area.

The analysis of Britannia Avenue West between east of the proposed Windfields Farm Drive and Thornton Road North will be undertaken in accordance with the requirements of Schedule “C” of the Municipal Class Environmental Assessment process. While Tribute Communities will be the sole proponent for this work, the Town of Whitby and the City of Oshawa will continue to be key stakeholders. The section of Britannia Avenue West between Thornton Road North and the Thickson Road North may be implemented later and accordingly, the requirements of Phases 3 and 4 of the Municipal Class Environmental Assessment process may be addressed at a time closer to its construction. The Town of Whitby will be acting as a co-proponent for the section of Britannia Avenue West within the Town’s boundary. The timing of the construction of the Britannia Avenue West extension is a matter to be addressed in the Study.

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Should you have any questions or comments regarding this study, please contact us directly:

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If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above.

This notice issued December 26, 2013.

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<tr>
<td>Canadian Environmental Assessment Agency</td>
<td>Ontario Region</td>
<td>Mr.</td>
<td>Rob</td>
<td>Dobos</td>
<td>867 Lakeshore Rd.</td>
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<td>City of Oshawa</td>
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<td>Ms.</td>
<td>Heather</td>
<td>McIntosh</td>
<td>93 St Paul Street</td>
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<td>Mcintosh</td>
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<td>Ministry of Transportation</td>
<td>Central Region</td>
<td>Mr.</td>
<td>Jason</td>
<td>White</td>
<td>1201 Wilson Avenue</td>
<td>5th Floor, Bldg. D</td>
<td>Brampton</td>
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<tr>
<td>Ministry of Transportation</td>
<td>Environmental Services</td>
<td>Ms.</td>
<td>Susan</td>
<td>Raine</td>
<td>700 University Ave.</td>
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<tr>
<td>Hydro One Networks Inc.</td>
<td>Investment Planning</td>
<td>Mr.</td>
<td>Walter</td>
<td>Rostrud</td>
<td>484 Bay Street</td>
<td>North Tower, 15th Floor</td>
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<td>M5G 2P5</td>
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<td>Hydro One Networks Inc.</td>
<td>Real Estate Management</td>
<td>Ms.</td>
<td>Maria</td>
<td>Aigray</td>
<td>185 Clegg Road</td>
<td></td>
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<tr>
<td>Hydro One Networks Inc.</td>
<td>Transmission Asset Management</td>
<td>Ms.</td>
<td>Valentina</td>
<td>Klimpek-Macrae</td>
<td>484 Bay Street</td>
<td>North Tower, 15th Floor</td>
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<tr>
<td>Bell Canada</td>
<td></td>
<td>Mr.</td>
<td>Greg</td>
<td>Falloon</td>
<td>5 Victoria St.</td>
<td>Floor 2</td>
<td>Oshawa</td>
<td>L1H 8W9</td>
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<tr>
<td>Bell Canada</td>
<td></td>
<td>Ms.</td>
<td>Leigh-Anne</td>
<td>Harvey</td>
<td>100 Borrough Dr.</td>
<td>Floor 5</td>
<td>Sarnia</td>
<td>L8T 4L9</td>
<td>Ontario</td>
</tr>
<tr>
<td>Hydro One Networks Inc.</td>
<td>Planning &amp; Design</td>
<td>Ms.</td>
<td>Mark</td>
<td>Mitchell</td>
<td>1000 Kileen Road</td>
<td>PO Box 600</td>
<td>North York</td>
<td>M2J 1P8</td>
<td>Ontario</td>
</tr>
<tr>
<td>Oshawa PUC Networks Inc.</td>
<td></td>
<td>Ms.</td>
<td>Marie</td>
<td>Nocle</td>
<td>150 Simcoe Street South</td>
<td></td>
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<td>L1H 7M7</td>
<td>Ontario</td>
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<tr>
<td>Aldersley First Nation</td>
<td></td>
<td>Chief</td>
<td>James</td>
<td>Marshall</td>
<td>11692 Second Line</td>
<td>PO Box 46</td>
<td>Mississauga</td>
<td>L5E 2W2</td>
<td>Ontario</td>
</tr>
<tr>
<td>June Lake First Nation</td>
<td></td>
<td>Chief</td>
<td>Phil</td>
<td>Williams</td>
<td>12 Winnerwood Road</td>
<td>Lake Erie</td>
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<td>Wasahtaa First Nation</td>
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<td>Chief</td>
<td>Ever</td>
<td>Coste</td>
<td>123 Paudash Street</td>
<td>R2 #2</td>
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<tr>
<td>Mississaugas of Scugog Island</td>
<td></td>
<td>Chief</td>
<td>Kelly</td>
<td>Lafrance</td>
<td>2225 Island Road</td>
<td>Port Perry</td>
<td></td>
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<td>L9L 1B6</td>
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<tr>
<td>Peterborough and District Metis Council</td>
<td></td>
<td>Mr.</td>
<td>Andy</td>
<td>Howard</td>
<td>4840 Bay Street</td>
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<tr>
<td>Oshawa &amp; Durham Region Metis Council</td>
<td></td>
<td>Mr.</td>
<td>Roger</td>
<td>Plot</td>
<td>1248 Ribbon Road North</td>
<td>Suite 356</td>
<td>Oshawa</td>
<td>L1G 2R7</td>
<td>Ontario</td>
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<tr>
<td>Metis Nation of Ontario Head Office</td>
<td></td>
<td>Mr.</td>
<td>Ken</td>
<td>Bright</td>
<td>400 Otis St. Patrick Street</td>
<td>Unit D</td>
<td>Ottawa</td>
<td>K1N 9O4</td>
<td>Ontario</td>
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<tr>
<td>Region of Durham</td>
<td></td>
<td>Mr.</td>
<td>Aaron</td>
<td>Christie</td>
<td>605 Rossl Road E</td>
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<tr>
<td>University of Ontario Institute of Technology</td>
<td>Office of Campus Infrastructure and Sustainability</td>
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<td>University of Ontario Institute of Technology</td>
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</table>
Hi Robert,

As requested, please see the attached PDF of the study area map. Please let me know if you have any questions.

Best regards,

Alex Kleiner, MES, MCIP, RPP
Environmental Planner
Planning and Environmental Design
MMM Group Limited
100 Commerce Valley Drive West, Thornhill, ON L3T 0A1
Phone (905) 882-4211 x6837 | Fax (905) 882-0055
KleinerA@mmm.ca | http://www.mmm.ca

Please consider the environment before printing this e-mail and/or its attachments.
Dear Mr. Bob Koziol & Mr. James Jarrett,

In our initial review, we have confirmed that Hydro One Transmission facilities are located within immediate vicinity of the proposed site in your study area. Please allow appropriate lead-time in your project schedule in the event that proposed development impacts Hydro One infrastructure which requires relocation or modifications, or needs an outage, that may not be readily available.

In planning, please note that developments should not reduce line clearances and limit access to our facilities at any time in the study area of your Proposal. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

The integrity of the structure foundations must be maintained at all times, with no disturbance of the earth around the poles, guy wires and tower footings. There must not be any grading, excavating, filling or other civil work close to the structures.

Note that existing rights of ways may have provisions for future lines or already contain secondary land uses (i.e. pipelines, water mains, parking, etc). Please take this into consideration in your planning.

Once details are known and it is established that your development will affect Hydro One facilities including the rights of way, please submit plans that detail your development and the affected Hydro One facilities to:

Maria Agnew, Hydro One Real Estate Management
185 Clegg Road, Markham L6G 1B7
Phone: (905) 946-6275
Maria.Agnew@HydroOne.com

Please note that the proponent will be responsible for costs associated with modification or relocation of Hydro One facilities, as well as any added costs that may be incurred due to increase efforts to maintain our facilities.

Regards,

Cyrus Elmpak-Mackie
February 5, 2014

Mr. Bob Koziol, P. Eng
Project Manager
MMM Group Limited
100 Commerce Valley Drive West
Thornhill, ON L3T 0A1

RE: Britannia Avenue Improvements Master Plan
Tribute Communities and the Town of Whitby
Class Environmental Assessment
Response to Notice of Commencement

Dear Mr. Koziol,

This letter is our response to the Notice of Study Commencement for the above noted project. This response acknowledges that Tribute Communities and the Town of Whitby have indicated that their study is following the approved environmental planning process for a Master Plan project under the Municipal Engineers Association Municipal Class Environmental Assessment (Class EA).

Based on the information submitted, we have identified the following areas of interest with respect to the proposed undertaking:

- Ecosystem Protection and Restoration
- Surface Water
- Groundwater
- Air Quality, Dust and Noise
- Servicing and Facilities
- Contaminated Soils
- Mitigation and Monitoring
- Planning and Policy
- Class EA Process
- Aboriginal Consultation

We are providing the following general comments to assist your team in effectively addressing these areas of interest:

**Ecosystem Protection and Restoration**

- Any impacts to ecosystem form and function must be avoided where possible. The Master Plan 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. Our records confirm that the following sensitive environmental features are located within or adjacent to the study area:
  - Watercourses
  - Wetlands
  - Woodlots
We recommend consulting with the Ministry of Natural Resources (MNR), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional study will be necessary to preserve and protect these sensitive features.

**Surface Water**

- The Master Plan 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 Master Plan 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.

**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 Master Plan.

- If the potential construction or decommissioning of water wells is identified as an issue, the Master Plan should refer to Ontario Regulation 903, Wells, under the *Ontario Water Resources Act*.

- 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 Master Plan. In particular, a Permit to Take Water (PTTW) under the *Ontario Water Resources Act* will be required for any water takings that exceed 50,000 litres per day.
Air Quality, Dust and Noise

- An air quality impact assessment is recommended for this project to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment should 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. This assessment should compare to all available standards for selective contaminants of concern. We recommend that you contact this office during the scoping process to confirm the appropriate level of assessment.

- Any potential air quality impacts should be assessed and used in the evaluation of alternatives for the proposed project. Appropriate mitigation measures of any potential effects should be identified.

- 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 Master Plan 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 Branch 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. We recommend contacting the ministry’s York Durham District Office in Ajax for further consultation if contaminated sites are present.

- The location of any underground storage tanks should be investigated in the Master Plan. 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.

- Any current or historical waste disposal sites should be identified in the Master Plan. The status
of these sites should be determined to confirm whether approval pursuant to Section 46 of the Environmental Protection Act may be required for land uses on former disposal sites.

- The Master Plan 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 Master Plan 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 Master Plan.

**Planning and Policy**

- Parts of the study area are subject to the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement. The Master Plan should demonstrate how the proposed study adheres to the relevant policies in these plans.

**Class EA Process**

- 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, although the plan itself would not be.

- The Master Plan should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making. The Master Plan 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 Master Plan 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 Master Plan 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 Master Plan.

- Please include in the Master Plan a list of all subsequent permits or other approvals that may be required for the implementation of the preferred alternative, including Permits to Take Water, Environmental Compliance Approvals, approval under the Canadian Environmental Assessment Act (CEAA), and conservation authority permits.

- Please note that ministry guidelines and other information related to the issues noted above are available at www.ene.gov.on.ca under the publications link. We encourage you to review all the available guides and to reference any relevant information in the Master Plan.

Aboriginal Consultation

- The Crown has a duty to consult First Nation and Métis communities if there is a potential impact to Aboriginal or treaty rights. As the proponent of this project, you have a responsibility to conduct adequate consultation with First Nation and Métis communities as part of the environmental assessment process. The Crown is, therefore, delegating the procedural aspects of consultation to you as outlined in the attached document.

- You must contact the Director, Environmental Approvals Branch if a project may adversely affect an Aboriginal or treaty right, or if a Part II Order is anticipated; the ministry will then determine whether the Crown has a duty to consult. Information and resources to assist you in fulfilling this requirement are provided as an attachment.

Thank you for the opportunity to comment on this project. A draft copy of the Master Plan should be sent to this office prior to the filing of the final draft, allowing approximately 30 days review time for the ministry's reviewers to provide comments. Please also forward our office the Notice of Completion and Master Plan when completed. Should your team have any questions regarding the above, please contact me at 416-326-3469.

Yours sincerely,

Nisha Shirali
Environmental Resource Planner and EA Coordinator
Air, Pesticides and Environmental Planning

c. D. Fumerton, Manager, York Durham District Office, MOE
Central Region EA File
A & P File
ABORIGINAL CONSULTATION INFORMATION

Interest-based consultation with First Nation and Métis Communities

Proponents subject to the Environmental Assessment Act are required to consult with interested First Nation and Métis communities in addition to consultation with interested persons. Special effort may be required to ensure that First Nation and Métis communities are made aware of the project and are afforded an opportunity to provide comments.

Proponents are required to contact the Ministry of Aboriginal Affairs (MAA) and Aboriginal Affairs and Northern Development Canada (AANDC) to help identify which First Nation and Métis communities may be impacted by your project. **It is important to ensure that MAA and AANDC are advised of any communities identified for consultation during previous stages of the project when making this request.** For more information in this regard, refer to the Aboriginal Information Resources web page of the Ministry of the Environment’s internet site at:


You are advised to provide notification directly to all of the First Nation and Métis communities who may be interested in the project.

Rights-based consultation with First Nation and Métis Communities

Proponents should also be aware that certain projects may affect the ability of a First Nation or Métis community to exercise their confirmed or asserted Aboriginal or treaty rights. In such cases, Ontario may have a duty to consult to ensure the protection of the potentially affected right. Activities which may restrict access to unoccupied Crown lands, or could result in a potential to impact land or water resources, generally have the potential to impact Aboriginal or treaty rights. For assistance in determining whether your project could affect these rights, refer to the attached “Preliminary Assessment Checklist: First Nation and Métis Community Interest.”

If there is an impact to Aboriginal or treaty rights, accommodation may be required to avoid or minimize the adverse impacts. Accommodation is an outcome of consultation and includes any mechanism used to avoid or minimize adverse impacts to Aboriginal or treaty rights and traditional uses. Solutions could include adjustments in the timing or geographic location of the proposed activity; accommodation does not necessarily require the provision of financial compensation.

The proponent must contact the Director, Environmental Approvals Branch if a project may adversely affect an Aboriginal or treaty right, or if a Part II Order or an elevation request is anticipated; the Ministry will then determine whether the Crown has a duty to consult.

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 or by mail or fax at the address provided below:

<table>
<thead>
<tr>
<th>Email</th>
<th><a href="mailto:EAASIBgen@ontario.ca">EAASIBgen@ontario.ca</a></th>
</tr>
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<tr>
<td>Subject</td>
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<tr>
<td>Fax</td>
<td>416-314-8452</td>
</tr>
<tr>
<td>Address</td>
<td>Environmental Approvals Branch</td>
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<td></td>
<td>12A Flr</td>
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<tr>
<td></td>
<td>2 St Clair Ave W</td>
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<td></td>
<td>Toronto ON M4V1L5</td>
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Delegation of Procedural Aspects of Consultation

Proponents, by virtue of their knowledge and participation in project activities, have an important and direct role in the consultation process to ensure both success and certainty. Where the Crown’s duty to consult is triggered, **Ontario is delegating these procedural aspects of this rights-based consultation to you as the proponent of the project.**

Ontario will have an oversight role as the consultation process unfolds but will be relying on the steps undertaken and information you obtain to ensure adequate consultation has taken place. To ensure that First Nation and Métis communities have the ability to assess a project for its potential to impact on an Aboriginal or treaty right, there are certain procedural aspects of consultation that Ontario requires proponents to undertake.

The responsibilities of the proponent for procedural aspects of consultation include:

- Providing notice to the elected leadership of the First Nation and/or Métis communities (e.g., First Nation Chief) as early as possible regarding the project;
- Providing First Nation and/or Métis communities with information about the proposed project including anticipated impacts, information on timelines and your environmental assessment process;
- Following up with First Nation and/or Métis communities to ensure they received project information and that they are aware of the opportunity to express comments and concerns about the project; if you are unable to make the appropriate contacts (e.g. are unable to contact the Chief) please contact the Ministry of the Environment for further direction.
- Providing First Nation and/or Métis communities with opportunities to meet with appropriate representatives to discuss the project;
- Gathering information about how the project may adversely impact the Aboriginal and/or Treaty rights (for example, hunting, fishing) or sites of cultural significance (for example, burial grounds, archaeological sites);
- Considering the comments and concerns provided by First Nation and/or Métis communities and providing responses;
- Where appropriate, discussing potential mitigation strategies with First Nation and/or Métis communities;
- Bearing the reasonable costs associated with these procedural aspects of consultation.
- Maintaining a Consultation Record and upon request, providing copies of the Consultation Record to Ontario. The Consultation Record should:
  - summarize the nature of any comments and questions received from First Nation and/or Métis communities
  - describe the response to comments and how concerns were considered
  - include a communications log indicating the dates and times of all communications; and
  - document activities in relation to consultation.

Successful consultation depends, in part, on early engagement by proponents with First Nation and Métis communities. Information shared with communities must be clear, accurate and complete, and in plain language where possible. The consultation process must maintain sufficient flexibility to
respond to new information, and we trust you will make all reasonable efforts to build positive relationships with all First Nation and Métis communities contacted.

**Preliminary Assessment Checklist: First Nation and Métis Community Interest**

Some main concerns of First Nation and Métis communities deal with/address rights for hunting, gathering, trapping, and fishing – these activities generally occur on Crown land or water bodies. As such, projects related to Crown land or water bodies, or changes to them, may be of concern.

Where you have identified that your project may trigger rights-based consultation through the following questions, a pre-consultation meeting with the ministry and proponent will provide an early opportunity to confirm whether Ontario’s duty to consult is triggered and to discuss roles and responsibilities in that event.

Please answer the following questions. A “yes” response will indicate a potential impact on Aboriginal or treaty rights.

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<thead>
<tr>
<th>Question</th>
<th>YES</th>
<th>NO</th>
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<tbody>
<tr>
<td>1. Are you aware of concerns from First Nation and Métis communities about your project or a similar project in the area? The types of concerns can range from interested inquiries to environmental complaints, and even to land use concerns. You should consider whether the interest represents on-going, acute and/or widespread concern.</td>
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<td>2. Is your project occurring on Crown land, or is it close to a water body, or might it change access to either?</td>
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<tr>
<td>3. Is the project located in an open or forested area where hunting or trapping could take place?</td>
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<td>4. Does the project involve the clearing of forested land?</td>
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<td>5. Is the project located away from developed, urban areas?</td>
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<td>6. Is your project close to, or adjacent to, an existing reserve? Projects in areas near reserves may be of interest to your First Nation and Métis community neighbours.</td>
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<td>7. Will the project affect First Nations and/or Métis right of access?</td>
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<tr>
<td>8. Is the area subject to a land claim? Information about land claims filed in Ontario is available from the Ministry of Aboriginal Affairs; information about claims filed with the federal government is available from Aboriginal Affairs and Northern Development Canada.</td>
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<td>9. Does the project have potential to cause cumulative effects at the present time or over a long period of time (e.g. several small expansions of an urban area)?</td>
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<td>10. Does the project have the potential to impact any archaeological sites?</td>
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Date: February 18, 2014
Date of meeting: February 13, 2014
Location: Oshawa City Hall, C-Wing
Committee Room
50 Centre Street South

Project: Britannia Avenue West
Extension Class EA Study

Author: Alex Kleiner

Attendees:
Prasenjit Roy, Region of Durham (PR)
Greg Hardy, Town of Whitby (GH)
Gary Carroll, City of Oshawa (GC)
Kevin Wilson, City of Oshawa (KW)
Morgan Jones, City of Oshawa (MJ)
Salisha Price, City of Oshawa (SP)
Doug Duffy, City of Oshawa (DD)
Rollie Oriol, City of Oshawa (RO)
Chris Darling, CLOCA (CD)
Ken Bright, UOIT (KB)
Karen Young, UOIT (KY)
Louise Foster, Tribute Communities (LF)
James Jarrett, MMM Group (JJ)
Bob Koziol, MMM Group (BK)
Alex Kleiner, MMM Group (AK)
Aaron Baxter, MMM Group (AB)

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baxtera@mmm.ca

DISTRIBUTION: All Attendees, plus
Susan McGregor, Town of Whitby
Craig Rose, MMM Group

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<th>Item</th>
<th>Details</th>
<th>Action By</th>
<th>Action Date</th>
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</thead>
</table>
| 1.   | **Introductions, EA Process and Schedule**
  - BK provided an overview of the EA Process, known constraints within the Study Area and some additional context.
    - MMM Group is undertaking the EA on behalf of Tribute Communities and the Town of Whitby
    - Phases 1-4 of Municipal Class EA Study process from 800m west of Simcoe Street North to Thornton Road North.
    - Phases 1-2 of Municipal Class EA Study process from Thornton Road North to Thickson Road North.
    - The Town of Whitby is a co-proponent during Phases 1-2.
    - As per the Town’s Transportation Master Plan, there is a desire to eventually extend Britannia Avenue West to Brock Street North (or Cochrane Street).
    - Within the City of Oshawa, Britannia Avenue currently extends between Simcoe Street North and Ritson Road North, although there is a gap across Oshawa Creek
    - As per the City’s Official Plan, there is a desire to eventually extend Britannia Avenue east to Harmony Road North.
    - Highway 407 East is currently under construction, with interchanges planned at Thickson Road North and Simcoe Street North.
    - There is a Hydro One corridor to the south of the 407.
    - There is a major retail node planned south of the Simcoe Creek.

Any omissions or errors in these notes should be forwarded to the author immediately.
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<tr>
<td></td>
<td>Streets North–Highway 407 Interchange.</td>
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<td>- UOIT is currently undertaking a Master Plan and this includes plans to expand northerly to Britannia Avenue.</td>
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<td></td>
<td>- The Town is about to start a comprehensive Land Use and Transportation Master Plan study for the North Brooklin Secondary Plan. The limits of these Brooklin studies overlap the study area for this EA within Whitby.</td>
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<td>- Other known constraints within the Study Area include the Bickle subdivision, the west branch of Oshawa Creek, the Northern Dancer grave site, the Provincially Significant Wetland (PSW) north of the Bickle subdivision and a funeral home north of Conlin Road on Thickson Road North.</td>
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<td></td>
<td>- BK provided an overview of the EA schedule</td>
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<td>- PIC #1 is scheduled for April 3rd 2014.</td>
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<td>- PIC#2 will be held before the end of June 2014.</td>
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<td>- BK stated that the Study team is looking for input from key stakeholders relating to other constraints not already identified in and around the Study Area.</td>
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<td>- BK stated that it is anticipated that there will be two broad corridor alternatives identified as part of Phase 2 of the Study:</td>
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<td>- North and South of the Bickle subdivision.</td>
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<td>- BK noted that given the numerous constraints within the Study Area, it is unlikely that all stakeholders will be satisfied with the preferred alternative.</td>
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<td></td>
<td>- Accordingly, the Study will follow a systematic and transparent decision-making process in determining the preferred alternative.</td>
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<td>- GH noted that the Study is unique in that it crosses municipal boundaries (Town and City).</td>
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<td></td>
<td>- GH and BK have met with the MOE to discuss the unique Study phasing and MOE confirmed that the proposed EA Master Plan process is appropriate.</td>
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<td>- PR asked if there would be two separate reports produced as a result of how the Study has been structured.</td>
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<td>- BK confirmed that only one report (an Environmental Study Report) would be produced.</td>
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<td></td>
<td>- BK reiterated that the reason for extending Phases 1-2 to Thickson Road North is to ensure that the Town is able to retain flexibility in their own future alignment to the west.</td>
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<td>- PR asked why Phases 1-4 weren’t being done throughout the entire Study Area.</td>
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<td></td>
<td>- BK responded that there are currently no plans for the Town to construct the Britannia Avenue extension within 10 years (the lifespan of the EA approval).</td>
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<td>- GH stated that although construction may not occur within 10 years, establishing the preferred corridor as part of Phases 1-2 will allow the Town to establish appropriate land use protections and designations.</td>
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<td>2.</td>
<td><strong>Draft Problem/Opportunity Statement</strong></td>
<td>All</td>
<td>ASAP</td>
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<td></td>
<td>- BK suggested that the group should take some time to review and send comments to MMM Group after the meeting.</td>
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<td>- BK noted that the Study team will be looking for public input on the Problem/Opportunity Statement at PIC #1, but key stakeholder input is being sought first.</td>
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<td>- PR noted that the Problem/Opportunity Statement did not mention the Region’s Official Plan explicitly:</td>
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<td></td>
<td>- BK stated that MMM Group would amend the Problem/Opportunity Statement to explicitly reference.</td>
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### Item Details | Action By | Action Date
--- | --- | ---
**3. Study Understanding, Key Issues and Background Information/Data Requests**
- AB provided an overview of the constraints map using GIS.
- AB noted that the natural environment layers were based on 2009 Ecoplans data.
- AB pointed out wetlands within the Study Area that are currently unevaluated.
- CD stated that CLOCA mapping is somewhat different, but hasn’t been ground-truthed through field investigations.
  - BK stated that CLOCA and MMM Group should conduct field investigations in the near future to examine the unevaluated wetlands.
- PR asked if the Britannia Avenue extension is being planned as a Type “C” 4-lane arterial.
  - BK responded that the number of lanes to be constructed is undetermined, but the Right-of-Way will be able to accommodate 4 lanes.
- KB noted that there may be legal obligations and a defined boundary related to the Northern Dancer grave site.
  - LF highlighted that public reaction to an alignment that went through the site and any related alternatives would not be favourable and should be removed from consideration.
  - DD stated that the site’s property boundaries should be represented on the constraint map.
  - BK noted that Phases 1-2 only show potential corridors, not specific alignments.
- KB stated that a southern alignment could constitute a constraint on UOIT’s plans to expand north.
  - GH asked how far north UOIT was looking to expand.
  - KB responded to Britannia Avenue.
  - DD noted the existing condition of severance between Tribute and UOIT.
  - LF confirmed that the agreement between Tribute and UOIT states that Britannia Avenue will determine ownership to the north/south.
    - Tribute will own land north of Britannia Avenue.
    - UOIT will own land south of Britannia Avenue.
  - BK stated that it is unlikely that the preferred alternative will match the conceptual alignment shown in the agreement and that the agreement will need to be revisited at a later date.
  - LF agreed that a southern alignment could represent a constraint on UOIT’s plans.
  - BK stated that MMM Group will add an ownership line to the constraint map.
- KB asked if there was duplication between this Study and the Thornton Road EA.
  - KW responded that there was coordination, but not duplication.
  - BK noted that the Thornton Road EA was ahead of this Study’s schedule.
  - BK also noted the Conlin Road EA is underway.
- KB stated that UOIT would be looking to double the current capacity of the campus.
- BK asked about any known regulations or restrictions related to Pringle Creek.
  - CD stated that Pringle Creek would likely be regulated.

Any omissions or errors in these notes should be forwarded to the author immediately.
but CLOCA will confirm and send MMM Group the relevant information.

- CD asked if the Study would examine hydraulics.
  - BK stated that some analysis may be done, but existing information would not likely be revisited as there would be enough flexibility to avoid any significant impacts.
- CD noted that CLOCA would be undertaking a review of Oshawa Creek in early June 2014.
  - BK requested that CLOCA shares that information with the Study team.
- RO asked if there would be a revised constraint map generated prior to PIC #1.
  - BK confirmed that the Town and City would be provided with an updated constraint map for review well before PIC #1.
- PR asked what the Study team was hoping to accomplish at PIC #1.
  - BK stated that PIC #1 would show the public the draft Problem/Opportunity Statement, existing constraints, evaluation criteria, and potential corridor options.
- BK noted that there is a Project team workshop scheduled for March 6th that will review some preliminary corridors.

### 4. Next Steps

- Participants are to take some time to review the draft Problem/Opportunity Statement and send comments to MMM Group.
- MMM Group will revise the draft Problem/Opportunity Statement to explicitly reference both local and regional Official Plan policies.
- MMM Group will add an UOI/Tribute ownership line to the constraint map. Further information on the location of the horse graveyard to be obtained. A revised constraints map will be issued to the group in advance of PIC #1.
- CLOCA will confirm regulations associated with Pringle Creek and send any relevant information to MMM Group.
- CLOCA and MMM Group will coordinate future field investigations to examine the unevaluated wetlands located within the Study Area.
- Project Team workshop scheduled for March 6th will provide an updated constraints map and review some preliminary corridors and evaluation criteria.
Hello Bob,

This is to let you know that I spoke with Marinha Antunes, our Air Quality Analyst, regarding air quality impact requirements for the Britannia Road Improvements Master Plan. She confirmed that a full air quality/odour impact assessment will not be required for this project. As discussed, any potential air quality impacts should be assessed and used in the evaluation of alternatives for the project. Appropriate mitigation measures of any potential effects should be identified.

My apologies for the error and please let me know if you have any other questions.

Best,

Nisha Shirali, M.Pl., MCIP RPP
Environmental Resource Planner & EA Coordinator
Ministry of the Environment
Central Region, Technical Support Section
5775 Yonge Street, 9th Fl
Toronto, ON M2M 4J1
Ph: (416) 326-3469
Date: March 11, 2014  
Date of meeting: March 6, 2014  
Location: Oshawa City Hall, C-Wing Committee Room  
50 Centre Street South

Attendees:
Horace Look, Town of Whitby (HL)  
Greg Hardy, Town of Whitby (GH)  
Susan McGregor, Town of Whitby (SM)  
Kevin Wilson, City of Oshawa (KW)  
Morgan Jones, City of Oshawa (MJ)  
Salisha Price, City of Oshawa (SP)  
Susan Ashton, City of Oshawa (SA)  
Karl van Kessel, MMM Group (KvK)  
Alex Kleiner, MMM Group (AK)  
Aaron Baxter, MMM Group (AB)

E-Mail
lookh@whitby.ca  
hardyg@whitby.ca  
mcgregors@whitby.ca  
kwilson@oshawa.ca  
mrjones@oshawa.ca  
sprice@oshawa.ca  
sashton@oshawa.ca  
vankesselm@mmm.ca  
kleinerak@mmm.ca  
baxter@mmm.ca

DISTRIBUTION: All Attendees, plus  
Louise Foster, Tribute Communities  
Lucy Stocco, Tribute Communities  
Bob Koziol, MMM Group  
James Jarrett, MMM Group  
Craig Rose, MMM Group

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<tr>
<td>1.</td>
<td><strong>Introductions and Updated Constraint Mapping</strong></td>
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<td></td>
<td>• AB confirmed that the primary socio-economic constraints pertain</td>
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<td>to the Bickle subdivision and Northern Dancer grave site.</td>
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<td></td>
<td>• AB provided an overview of the updated natural environment</td>
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<td>features and/or constraints based on new data from CLOCA.</td>
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<td>o Additional vegetation communities have been identified in the</td>
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<td>northwestern part of the Study Area.</td>
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<td>o Additional hydraulic and natural heritage features have been</td>
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<td>identified throughout the Study Area.</td>
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<td>• KvK asked the group if they were aware of any additional constraints</td>
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<td>that have not been identified to date and made note that the</td>
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<td>natural environment and socio-economic constraint maps will be shown</td>
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<td>on the PIC display boards.</td>
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<td>o The City and the Town will review the constraint mapping shown</td>
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<td>as part of the PIC display boards and follow up with MMM Group</td>
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<td>should any additional constraints be identified.</td>
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<td>All</td>
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<td>2.</td>
<td><strong>Preliminary Assessment of Alternative Corridors</strong></td>
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<td>• KvK provided an overview of how the alternative corridors were</td>
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<td>developed.</td>
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<td>o Based on feasible engineering alignments based on a design speed</td>
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<td>of 70 km/h.</td>
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<td>o The Bickle subdivision/PSW constraints in the middle of the</td>
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<td>Study Area have led to two alternative corridors – one to the north</td>
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<td>of Bickle subdivision and one to the south.</td>
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<td>o The south corridor alternative was developed with a 300m separation</td>
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<td>from Conlin Rd.</td>
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<td>o The north corridor alternative was designed to provide at</td>
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KvK noted that the assessment of alternative corridors information has been included in the draft PIC display boards and provided the timeframe for future comments to be submitted:

- MMM Group will email draft PIC display boards (updated based on comments received as part of this meeting) to the Project Team on March 11th.
- MMM Group asks that the City and Town submit their consolidated comments back to MMM Group by March 18th.
- MMM Group will incorporate any additional edits and produce a final draft version of the PIC display boards by March 20th (2 weeks prior to the PIC to allow for review by Town Council).

KvK provided an overview of the preliminary criteria used to evaluate the North and South corridor alternatives, as well as a Do Nothing alternative.

- Three main factor groups used in the evaluation are Natural Environment, Socio-Economic, and Technical & Financial, with specific criteria used within each factor group.

KvK presented the preliminary results of the evaluation of alternatives.

- Natural Environment:
  - The Do Nothing alternative is the most preferred since there would be no impacts to the natural environment.
  - The North Corridor alternative is the least preferred due to greater impacts to tree and vegetation cover and the hydraulic regime.
  - While the impacts to valleyland/riparian vegetation could be greater, the South Corridor alternative is ranked as moderate since it avoids most of the natural features located in the north part of the Study Area.

- Socio-Economic Environment:
  - The Do Nothing alternative is the least preferred primarily because it is not consistent with planning policies and does not address the problem/opportunity statement.
  - The North Corridor alternative could have a greater impact on future development opportunities.
  - The South Corridor alternative could have a greater impact on UOIT / Durham College Master Plan outcomes.
  - Both the North Corridor and South Corridor alternatives are ranked as moderate as there is no clear “winner” between the two.
  - GH asked if it is accurate to say that the North Corridor alternative is “consistent with local and regional Official Plans and TMPs” due to the conceptual nature of how the Britannia Ave extension is represented.
    - KvK stated that the term “consistency” would be reviewed by MMM and potentially changed.
    - KW stated that the “residential and business impacts” criteria should be changed to “existing

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<tr>
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<td>least a 300m setback from the 407 / Thickson Road North interchange.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td>KvK noted that the assessment of alternative corridors information has been included in the draft PIC display boards and provided the timeframe for future comments to be submitted:</td>
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<td>Three main factor groups used in the evaluation are Natural Environment, Socio-Economic, and Technical &amp; Financial, with specific criteria used within each factor group.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td>KvK presented the preliminary results of the evaluation of alternatives.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>Natural Environment:</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>• The Do Nothing alternative is the most preferred since there would be no impacts to the natural environment.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>• The North Corridor alternative is the least preferred due to greater impacts to tree and vegetation cover and the hydraulic regime.</td>
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<td></td>
<td>• While the impacts to valleyland/riparian vegetation could be greater, the South Corridor alternative is ranked as moderate since it avoids most of the natural features located in the north part of the Study Area.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>Socio-Economic Environment:</td>
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<td>MMM Group</td>
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<td></td>
<td>• The North Corridor alternative could have a greater impact on future development opportunities.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<tr>
<td></td>
<td>• The South Corridor alternative could have a greater impact on UOIT / Durham College Master Plan outcomes.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>• Both the North Corridor and South Corridor alternatives are ranked as moderate as there is no clear “winner” between the two.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>• GH asked if it is accurate to say that the North Corridor alternative is “consistent with local and regional Official Plans and TMPs” due to the conceptual nature of how the Britannia Ave extension is represented.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>• KvK stated that the term “consistency” would be reviewed by MMM and potentially changed.</td>
<td>MMM Group</td>
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|      | • KW stated that the “residential and business impacts” criteria should be changed to “existing

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<td>GH noted that the MOE specifically asked for the evaluation criteria to include “connectivity” and asked if it should be added.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td>• AK suggested that connectivity was intended to be addressed as part of the traffic operations criteria.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>• GH suggested that connectivity should be explicitly referenced and that traffic operations should examine differences in directness/efficiency.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td>• KvK / AK agreed that MMM Group would revisit the criteria prior to March 11th.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td>o Technical &amp; Financial:</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>• The Do Nothing alternative is the least preferred as it does not support the orderly distribution of traffic.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>• Both the North Corridor and South Corridor alternatives are ranked as moderate as there is no clear “winner” between the two.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>o Overall:</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>• Due to its more balanced evaluation throughout the three factor groups, the South Corridor has been identified as the recommended alternative.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>• KvK asked the group if they agreed with the preliminary evaluation presented and the position that the South Corridor is the recommended alternative.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>o The group consensus was that time would be needed to review the evaluation in order to confirm MMM’s recommendation.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td>3.</td>
<td>Draft PIC Materials</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>• AK provided an overview of the preliminary PIC display boards.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>• SM stated that the Town’s policies do not currently recognize the natural environment features shown in the northwestern part of the Study Area (Existing Natural Environment Conditions board) and, accordingly, the Town may not wish to recognize those features.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>o KvK reiterated that those features have been identified and provided by CLOCA</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>o SP asked if it was possible to confirm with CLOCA what their data is based on.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>o MMM Group will follow up with CLOCA to confirm their data source(s).</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>• KW stated the Future Conditions board would be reformatted so that the identified features stand out better.</td>
<td>MMM Group</td>
<td>March 11th</td>
</tr>
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<td></td>
<td>o SM stated that the “Brooklin Secondary Plan” feature should be renamed as “Future Industrial Area”.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td></td>
<td>o SA asked if it would be possible to map any of the features (i.e. the Major Retail Node at Simcoe/Winchester) rather than use the general label approach so that the scales of the proposed developments are more obvious.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<tr>
<td></td>
<td>o AK and KvK stated that it is possible provided that MMM Group is provided with the digital files necessary to map them.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td>o SA will determine what files are available for MMM’s use.</td>
<td>MMM Group</td>
<td>March 11th</td>
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<td>o KW stated that the 407 interchanges should be shown</td>
<td>MMM Group</td>
<td>March 11th</td>
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<tr>
<td></td>
<td>• MMM Group will include the 407 interchange at</td>
<td>MMM Group</td>
<td>March 11th</td>
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</table>

Any omissions or errors in these notes should be forwarded to the author immediately.
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<th>Action Date</th>
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</thead>
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| 1.   | Thickson Rd N but does not have data for the 407 interchange at Simcoe St N  
    - KW will see if he’s able to provide mapping files for the 407/Simcoe St N interchange.  
    - SM provided some minor changes to the Problem/Opportunity Statement  
      - MMM Group will amend the Problem/Opportunity Statement accordingly and use the updated version going forward.  
    - GH asked if the evaluation should include additional alternative solutions such as TDM, widening, etc.  
      - KvK stated that MMM Group can create an additional display board that would look at additional solutions (TDM, widening, etc.) at a screening level prior to the evaluation matrix.  
    - SM asked if the evaluation should address connectivity beyond the Study Area.  
      - KvK stated that future studies would be needed to examine the connectivity of specific road alignments outside of the Study Area.  
    - SP asked whether the South Corridor should be identified as the “preferred alternative” rather than the “recommended alternative” as “recommended” sounds more final.  
      - KvK responded that MMM Group could revisit the language used, but the end result of Phases 1 and 2 should be a corridor either to the south or to the north of Bickle subdivision, not both.  
      - GH asked if there was any real difference between using “preferred” vs. “recommended”.  
    - KW asked that the “provide your input” portion of the Next Steps display board be expanded on  
      - KvK suggested that additional display boards be created to address public input throughout the process.  
    - AB showed an example of a web-based consultation tool that may be leveraged at the PIC. | KW | ASAP |
|      |         | MMM Group | March 11th |
|      |         | MMM Group | March 11th |
|      |         | MMM Group | March 11th |
|      |         | MMM Group | March 11th |
| 4.   | **Next Steps** | MMM Group | March 11th |
|      | Based on the input received, MMM Group will submit revised PIC display boards for Town and City review.  
    - The Town and City will send their consolidated comments to MMM Group within 5 business days.  
    - MMM Group will incorporate any changes and send the final PIC display boards to Town and City for final review.  
    - SA will determine which digital files are available to better represent future conditions in the City’s portion of the Study Area.  
    - KW will determine if digital mapping files are available for the 407 interchange at Simcoe St N. | MMM Group | March 11th |
|      | Town & City | MMM Group | March 18th |
|      | MMM Group | MMM Group | March 20th |
|      | SA | SA | ASAP |
|      | KW | KW | ASAP |

Any omissions or errors in these notes should be forwarded to the author immediately.
NOTICE OF PUBLIC INFORMATION CENTRE #1
BRITANNIA AVENUE WEST EXTENSION
MASTER PLAN – MUNICIPAL CLASS EA STUDY

The Study

Tribute Communities and the Town of Whitby are carrying out a Master Plan under the Municipal Class Environmental Assessment (EA) process to determine the location and characteristics of a proposed westerly extension of Britannia Avenue West, from east of proposed Windfields Farm Drive west to Thickson Road North. The proposed extension will be a “Type C” arterial road and will support planned urban growth and the orderly distribution of traffic in north Whitby and Oshawa.

The Process

Phases 1 and 2 of the Municipal Class EA process will be completed from east of proposed Windfields Farm Drive west to Thickson Road North. This work will establish a preferred corridor in which the entire extension may be constructed.

Phases 3 and 4 of the Municipal Class EA process will be completed from east of proposed Windfields Farm Drive west to Thornton Road North. This work will establish a preferred alignment for this section of the extension. Phases 3 and 4 are not being completed to the west of Thornton Road North at this time, as there are no immediate plans to construct this section.

Public Information Centre (PIC) # 1

PIC #1 will be held as a drop-in format as follows:

Date: Thursday, April 3, 2014

Time: 7:00pm to 9:00pm

Location: Columbus Community Centre, 3265 Simcoe Street North, Oshawa

PIC # 1 will present the existing and future conditions within the study area, the evaluation of alternative corridors, and a recommended corridor. We are seeking your input on the recommended corridor, as well as the proposed environmental and technical criteria to evaluate specific road alignments during Phases 3 and 4.

Should you have any questions or comments regarding this study, please contact us directly:

Mr. Bob Koziol, P. Eng.
Project Manager
MMM Group Limited
100 Commerce Valley Drive West
Thornhill, ON L3T 0A1
p) 905-882-7249
e) koziolb@mmm.ca

Mr. James Jarrett, MSci, MCIP, RPP
Senior Environmental Planner
MMM Group Limited
100 Commerce Valley Drive West
Thornhill, ON L3T 0A1
p) 905-882-4211 ext. 6113
e) jarrettj@mmm.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above.

This notice issued March 19, 2014.
Deluxe example of ‘Canadian dream’: Mayor

“Get a lot of passengers from the Oshawa area,” he explains. “It’s a great flight that’s something that works quite successfully.”

He attributes this to the fact that people can hop on a train, get to Toronto’s downtowns and then easily get to the island airport.

“We built the island airport largely on funding from the federal government and the provincial government,” he says. “We have established a certain unique sort of offering. It’s a fairly unique package. Seeding the airport to grow has been quite successful. For me, it’s never been a labor.”

Oshawa Mayor John Henry, who attended the UOTF event, says Deluce was inspiring to listen to and adds: “It’s about that great Canadian dream.”

The airport has seen so many successes and there was a lot to be taken away from Deluce’s presentation.

“If you just have to look at the number of people utilizing Porter Airlines now,” Mayor Henry states. “If you look at where it’s located, so it’s a great way to reduce traffic along highways if people use transit to get there. “It’s great growth. It’s got that great vision as an entrepreneur. It’s the story of ‘yes I can.’ It’s not just about his vision, it’s about where his vision has gone. As plans get quicker, more things happen.”

But what about Oshawa’s airport?

According to Deluce, Oshawa has a “big future.”

“I think we need to focus now on the island airport. It has so much more potential.”

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But what about Oshawa’s airport?
Alex Kleiner
Subject: FW: Notice of Study Commencement - Britania Avenue Improvements Class EA

From: Burkart, Jackie (MNR) [mailto:Jackie.Burkart@ontario.ca]
Sent: March-20-14 2:33 PM
To: James Jarrett
Subject: RE: Notice of Study Commencement - Britania Avenue Improvements Class EA

Thanks James. I understand!

Jackie Burkart
District Planner
Ministry of Natural Resources | 50 Bloomington Road, Aurora, ON L4G 0L8 | Phone: 905-713-7368 | Fax: 905-713-7360 | Email: jackie.burkart@ontario.ca

From: James Jarrett [mailto:JarrettJ@mmm.ca]
Sent: March 20, 2014 1:32 PM
To: Burkart, Jackie (MNR); Bob Koziol
Cc: ESA Aurora (MNR); Lunn, Greg (MNR); Joel Smith
Subject: RE: Notice of Study Commencement - Britania Avenue Improvements Class EA

Hi Jackie,

Thanks for your email and comments on existing features. We are aware of these features and will be undertaking more detailed natural environment studies as the EA progresses.

The City of Oshawa is not strictly a proponent for this EA; however they are a major stakeholder with whom we are in close correspondence throughout this study.

The section of the extension which shows “Exempt from EA” has already been approved through another planning process, and so we will not be seeking approval for that specific section in this study.

I hope this answers your questions, please feel free to contact me.

James

James Jarrett, MSci, MCIP, RPP
Senior Environmental Planner
Planning & Environmental Design

MMM Group Limited
100 Commerce Valley Drive West
Thornhill, Ontario, Canada L3T 0A1
t: 905.882.4211 x6113 | f: 905.882.0055 | c: 647.462.6136
JarrettJ@mmm.ca | www.mmm.ca

This communication is intended for the sole use of the person(s) to whom it is addressed, and may contain information that is privileged, confidential or subject to copyright. Any unauthorized use, disclosure or copying of this communication is strictly prohibited. If you have received this communication in error, please contact the sender immediately. Any communication received in error should be deleted and all copies destroyed.
Good morning gentlemen,

MNR has conducted a preliminary review of the subject Notice of Commencement. The study area contains watercourses, woodlands and provincially significant wetlands (PSWs). It is understood that Britannia Road is to be extended from east of the proposed Windfields Drive to Thickson Road North. Impacts to the PSWs should be avoided. Any impacts to watercourses and woodlands are to be minimized.

We note species at risk (Bobolink and Eastern Meadowlark) within and in the vicinity of the study area. Should you come across any additional species at risk as you progress through the EA process, these should be reported to the MNR. It is recommended that you contact ESA Aurora early on in the process for direction on how best to address species at risk.

Please advise if the City of Oshawa is also a co-proponent as part of the study area appears to be within their City limits. It is unclear why the Britannia Road Extension west of Simcoe Street North is exempt from EA approval.

I trust this is satisfactory.

Jackie

Jackie Burkart
District Planner
Ministry of Natural Resources | 50 Bloomington Road, Aurora, ON L4G 0L8 | Phone: 905-713-7368 | Fax: 905-713-7360 | Email: jackie.burkart@ontario.ca
In our initial review, we have confirmed that Hydro One Transmission facilities are located within immediate vicinity of the proposed site in your study area. Please allow appropriate lead-time in your project schedule in the event that proposed development impacts Hydro One infrastructure which requires relocation or modifications, or needs an outage, that may not be readily available.

In planning, please note that developments should not reduce line clearances and limit access to our facilities at any time in the study area of your Proposal. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

The integrity of the structure foundations must be maintained at all times, with no disturbance of the earth around the poles, guy wires and tower footings. There must not be any grading, excavating, filling or other civil work close to the structures.

Note that existing rights of ways may have provisions for future lines or already contain secondary land uses (i.e. pipelines, water mains, parking, etc). Please take this into consideration in your planning.

Once details are known and it is established that your development will affect Hydro One facilities including the rights of way, please submit plans that detail your development and the affected Hydro One facilities to:

Maria Agnew, Hydro One Real Estate Management
185 Clegg Road, Markham L6G 1B7
Phone: (905) 946-6275
Maria.Agnew@HydroOne.com

Please note that the proponent will be responsible for costs associated with modification or relocation of Hydro One facilities, as well as any added costs that may be incurred due to increase efforts to maintain our facilities.

Regards,

Cyrus Elmpak-Mackie
Hydro One Networks Inc.
Transmission Asset Management
483 Bay Street, North Tower 14th Floor
Toronto, ON, M5G 2P5
☎ 416.345.1265
✉ Cyrus.Elmpak-Mackie@HydroOne.com
Meeting Report

Date: April 1, 2014  
Date of meeting: March 31, 2014  
Location: Oshawa City Hall, C-Wing Committee Room  
50 Centre Street South

**Attendees:**
- Greg Hardy, Town of Whitby (GH)  
- Kevin Wilson, City of Oshawa (KW)  
- Morgan Jones, City of Oshawa (MJ)  
- Salisha Price, City of Oshawa (SP)  
- Susan Ashton, City of Oshawa (SA)  
- Chris Darling, CLOCA (CD)  
- Karen Young, UOIT (KY)  
- Chris Leitch, Region of Durham (CL)  
- Louise Foster, Tribute Communities (LF)  
- Bob Koziol, MMM Group (BK)  
- James Jarrett, MMM Group (JJ)

**E-Mail**
- hardyg@whitby.ca  
- kwilson@oshawa.ca  
- mjrjones@oshawa.ca  
- sprice@oshawa.ca  
- sashton@oshawa.ca  
- cdarling@cloca.com  
- karen.young@uoit.ca  
- chris.leitch@durham.ca  
- lifoster@tributecommunities.com  
- koziolb@mmm.ca  
- jarrettj@mmm.ca

**DISTRIBUTION:** All Attendees, plus  
- Horace Look, Town of Whitby  
- Rollie Orial, Town of Whitby  
- Doug Duffy, Town of Whitby  
- Susan McGregor, Town of Whitby  
- Gary Carroll, City of Oshawa  
- Ken Bright, UOIT  
- Lucy Stocco, Tribute Communities  
- Alex Kleiner, MMM Group  
- Craig Rose, MMM Group

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<td>o</td>
<td><strong>Introductions and Study Update</strong>&lt;br&gt;• BK opened the meeting and stated that its purpose is to review the proposed PIC boards and identify any issues or concerns prior to this.&lt;br&gt;• PIC # 1 will be held on April 3 at the Columbus Community Centre.</td>
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<td>o</td>
<td><strong>Review of PIC Boards (including Evaluation of Alternatives)</strong>&lt;br&gt;• JJ provided an overview of the PIC boards by running through the order of the boards and the material they cover.&lt;br&gt;• The key point is that the study will recommend the Southern Corridor for the eventual road alignment&lt;br&gt;• BK sought input from stakeholders concerning the material presented.&lt;br&gt;• CD indicated his support for the Southern Corridor as it avoids the Provincially Significant Wetland (PSW) area to the north of the Bickle Subdivision.&lt;br&gt;• BK noted that the Pringle Creek tributary in the western part of the study area will be a key focus of the Phases 3 &amp; 4 work.&lt;br&gt;• Detailed field studies will be undertaken in this location with the assistance of CLOCA, City of Oshawa and the Town of Whitby as soon as conditions permit (in April if possible).</td>
<td>MMM Group, CLOCA, Town of Whitby, City of Oshawa</td>
<td>April 2014</td>
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<tr>
<td>• LF asked about land ownership details for properties west of Thornton Road North and south of the Bickle Subdivision.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
<td></td>
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<tr>
<td>o BK stated that some of this information has been obtained as it is needed to request Permission to Enter for future field studies.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<td>• SA indicated that the colour used to determine the potential corridors should be changed because it does not show up well and may lead to accessibility issues.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<td>o SP suggested yellow is a good colour for such purposes and it was agreed to change this accordingly.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>• SA provided a reminder that the Core Farm Area should be added to the mapping.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<td>o JJ indicated that this is currently underway.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>• LF suggested that the boundaries delineating the scope for the Phases 1 &amp; 2 and Phases 3 &amp; 4 work should be added to the mapping.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>o BK agreed to include this.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>• GH suggested that a secondary scale bar showing the width of a 30m right of way be added so that the public can see how this relates to the size of the corridors proposed.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>o BK agreed to include this.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>• CD asked whether a detailed investigation had been conducted for terrestrial vegetation as part of Phases 1 &amp; 2.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>o BK noted that this will be conducted as part of Phases 3 &amp; 4 to scope the road alignment.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>o The Pringle Creek tributary and tributary of the Oshawa Creek West Branch will be important considerations.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<td>• BK noted that future land use will also shape the future alignment.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>• CD noted that the colour used to define watercourses and PSWs is very similar and should be changed.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>o BK agreed to change this.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>• LF thought that the Hydro Corridor should also be a different colour.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>o BK agreed to change this.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>• MJ and SW noted that the location of the Trillium Cemetery did not look correct and SP agreed that it should be slightly further to the south</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>o BK agreed to change this.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>• BK sought the opinion of KY on the preferred Southern Corridor.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<td>o KY indicated that UOIT/DC would prefer the north to avoid the transfer of land but could accept it.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>o BK reiterated that there is no single solution that can suit all parties but it is our role to show that a rational judgement has been made. There may yet be new issues identified by the public at the PIC.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<td>o There has been some interest to date among the public – largely asking about land holdings.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>o KW indicated there is likely to be a lot of interest from residents of the Bickle Subdivision.</td>
<td>MMM Group</td>
<td>Prior to April 3 2014</td>
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<tr>
<td>• CL asked if most of the land is held by the public or numbered companies.</td>
<td>Town of Whitby</td>
<td>ASAP</td>
<td></td>
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<tr>
<td>o BK noted that it mainly seems to be the public.</td>
<td>Town of Whitby</td>
<td>ASAP</td>
<td></td>
</tr>
<tr>
<td>• CL noted that intersection spacing should be considered in locating the alignment.</td>
<td>Town of Whitby</td>
<td>ASAP</td>
<td></td>
</tr>
<tr>
<td>o BK stated that this has already been a consideration in determining the location of the corridors.</td>
<td>Town of Whitby</td>
<td>ASAP</td>
<td></td>
</tr>
<tr>
<td>• GH indicated that he would check what comments have been received as part of the Brooklin studies being undertaken concurrently and that there is a PIC on April 2 for these studies.</td>
<td>Town of Whitby</td>
<td>ASAP</td>
<td></td>
</tr>
</tbody>
</table>

Any omissions or errors in these notes should be forwarded to the author immediately.

100 Commerce Valley Drive West, Thornhill, ON L3T 0A1 | t: 905.882.1100 | f: 905.882.0055 | w: www.mmm.ca
<table>
<thead>
<tr>
<th>Item</th>
<th>Details</th>
<th>Action By</th>
<th>Action Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>○ Schedule</td>
<td>BK stated that PIC #2 will be held at the end of June – the date depends on a number of factors including the ability to conduct field studies soon.&lt;br&gt;• CLOCA requires one week’s notice for the field studies.&lt;br&gt;  ○ BK to send invite to CD, KW and GH when the date for this is known.&lt;br&gt;• GH indicated that no concerns have been raised by Town Council.</td>
<td>MMM Group</td>
<td>ASAP</td>
</tr>
<tr>
<td>○ Next Steps</td>
<td>MMM Group will make the suggested changes to the PIC boards&lt;br&gt;• PIC #2 will be held on April 3, 2014.&lt;br&gt;• Field studies will commence once conditions permit.</td>
<td>MMM Group</td>
<td>Prior to April 3, 2014</td>
</tr>
</tbody>
</table>
Welcome to the Public Information Centre (P.I.C.);

Britannia Avenue West Extension

Master Plan – Municipal Class
Environmental Assessment Study

East of Proposed Windfields Farm Drive West to Thickson Road North

Thursday April 3, 2014
Tribute Communities and the Town of Whitby are carrying out a Master Plan under the Municipal Class Environmental Assessment (E.A.) process to determine the location and characteristics of a proposed westerly extension of Britannia Avenue West from east of proposed Windfields Farm Drive West to Thickson Road North.

The proposed extension will be a “Type C” arterial road planned for by the Region of Durham, City of Oshawa and Town of Whitby. The proposed arterial road will support planned urban growth and the orderly distribution of traffic and will be maintained by the City of Oshawa and the Town of Whitby.

Phases 1 and 2 of the Municipal Class E.A. process will be completed from east of proposed Windfields Farm Drive West to Thickson Road North.

Phases 3 and 4 of the Municipal Class E.A. process will be completed from east of proposed Windfields Farm Drive West to Thornton Road North.
What

The proposed Britannia Avenue West Extension will be a “Type C” arterial road within the City of Oshawa and Town of Whitby and is subject to a Municipal Class Environmental Assessment (E.A.).

Where

Phases 1 and 2 of the Municipal Class E.A. process will be completed from east of proposed Windfields Farm Drive West to Thickson Road North. Phases 3 and 4 of the Municipal Class E.A. process will be completed from east of proposed Windfields Farm Drive West to Thornton Road North.

Who

Tribute Communities and the Town of Whitby are co-proponents for Phases 1 and 2. For Phases 3 and 4, Tribute Communities is the sole proponent.

Why

Phases 1 and 2 are being completed to establish a corridor in which the entire extension may be constructed. Phases 3 and 4 are not being completed west of Thornton Road North as there are no immediate plans to construct this section and the E.A. approval is only valid for 10 years. This work will be undertaken at a later date.

How

A Master Plan and Environmental Study Report (E.S.R.) will be prepared and filed with the Ontario Ministry of the Environment. The E.S.R. will satisfy Municipal Class E.A. Schedule ‘C’ requirements for the extension from east of proposed Windfields Farm Drive West to Thornton Road North.

When

Phases 1 and 2 of the Study will be completed in April 2014, while Phases 3 and 4 will be completed in Summer 2014. There will be a second Public Information Centre held in June 2014 to present the preliminary findings of Phases 3 and 4.
Existing Natural Environment Conditions

Britannia Avenue West Extension

* Significance of Terrestrial Vegetation has not yet been assessed. Further investigations will be undertaken during Phases 3 & 4.
Existing Socio-Economic Conditions

Britannia Avenue West Extension

Study Area
Municipal Boundary
Northern Dancer’s Gravesite
Trillium Cemetery
Stone Pillars and Gates
Heritage Properties Listed on Draft
Town of Whitby Official Register
Britannia Ave West Approved Alignment
Road Network
Highway 407 East Expansion
Hydro Corridor
Core Farm Area

Width of Proposed Britannia Ave W Rd Allowance

[Scale bar: 0 100 200 400 m]
Britannia Avenue West Extension

The land use designations and policies of the Durham Region, City of Oshawa and Town of Whitby Official Plans direct significant urban growth to north Whitby and Oshawa. This growth, coupled with the 407 East extension currently under construction, will place additional strain on the existing transportation network, particularly the east-west routes of Winchester Road and Conlin Road.

To accommodate this growth, all of the municipal Official Plans and the Town of Whitby Transportation Master Plan have identified the need to extend Britannia Avenue westerly from Simcoe Street North. This proposed arterial road would support the orderly distribution of traffic across the broader transportation network. Locally, the Britannia Avenue West extension will support adjacent residential, institutional and industrial uses and function as an activity corridor with an enhanced streetscape and active transportation facilities, to reflect the objectives of the draft Oshawa Walking and Cycling Master Plan, Oshawa’s on-going Integrated Transportation Master Plan and the Whitby Cycling and Leisure Trails Plan. The extension will also consider the future opportunity for further expansion into Whitby to support the Town’s long-term growth plans, including the land uses and policies resulting from the Brooklin Secondary Plan and Transportation Master Plan Studies.

Together, these elements identify the need and opportunity to support planned growth and policy objectives through the development of a Britannia Avenue West alignment that balances the needs of all stakeholders. The preferred alignment must consider potential impacts to natural and social environmental features such as the West Branch Oshawa Creek valley, the Taylor Woods woodlot, University of Ontario Institute of Technology (U.O.I.T) / Durham College, the Bickle subdivision, the Provincially Significant Wetland north of the subdivision, the core Windfields Farm area (including Northern Dancer’s gravesite) and future land use and transportation needs into the Town of Whitby.
<table>
<thead>
<tr>
<th>Alternative Solution</th>
<th>Advantages</th>
<th>Disadvantages</th>
<th>Conclusion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Do Nothing</td>
<td>• No impacts to the existing natural or social environment</td>
<td>• Does not support urban growth&lt;br&gt;• Does not support additional connectivity or the orderly distribution of traffic&lt;br&gt;• Does not provide additional support to adjacent land uses&lt;br&gt;• Does not allow for connectivity to future westerly extension</td>
<td>• To be carried forward as a comparator</td>
</tr>
<tr>
<td>Construct New Roadway</td>
<td>• Provides support for urban growth&lt;br&gt;• Supports enhanced connectivity and the orderly distribution of traffic&lt;br&gt;• Supports adjacent land uses&lt;br&gt;• Allows for a future westerly extension</td>
<td>• Potential for negative impacts to natural and social environment</td>
<td>• To be carried forward</td>
</tr>
<tr>
<td>Transportation Demand Management (Carpooling, telecommuting, etc.)</td>
<td>• No impacts to existing natural and social environment&lt;br&gt;• Somewhat alleviates strain of the existing transportation network</td>
<td>• Does not adequately support urban growth&lt;br&gt;• Does not support additional connectivity or the orderly distribution of traffic&lt;br&gt;• Does not provide adequate support to adjacent land uses&lt;br&gt;• Does not allow for a future westerly extension</td>
<td>• Eliminated from further consideration</td>
</tr>
<tr>
<td>Widening of Existing Roadways</td>
<td>• Somewhat reduced impacts to existing natural and social environment&lt;br&gt;• Somewhat alleviates strain on existing transportation network</td>
<td>• Does not adequately support urban growth&lt;br&gt;• Does not support additional connectivity or the orderly distribution of traffic&lt;br&gt;• Does not provide adequate support to adjacent land uses&lt;br&gt;• Does not allow for a future westerly extension</td>
<td>• Eliminated from further consideration</td>
</tr>
<tr>
<td>Higher Order Transit (Light Rail Transit, Bus Rapid Transit)</td>
<td>• Reduced impacts to existing natural and social environment&lt;br&gt;• Somewhat alleviates strain of the existing transportation network</td>
<td>• Does not adequately support urban growth&lt;br&gt;• Does not support additional connectivity or the orderly distribution of traffic&lt;br&gt;• Does not provide adequate support to adjacent land uses&lt;br&gt;• Does not allow for a future westerly extension</td>
<td>• Eliminated from further consideration</td>
</tr>
<tr>
<td>Factor</td>
<td>Criteria</td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Natural Environment    | • Loss of Tree & Vegetation Cover  
• Impacts to Provincially Significant Wetlands (P.S.W.)  
• Hydraulic Regime Impacts  
• Impacts to Wetlands and Watercourses  
• Loss of Valleyland / Riparian Vegetation |
| Socio-Economic         | • Meets the Intent of Planning Policies  
• Meets the Intent of Local and Regional Official Plans & Transportation Master Plans  
• Future Development Opportunities  
• U.O.I.T. / Durham College Master Plan Impacts  
• Existing Residential & Business Impacts  
• Noise & Vibration Impacts  
• Air Quality Impacts  
• Loss of Agricultural Land |
| Technical & Financial  | • Flexibility for Future Westerly Extension  
• Geometrics  
• Structure Across Oshawa Creek West Branch  
• Cost |
<table>
<thead>
<tr>
<th>Natural Environment</th>
<th>Do Nothing</th>
<th>North Corridor</th>
<th>South Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss of Tree &amp; Vegetation Cover</td>
<td>No Impact</td>
<td>Potential for greater loss</td>
<td>Potential for some loss</td>
</tr>
<tr>
<td>Impacts to Provincially Significant Wetlands (P.S.W.)</td>
<td>No Impact</td>
<td>Potential for minimal impact</td>
<td>Potential for minimal impact</td>
</tr>
<tr>
<td>Hydraulic Regime Impacts</td>
<td>No Impact</td>
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<td>Potential for some impact</td>
</tr>
<tr>
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<td>Potential for minimal impact</td>
</tr>
<tr>
<td>Loss of Valleyland / Riparian Vegetation</td>
<td>No Impact</td>
<td>Potential for some loss</td>
<td>Potential for greater loss</td>
</tr>
<tr>
<td>Overall – Natural Environment</td>
<td><strong>MOST PREFERRED</strong></td>
<td><strong>LEAST PREFERRED</strong></td>
<td><strong>MODERATE</strong></td>
</tr>
</tbody>
</table>

| Socio-Economic | | | |
|----------------|---------------------|---------------------|
| Meets the Intent of Planning Policies | Does not meet the intent of wider planning policy | Meets the intent of wider planning policy | Meets the intent of wider planning policy |
| Meets the Intent of Local and Regional Official Plans (O.P.) & Transportation Master Plans (T.M.P.) | Does not meet the intent of O.P.s and T.M.P.s | Meets the intent of O.P.s and T.M.P.s | Meets the intent of O.P.s and T.M.P.s |
| Future Development Opportunities¹ | No impact | Potential significant constraints | Potential minimal constraints |
| U.O.I.T. / Durham College Master Plan Impacts | No impact | No impact | Potential for greater impact |
| Existing Residential & Business Impacts | No impact | Potential for some impact | Potential for greater impact |
| Loss of Agricultural Land | No impact | Potential for some loss | Potential for some loss |
| Noise & Vibration Impacts | No impact | Potential for some localized impact | Potential for greater localized impact |
| Air Quality Impacts | Potential for greater impact – increased congestion within study area | Potential for some localized impact | Potential for some localized impact |
| Overall – Socio-Economic | **LEAST PREFERRED** | **MODERATE** | **MODERATE** |

| Technical & Financial | | | |
|-----------------------|---------------------|---------------------|
| Flexibility for Future Westerly Extension | Does not provide flexibility for a future westerly extension | Provides flexibility for a future westerly extension | Provides flexibility for a future westerly extension |
| Geometrics | No impact | Provides for feasible geometric alignments | Provides for feasible geometric alignments |
| Structure Across Oshawa Creek West Branch | No impact | Less complex structure | More complex structure |
| Cost | Least expensive | Less expensive | Most expensive |
| Overall – Technical & Financial | **LEAST PREFERRED** | **MODERATE²** | **MODERATE²** |

**OVERALL EVALUATION**

PRELIMINARY PREFERRED ALTERNATIVE

1. Significant weighting has been applied to the Future Development Opportunities criteria due to the large amount of approved and/or planned future development within the Study Area.
2. The difference between the North and South corridor alternatives is marginal.
The South Corridor is the preliminary preferred alternative as it:

- Meets the intent of planning policies by enhancing overall transportation connectivity via a new east-west route
- Provides flexibility for a future westerly extension
- Has the least overall impact to the natural environment
- Is less likely to constrain future development opportunities within the Study Area
Provide Your Input!

Britannia Avenue West Extension

Do you agree that the Southern Corridor is preferred? Do you have any other comments? Please provide us with your comments prior to April 18, 2014.

Use the Provided Computers

Email or Mail
MMM Group
Attn: Bob Koziol
100 Commerce Valley Drive West
Thornhill, ON L3T 0A1
koziolb@mmm.ca

Learn more online at:
http://planning.mmm.ca/britannia

Next Steps:
- Confirm the preliminary preferred alternative corridor based on input received from attendees, written comments and online
- Develop alternative roadway alignments within the preliminary preferred alternative corridor
- Evaluate alternative roadway alignments using evaluation criteria
<table>
<thead>
<tr>
<th>Factor</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Environment</td>
<td>• Loss of Tree &amp; Vegetation Cover</td>
</tr>
<tr>
<td></td>
<td>• Ministry of Natural Resources (M.N.R.) Designated Area Impacts</td>
</tr>
<tr>
<td></td>
<td>• Impacts to Geomorphology</td>
</tr>
<tr>
<td></td>
<td>• Impacts to Pringle Creek Tributary</td>
</tr>
<tr>
<td></td>
<td>• Loss of Valleyland / Riparian Vegetation</td>
</tr>
<tr>
<td></td>
<td>• <strong>ANY OTHERS?</strong></td>
</tr>
<tr>
<td>Socio-Economic &amp; Cultural</td>
<td>• Archaeology &amp; Cultural Heritage Impacts</td>
</tr>
<tr>
<td></td>
<td>• Future Development Opportunities</td>
</tr>
<tr>
<td></td>
<td>• U.O.I.T. / Durham College Master Plan Impacts</td>
</tr>
<tr>
<td></td>
<td>• Existing Residential &amp; Business Impacts</td>
</tr>
<tr>
<td></td>
<td>• Loss of Agricultural Land</td>
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<td></td>
<td>• Noise &amp; Vibration Impacts</td>
</tr>
<tr>
<td></td>
<td>• Air Quality Impacts</td>
</tr>
<tr>
<td></td>
<td>• <strong>ANY OTHERS?</strong></td>
</tr>
<tr>
<td>Technical &amp; Financial</td>
<td>• Traffic Operations</td>
</tr>
<tr>
<td></td>
<td>• Geometrics</td>
</tr>
<tr>
<td></td>
<td>• Structure Across Oshawa Creek West Branch</td>
</tr>
<tr>
<td></td>
<td>• Constructability</td>
</tr>
<tr>
<td></td>
<td>• Staging / Future Extensions</td>
</tr>
<tr>
<td></td>
<td>• Cost</td>
</tr>
<tr>
<td></td>
<td>• <strong>ANY OTHERS?</strong></td>
</tr>
</tbody>
</table>
Which criteria do you think will be the most important when evaluating the alternative roadway alignments? Have we missed any criteria? Please provide us with your input prior to **April 18, 2014**.

**Use the Provided Computers**

**Email or Mail**
MMM Group
Attn: Bob Koziol
100 Commerce Valley Drive West
Thornhill, ON L3T 0A1
koziolb@mmm.ca

**Learn more online at:**
http://planning.mmm.ca/britannia
Please visit [http://planning.mmm.ca/britannia](http://planning.mmm.ca/britannia) to provide your input by April 18, 2014.

For general project information, please visit our project website: [http://www.oshawa.ca/study/britannia.asp](http://www.oshawa.ca/study/britannia.asp)

P.I.C. #2 will be held in late June, 2014 at this location to present the preferred alignment. In advance of this, further assessment will be undertaken.

The Master Plan and Environmental Study Report (E.S.R.) will be filed with the Ontario Ministry of the Environment and a Notice of Study Completion will be issued to start the 30 day review period.

After the review period, detail design of the extension from east of proposed Windfields Farm Drive West to Thornton Road North can commence, followed by construction.
Your choice of the southern corridor seems most appropriate as it has least impact from a point of water drainage and noise impact. I was unable to complete the survey (tried twice) as I kept getting an error on page.

Thank you for your enquiry. The first Public Information Centre (PIC) for the Britannia Avenue West Extension EA was held last night at Columbus Community Centre.

To view the display boards presented, please click on the following link which will take you to our study website. Then click on “Documents” at the top of the page, and there will be a link to the Display Boards. There is also an online survey if you have a few minutes to provide your feedback.

http://planning.mmm.ca/britannia/

If you have any further questions, please let myself or Bob know.

Regards,

James
Hi Kelly,

Thanks for your call earlier. I’ve attached a copy of the PIC #1 boards from last week. As you will see, our study is focusing on Britannia Avenue to the west of Simcoe Street. Moving forward, we will be specifically focusing on the section up to Thornton Road as part of this study. The remaining section over to Thickson Road will be studied at a later date.

I hope you find this information useful. For reference, we are planning a second PIC in late June.

If you have any further questions, please contact me.

Regards,

James

James Jarrett, MSci, MCIP, RPP
Senior Environmental Planner
Planning & Environmental Design

MMM Group Limited
100 Commerce Valley Drive West
Thornhill, Ontario, Canada L3T 0A1
t: 905.882.4211 x6113 | f: 905.882.0055 | c: 647.462.6136
JarrettJ@mmm.ca | www.mmm.ca
Re: Notice of Study Commencement – Britannia Avenue Improvements – Master Plan Class EA Study

Oshawa City Council considered the above matter at a meeting held on April 7, 2014 and adopted the following recommendation of the Development Services Committee:

“That Part 1 of the First Report of Heritage Oshawa, being comments regarding the Class Environmental Assessment Study for the Britannia Avenue improvements, be referred to Tribute Communities and Marshall, Macklin, Monaghan.

1. Notice of Study Commencement – Britannia Avenue Improvements Master Plan – Class EA Study (HTG-14-18)

Recommendation

That pursuant to Correspondence HTG-14-18 being a Notice of Study Commencement for a Master Plan – Class EA Study for Britannia Avenue improvements, Heritage Oshawa recommends that the study take into consideration the importance of the Cultural Heritage aspects within the study area and within close proximity of the study area including:

• The arena;
• Barn 2;
• Northern Dancer’s cemetery;
• The stone pillars and gates on Simcoe Street North;
• Trillium Cemetery; and,
• The tree-lined laneway.”
If you need further assistance, please contact Margaret Kish, Senior Planner, at the address listed below, or by telephone at 905-436-3311.

Sandra Kranc
City Clerk

c: James Jarrett, Environmental Planner
   M. Kish, Senior Planner
Hi Rene,

Thank you for your email and notification of works associated with your property. Please accept this reply as confirmation of receipt of your comments.

The broad 'South Corridor' in which we are recommending the future extension is constructed is located further south towards Conlin Road West. It is not anticipated that there would be any direct impacts upon your property.

In addition, under this study we will not be recommending a specific road alignment between Thornton Road North and Thickson Road North. Our study will focus on the alignment east of Thornton Road North only. The alignment over to Thickson Road North will be studied at a later date.

If you have any further questions please let me know. I would also recommend visiting our study website for further information as the study progresses: http://planning.mmm.ca/britannia/

Regards,
James

-----Original Message-----
From: Rene Thiebaud [mailto:rene@ogslandscape.ca]
Sent: April-11-14 9:22 AM
To: James Jarrett
Subject: Britannia Ave. West Extension E.A.

Hi Mr. Jarrett,

Thanks for discussing the extension plans with me last week at Columbus.

The following are issues that I would like to bring forward.

Awareness and protection of our entrance to our property at 5515 Thickson Rd. North.

The MTO will be constructing a new entrance/intersection on the south edge of our property replacing our existing entrances. As owners we need to make you aware of our situation and make sure that plans for the extension of Britannia Ave. will not impair the functionality of this entrance.

PLEASE CONFIRM RECEIPT OF OUR COMMENTS.
Thank you for your assistance.

Rene Thiebaud
Greenworld Investments Inc.
Hi Dave

Unfortunately, we are not able to grant permission to enter the Windfields lands.

Regards

Bob

Sent from my iPhone

> On Apr 11, 2014, at 1:31 PM, "Dave <gojudave77@gmail.com>" wrote:
> Hello sir,
> I am writing in regards to Windfields farms. I am part of a metal detecting group and am wondering if it would be permissible to do a search around some of the buildings/houses? Thanks so much for your time.
> Dave
> Sent from my iPhone
Mr. Przybylski,

Thank you for the information provided. The preferred corridor for the proposed Britannia Avenue extension is located to the south of Bickle Drive, and as such it will not impact on existing drainage patterns at Roselawn Avenue.

With respect to the drainage issues you have experienced, my suggestion would be to contact either the City or the Central Lake Ontario Conservation Authority (CLOCA).

Regards,

James

Having lived on roselawn for about 25 years, I can say that my primary consideration is the drainage of water from the northern wetlands that run west-east abuting all the northern properties of Roselawn. Primarily in the spring, these waters drain west to east along the properties to the most easterly property. It then runs along the west side of the property to a drainage ditch and proceeds (via a culvert) to run southward along the Thornton road where at a point it crosses under Thornton onto the university property and on southwards. I HAVE SEEN THE RUNOFF FLOOD OUR STREET FOR AS MUCH AS 50 -100 YARDS. This was in spring a few years back (maybe 4-5?). If this drainage is not properly accounted for in the overall road design and held back, then our back yards (and possibly some homes closer to Thornton) could flood. I understand that the future development requires a rational road structure, but please keep in mind that this water drainage is important to all residents on the north side of Roselawn. Thank you.

Thank you for your feedback. I am sorry to hear the survey did not work – I understand though from our technician that it is functioning how it should be (and I just accessed it myself). All I can advise is that you please continue to try again.

Importantly, we have your thoughts on the preliminary preferred alternative.
The other question on the survey relates to your thoughts on the proposed evaluation criteria on the board called “Proposed Evaluation Criteria for Roadway Alignments”. Are there certain criteria you feel are more important than others? Do you feel we have missed anything important?

Thanks again,
James

From: Edward [mailto:edward.przybylski@sympatico.ca]  
Sent: April-05-14 11:01 AM  
To: James Jarrett  
Subject: RE: Britannia Avenue West Extension EA

Your choice of the southern corridor seems most appropriate as it has least impact from a point of water drainage and noise impact. I was unable to complete the survey (tried twice) as I kept getting an error on page.

From: JarrettJ@mmm.ca  
To: edward.przybylski@sympatico.ca  
CC: KoziolB@mmm.ca  
Subject: Britannia Avenue West Extension EA  
Date: Fri, 4 Apr 2014 13:55:10 +0000  
Mr. [redacted]

Thank you for your enquiry. The first Public Information Centre (PIC) for the Britannia Avenue West Extension EA was held last night at Columbus Community Centre.

To view the display boards presented, please click on the following link which will take you to our study website. Then click on “Documents” at the top of the page, and there will be a link to the Display Boards. There is also an online survey if you have a few minutes to provide your feedback.

http://planning.mmm.ca/britannia/

If you have any further questions, please let myself or Bob know.

Regards,

James

James Jarrett, MSci, MCIP, RPP  
Senior Environmental Planner  
Planning & Environmental Design  
MMM Group Limited  
100 Commerce Valley Drive West  
Thornhill, Ontario, Canada L3T 0A1  
t: 905.882.4211 x6113 | f: 905.882.0055 | c: 647.462.6136  
JarrettJ@mmm.ca | www.mmm.ca

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Please consider the environment before printing this e-mail and/or its attachments.
James Jarrett
Environmental Planner
MMM Group Limited
100 Commerce Valley Drive West
Thornhill, ON, L3T 0A1

Re: Notice of Study Commencement
Britannia Avenue Improvements
Master Plan – Class EA Study

Dear Mr. Jarrett:

Thank you for informing the Ministry of Aboriginal Affairs (MAA) of your project. Please note that MAA treats all letters, emails, general notices, etc. about a project as a request for information about which Aboriginal communities may have rights or interests in the project area.

As a member of the government review team, the Ministry of Aboriginal Affairs (MAA) identifies First Nation and Métis communities who may have the following interests in the area of your project:

- reserves;
- land claims or claims in litigation against Ontario;
- existing or asserted Aboriginal or treaty rights, such as harvesting rights; or
- an interest in your project’s potential environmental impacts.

MAA is not the approval or regulatory authority for your project, and receives very limited information about projects in the early stages of their development. In circumstances where a Crown-approved project may negatively impact a claimed Aboriginal or treaty right, the Crown may have a duty to consult the Aboriginal community advancing the claim. The Crown often delegates procedural aspects of its duty to consult to proponents. Please note that the information in this letter should not be relied on as advice about whether the Crown owes a duty to consult in respect of your project, or what consultation may be appropriate. Should you have any questions about your consultation obligations, please contact the appropriate ministry.

You should be aware that many First Nations and/or Métis communities either have or assert rights to hunt and fish in their traditional territories. For First Nations, these territories typically include lands and waters outside of their reserves.
In some instances, project work may impact aboriginal archaeological resources. If any Aboriginal archaeological resources could be impacted by your project, you should contact your regulating or approving Ministry to inquire about whether any additional Aboriginal communities should be contacted. Aboriginal communities with an interest in archaeological resources may include communities who are not presently located in the vicinity of the proposed project.

With respect to your project, and based on the brief materials you have provided, we can advise that the project appears to be located in an area where First Nations may have existing or asserted rights or claims in MAA’s land claims process or litigation, that could be impacted by your project. Contact information is below:

<table>
<thead>
<tr>
<th>Alderville First Nation</th>
<th>Chief James R. Marsden</th>
</tr>
</thead>
<tbody>
<tr>
<td>11696 Second Line</td>
<td>(905) 352-2011</td>
</tr>
<tr>
<td>P.O. Box 46</td>
<td>(Fax) 352-3242</td>
</tr>
<tr>
<td>ROSENEATH, Ontario</td>
<td><a href="mailto:jmarsden@eagle.ca">jmarsden@eagle.ca</a></td>
</tr>
<tr>
<td>K0K 2X0</td>
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<tr>
<th>Curve Lake First Nation</th>
<th>Chief Phyllis Williams</th>
</tr>
</thead>
<tbody>
<tr>
<td>22 Winookeeda Road</td>
<td>(705) 657-8045</td>
</tr>
<tr>
<td>CURVE LAKE, Ontario</td>
<td>(Fax) 657-8708</td>
</tr>
<tr>
<td>K0L 1R0</td>
<td><a href="mailto:chief@curvelakefn.ca">chief@curvelakefn.ca</a></td>
</tr>
<tr>
<td></td>
<td><a href="mailto:executivesecretary@curvelakefn.ca">executivesecretary@curvelakefn.ca</a></td>
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<tr>
<th>Hiawatha First Nation</th>
<th>Chief Greg Cowie</th>
</tr>
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<tbody>
<tr>
<td>123 Paudash Street</td>
<td>(705) 295-4421</td>
</tr>
<tr>
<td>R.R. #2</td>
<td>(Fax) 295-4424</td>
</tr>
<tr>
<td>KEENE, Ontario</td>
<td><a href="mailto:chief@hiawathafn.ca">chief@hiawathafn.ca</a></td>
</tr>
<tr>
<td>K0L 2G0</td>
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<tr>
<th>Mississaugas of Scugog Island</th>
<th>Chief Kelly LaRocca</th>
</tr>
</thead>
<tbody>
<tr>
<td>22521 Island Road</td>
<td>(905) 985-3337</td>
</tr>
<tr>
<td>PORT PERRY, Ontario</td>
<td>(Fax) 985-8828</td>
</tr>
<tr>
<td>L9L 1B6</td>
<td><a href="mailto:klarocca@mississaugafirstnation.com">klarocca@mississaugafirstnation.com</a></td>
</tr>
</tbody>
</table>

For your information, MAA notes that the following Métis community may be interested in your project given the proximity of their community to the area of the proposed project or because of your project’s potential environmental impacts:

<table>
<thead>
<tr>
<th>Peterborough and District Wapiti Métis Council</th>
<th>Andy Dufrane, President</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><a href="mailto:pbmets@gmail.com">pbmets@gmail.com</a></td>
</tr>
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<tr>
<th>Oshawa &amp; Durham Region Métis Council</th>
<th>Roger Plion, President</th>
</tr>
</thead>
<tbody>
<tr>
<td>1288 Ritson Road North, Suite 356</td>
<td>(905) 725-1635</td>
</tr>
<tr>
<td>Oshawa, ON L1G 8B2</td>
<td><a href="mailto:key-9@hotmail.com">key-9@hotmail.com</a></td>
</tr>
</tbody>
</table>
Please copy any correspondence to Peterborough and District Wapiti Métis Council and the Oshawa & Durham Region Métis Council to the Métis Nation of Ontario. Contact information is below:

<table>
<thead>
<tr>
<th>Métis Nation of Ontario Head Office</th>
<th>Métis Consultation Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>500 Old St. Patrick Street, Unit D</td>
<td>Fax: (613) 725-4225</td>
</tr>
<tr>
<td>Ottawa, Ontario, K1N 9G4</td>
<td></td>
</tr>
</tbody>
</table>

Through Aboriginal Affairs and Northern Development (AANDC), the Government of Canada sometimes receives claims that Ontario does not receive, or with which Ontario does not become involved. AANDC’s Consultation and Accommodation Unit (CAU) established a “single window” to respond to requests for baseline information held by AANDC on established or potential Aboriginal Treaty and rights. To request information from the Ontario Subject Matter Expert send an email to: UCA-CAU@aadnc-aandc.gc.ca

Additional details about your project or changes to it that suggest impacts beyond what you have provided to date may necessitate further consideration of which Aboriginal communities may be affected by or interested in your undertaking. If you think that further consideration may be required, please bring your inquiry to whatever government body oversees the regulatory process for your project. MAA does not wish to be kept informed of the progress of the project; please be sure to remove MAA from the mailing list.

The information upon which the above comments are based is subject to change. First Nation or Métis communities can make claims at any time, and other developments can occur that could result in additional communities being affected by or interested in your undertaking.

Yours truly,

[signature]

Corwin Troje
Manager, Consultation Unit
Aboriginal Relations and Ministry Partnerships Division
From: Isolina [mailto:isolina65@live.ca]
Sent: April-15-14 9:34 PM
To: Bob Koziol
Subject: britannia avenue West extention E.A.

we think that the road should be the preferred road corridor of Britannia avenue extention e, a.
Dear Nimal Nithiyanantham,

The ministry has received your request for an expedited review of the Project Report Package for PIF P390-0084-2014 submitted on Apr 16, 2014.

We will review the request and provide a written response within five business days. The response will let you know whether or not the expedited review has been granted and, if so, the estimated date by which a review of the report will be completed.

For more information on Expedited Review Requests, please see the bulletin on Project Information Forms (PIFs) and the Archaeological Report Review Process (available on our website: http://ontario.ca/archaeologystandards).

If you have any questions, please use PastPort's 'Ask a question' feature in the Report module or send an e-mail to Archaeology@ontario.ca. Please do not reply directly to this e-mail.
Hi Rick

Thank you for granting us permission to enter your property. We will come to your office prior to formally entering onto your lands.

Regards

Bob

Bob Koziol, P. Eng.
Manager, Municipal Transportation
Partner
t: 905.882.7249 | f: 905.882.0055 | c: 647.222.1076
MMM Group Limited

Sir.

I have received a notice (hand delivered) to my office today as to site visit on my property here at 5295 Thickson Rd Whitby on the 1st and or 2nd of May, 2014
I have no issue with your presence on site, I only ask that upon arrival you indicate your presence here.

RICK .

Richard B. Barnes
President & Managing Director
Barnes Memorial Funeral Home Ltd.
Whitby's Celebration of Life Professionals
April 22, 2014

Chief James R. Marsden
Alderville First Nation
11696 Second Line
P.O. Box 46
Rosenhead, ON
K0K 2X0

Dear Chief Marsden

Subject: Britannia Avenue West Extension Municipal Class Environmental Assessment

On the recent advice of the Ministry of Aboriginal Affairs, I am contacting you with regard to the Britannia Avenue West Extension Municipal Class Environmental Assessment (EA).

Tribute Communities and the Town of Whitby are carrying out a Municipal Class EA (Schedule C) to determine the location and characteristics of a proposed westerly extension of Britannia Avenue, from east of proposed Windfields Farm Drive west to Thickson Road North. Phases 1 and 2 of the EA have been completed to determine a broad corridor in which the future extension will be located. For your information, I have attached a copy of the Public Information Centre (PIC) materials that were presented to the public on April 3, 2014. The study is now moving into Phases 3 and 4, which will focus on determining the specific road alignment between east of proposed Windfields Farm Drive and Thornton Road North. It is anticipated that the EA will be completed later this summer.

If we can be of any further assistance, please feel free to contact me at (905) 882-7249 or at KoziolB@mmm.ca.

Sincerely,

MMM Group Limited

Bob Koziol, P.Eng.
Manager, Municipal Transportation
Partner
Dear Mr. Dufrane,

On the recent advice of the Ministry of Aboriginal Affairs, I am contacting you with regard to the Britannia Avenue West Extension Municipal Class Environmental Assessment (EA).

Tribute Communities and the Town of Whitby are carrying out a Municipal Class EA (Schedule C) to determine the location and characteristics of a proposed westerly extension of Britannia Avenue, from east of proposed Windfields Farm Drive west to Thickson Road North. Phases 1 and 2 of the EA have been completed to determine a broad corridor in which the future extension will be located. For your information, I have attached a copy of the Public Information Centre (PIC) materials that were presented to the public on April 3, 2014. The study is now moving into Phases 3 and 4, which will focus on determining the specific road alignment between east of proposed Windfields Farm Drive and Thornton Road North. It is anticipated that the EA will be completed later this summer.

We are seeking any comments you may have on this study. Please contact me if you have any further questions.

Regards,

James

James Jarrett, MSci, MCIP, RPP
Senior Environmental Planner / Senior Project Planner
Planning & Environmental Design

MMM Group Limited
100 Commerce Valley Drive West
Thornhill, Ontario, Canada L3T 0A1
t: 905.882.4211 x6113 | f: 905.882.0055 | c: 647.462.6136
JarrettJ@mmm.ca | www.mmm.ca

This communication is intended for the sole use of the person(s) to whom it is addressed, and may contain information that is privileged, confidential or subject to copyright. Any unauthorized use, disclosure or copying of this communication is strictly prohibited. If you have received this communication in error, please contact the sender immediately. Any communication received in error should be deleted and all copies destroyed.

Please consider the environment before printing this e-mail and/or its attachments.
Dear Chief Williams,

On the recent advice of the Ministry of Aboriginal Affairs, I am contacting you with regard to the Britannia Avenue West Extension Municipal Class Environmental Assessment (EA).

Tribute Communities and the Town of Whitby are carrying out a Municipal Class EA (Schedule C) to determine the location and characteristics of a proposed westerly extension of Britannia Avenue, from east of proposed Windfields Farm Drive west to Thickson Road North. Phases 1 and 2 of the EA have been completed to determine a broad corridor in which the future extension will be located. For your information, I have attached a copy of the Public Information Centre (PIC) materials that were presented to the public on April 3, 2014. The study is now moving into Phases 3 and 4, which will focus on determining the specific road alignment between east of proposed Windfields Farm Drive and Thornton Road North. It is anticipated that the EA will be completed later this summer.

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James

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Please consider the environment before printing this e-mail and/or its attachments.
Dear Chief Cowie

Subject: Britannia Avenue West Extension Municipal Class Environmental Assessment

On the recent advice of the Ministry of Aboriginal Affairs, I am contacting you with regard to the Britannia Avenue West Extension Municipal Class Environmental Assessment (EA).

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If we can be of any further assistance, please feel free to contact me at (905) 882-7249 or at KoziolB@mmm.ca.

Sincerely,

MMM Group Limited

Bob Koziol, P.Eng.
Manager, Municipal Transportation
Partner
April 22, 2014

Chief Kelly LaRocca
Mississaugas of Scugog Island
22521 Island Road
Port Perry, ON
L9L 1B6

Dear Chief LaRocca

Subject: Britannia Avenue West Extension Municipal Class Environmental Assessment

On the recent advice of the Ministry of Aboriginal Affairs, I am contacting you with regard to the Britannia Avenue West Extension Municipal Class Environmental Assessment (EA).

Tribute Communities and the Town of Whitby are carrying out a Municipal Class EA (Schedule C) to determine the location and characteristics of a proposed westerly extension of Britannia Avenue, from east of proposed Windfields Farm Drive west to Thickson Road North. Phases 1 and 2 of the EA have been completed to determine a broad corridor in which the future extension will be located. For your information, I have attached a copy of the Public Information Centre (PIC) materials that were presented to the public on April 3, 2014. The study is now moving into Phases 3 and 4, which will focus on determining the specific road alignment between east of proposed Windfields Farm Drive and Thornton Road North. It is anticipated that the EA will be completed later this summer.

If we can be of any further assistance, please feel free to contact me at (905) 882-7249 or at KoziolB@mmm.ca.

Sincerely,

MMM Group Limited

Bob Koziol, P.Eng.
Manager, Municipal Transportation
Partner
April 22, 2014

Mr. Roger Pilon
Oshawa & Durham Region Metis Council
1288 Ritson Road North, Suite 356
Oshawa, ON
L1G 8B2

Dear Mr. Pilon

Subject: Britannia Avenue West Extension Municipal Class Environmental Assessment

On the recent advice of the Ministry of Aboriginal Affairs, I am contacting you with regard to the Britannia Avenue West Extension Municipal Class Environmental Assessment (EA).

Tribute Communities and the Town of Whitby are carrying out a Municipal Class EA (Schedule C) to determine the location and characteristics of a proposed westerly extension of Britannia Avenue, from east of proposed Windfields Farm Drive west to Thickson Road North. Phases 1 and 2 of the EA have been completed to determine a broad corridor in which the future extension will be located. For your information, I have attached a copy of the Public Information Centre (PIC) materials that were presented to the public on April 3, 2014. The study is now moving into Phases 3 and 4, which will focus on determining the specific road alignment between east of proposed Windfields Farm Drive and Thornton Road North. It is anticipated that the EA will be completed later this summer.

If we can be of any further assistance, please feel free to contact me at (905) 882-7249 or at KoziolB@mmm.ca.

Sincerely,

MMM Group Limited

Bob Koziol, P.Eng.
Manager, Municipal Transportation
Partner
**Meeting Report**

**Date:** May 8, 2014  
**Date of meeting:** May 1, 2014  
**Location:** Oshawa City Hall, C-Wing Committee Room  
50 Centre Street South

**Attendees:**
- Horace Look, Town of Whitby (HL)  
- Susan McGregor, Town of Whitby (SM)  
- Kevin Wilson, City of Oshawa (KW)  
- Morgan Jones, City of Oshawa (MJ)  
- Salisha Price, City of Oshawa (SP)  
- Susan Ashton, City of Oshawa (SA)  
- Ken Bright, UOIT (KB)  
- Karen Young, UOIT (KY)  
- Chris Leitch, Region of Durham (CL)  
- Beau Wansbrough, Region of Durham (BW)  
- Lucy Stocco, Tribute Communities (LS)  
- Bob Koziol, MMM Group (BK)  
- Alex Kleiner, MMM Group (AK)

**E-Mail**
- lookh@whitby.ca  
- mcgregors@whitby.ca  
- kwilson@oshawa.ca  
- mrjones@oshawa.ca  
- sprice@oshawa.ca  
- sashton@oshawa.ca  
- ken.bright@uoit.ca  
- karen.young@uoit.ca  
- chris.leitch@durham.ca  
- beau.wansbrough@durham.ca  
- lstocco@tributecommunities.com  
- koziolb@mmm.ca  
- kleinerb@mmm.ca

**DISTRIBUTION:** All Attendees, plus
- Greg Hardy, Town of Whitby  
- Rollie Orial, Town of Whitby  
- Doug Duffy, Town of Whitby  
- Susan McGregor, Town of Whitby  
- Gary Carroll, City of Oshawa  
- Chris Darling, CLOCA (CD)  
- Louise Foster, Tribute Communities  
- James Jarrett, MMM Group  
- Craig Rose, MMM Group

---

**Item** | **Details** | **Action By** | **Action Date**
---|---|---|---
 o | Introductions and Summary of PIC #1  
- BK opened the meeting and stated that its purpose is to provide a summary of the feedback received from PIC #1 and confirm the selection of the preferred corridor.  
- PIC #1 was held on April 3rd  
- 25 attendees signed in, although attendance was estimated to be closer to 50 people.  
  o Lots of interest from residents located along Conlin Road.  
- Three formal comments were received at the PIC  
  o Two agreed with the selection of the South Corridor as the preferred alternative.  
  o One disagreed due to concerns related to the roundabout at the Conlin and Thornton intersection.  
- There was discussion concerning the phasing of the E.A., which was confused by some with construction phasing. Once the E.A. process was explained, the study process was generally understood.  
- A heritage group reiterated that Northern Dancer’s gravesite and other heritage features associated with the original Windfields Farm site should be protected.  
- An online survey was administered to allow further comments from

Any omissions or errors in these notes should be forwarded to the author immediately.
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<th>Item</th>
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| **interested parties.** | o Seven responses were received during the survey commenting period.  
  o Six of the respondents agreed with the selection of the South Corridor as preferred.  
  o Existing Residential / Business Impacts were ranked as the top concern, followed by Loss of Tree & Vegetation Cover, MNR Designated Area Impacts and Traffic Operations.  
  o BK stated that written comments received from OUIT had been noted and were on the record.  
  o Overall, there was strong support among attendees for proceeding with the preferred Southern Corridor, and the feedback received suggests that there is enough support to proceed with the South Corridor as the preferred alternative. |
| **Confirmation of Preferred Corridor and Phases 3 & 4** | o BK reiterated that the South Corridor will be recommended as the preferred corridor and the Study will advance to Phases 3 & 4.  
  o MMM Group will start developing alternative road alignments within the South Corridor.  
  o MMM Group and CLOCA will be groundtruthing environmental features within and beyond the UOIT lands that fall within the South Corridor.  
    o The walkthrough will help determine the significance of the east-west tributary of Pringle Creek as well as any potential regulation by CLOCA.  
    o BK noted that the landowner at the northeast corner of Conlin / Garrard has produced a legal survey that shows the east-west tributary of Pringle Creek as a protected feature.  
    o BK noted that any significance associated with the east-west tributary would likely push the preferred road alignment further south.  
    o SP indicated that the City of Oshawa would like to join MMM and CLOCA on the walkthrough *(author note: arrangements to have City staff join the walkthrough were made after the meeting concluded)*  
  o KB stated that UOIT owns a parcel of land at Conlin / Garrard that is not serviced.  
    o UOIT does not currently have plans to develop this land.  
  o BK noted that, based on MMM’s current understanding of conditions, there does not appear to be any material differences between road alignments to the north or south of the South Corridor.  
  o BK reiterated that Phases 3 & 4 will take into consideration a future westerly alignment of Britannia Avenue.  
  o BK noted that there are a number of residences located on the west side of Thornton Road North.  
    o The residences appear to be privately held (not by developers or corporations).  
    o The Study will need to consider impacts on these residences.  
    o MMM will work with City of Oshawa planning staff to determine how to appropriately deal with these impacts.  
  o CL asked when PIC #2 would be held  
    o BK stated that PIC #2 was tentatively scheduled for June 24th but may possibly be pushed up.  
    o BK stated that another Stakeholder Committee meeting will be held prior to PIC #2 to preview the results of |

Any omissions or errors in these notes should be forwarded to the author immediately.
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<tbody>
<tr>
<td>Items</td>
<td>Details</td>
<td>Action By</td>
<td>Action Date</td>
</tr>
<tr>
<td>Phases 3 &amp; 4.</td>
<td>KW provided a brief update on the Thornton Road EA.</td>
<td>All</td>
<td>Early-Mid June 2014</td>
</tr>
<tr>
<td></td>
<td>o PIC #2 is being held on May 8th.</td>
<td>KW</td>
<td>ASAP</td>
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<td></td>
<td>o PIC materials depict the intersection of Britannia / Thornton as a broad circle.</td>
<td></td>
<td></td>
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<td></td>
<td>o An email will be provided to the group with more details.</td>
<td></td>
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<tr>
<td>Next Steps</td>
<td>MMM Group will start developing alternative road alignments within the South Corridor.</td>
<td>MMM Group</td>
<td>ASAP</td>
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<td></td>
<td>MMM Group and CLOCA will be groundtruthing environmental features within and beyond the UOIT lands that fall within the South Corridor.</td>
<td>MMM Group &amp; CLOCA</td>
<td>May 2, 2014</td>
</tr>
<tr>
<td></td>
<td>Another Stakeholder Committee meeting will be held prior to PIC #2 to preview the results of Phases 3 &amp; 4.</td>
<td>All</td>
<td>Early-Mid June 2013</td>
</tr>
<tr>
<td></td>
<td>An email providing an update on the Thornton Road EA in relation to this Study will be produced.</td>
<td>KW</td>
<td>ASAP</td>
</tr>
</tbody>
</table>
May 12, 2014

MMM Group International Inc.
100 Commerce Valley Drive West
Thornhill, ON L3T 0A1

Att: Bob Koziol

Re: Britannia Avenue West Extension Municipal Class Environmental Assessment

Dear Bob Koziol,

Thank you for your consultation request to Alderville First Nation regarding the above noted project which is being proposed within our Traditional and Treaty Territory. We appreciate the fact that MMM Group International Inc. recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process.

As per the Alderville First Nation Consultation Protocol, your proposed project is deemed a level 3, having minimal potential to impact our First Nations’ rights, therefore, please keep Alderville apprised of any archaeological findings, burial sites or any environmental impacts, should any occur. I can be contacted at the mailing address above or electronically via email, at the email address below.

In good faith and respect,

Dave Simpson  
Lands and Resources Communications Officer  
Alderville First Nation dsimpson@aldervillefirstnation.ca  
Tele: (905) 352-2662  
Fax: (905) 352-3242
Dear Mr. Nithiyanantham:

This office has reviewed the above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18. This review has been carried out in order to determine whether the licensed professional consultant archaeologist has met the terms and conditions of their licence, that the licensee assessed the property and documented archaeological resources using a process that accords with the 2011 Standards and Guidelines for Consultant Archaeologists set by the ministry, and that the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

The report documents the assessment of the study area as depicted in Map 9 of the above titled report and recommends the following:

1. Regarding those areas previously subjected to Stage 1 AA by Archeoworks Inc. and Stantec (see Maps 5-6), all identified areas within these portions of the current study area which contain archaeological potential must be subjected to a Stage 2 AA employing pedestrian archaeological survey at five-metre intervals within recently ploughed fields, in accordance with Section 2.1.1 of the 2011 S&G, or a test pit archaeological survey at five-metre intervals within all other areas, in accordance with Section 2.1.2 of the 2011 S&G.

2. As per Section 1.4, Standard 1 of the 2011 S&G, the specific limits of disturbed locations, as illustrated in Map 9, need to be confirmed through a Stage 2 AA.

3. As per Section 1.4, Standard 1 of the 2011 S&G, the specific limits of low archaeological potential areas, as illustrated in Map 9, need to be confirmed through a Stage 2 AA.
4. All identified areas which contain archaeological potential, as illustrated in Map 9 must be subjected to a Stage 2 AA employing pedestrian archaeological survey at five-metre intervals within recently ploughed fields, in accordance with Section 2.1.1 of the 2011 S&G, or a test pit archaeological survey at five-metre intervals within all other areas, in accordance with Section 2.1.2 of the 2011 S&G (see Section 2.4).

No excavation activities shall take place within the study area prior to the MTCS (Archaeology Program Unit) confirming in writing that all archaeological licensing and technical review requirements have been satisfied.

Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the ministry's 2011 Standards and Guidelines for Consultant Archaeologists and the terms and conditions for archaeological licences. This report has been entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,
Kathryn Bryant
Archaeology Review Officer

cc. Archaeology Licensing Officer
    Alex Kleiner, MMM Group Limited
    Kevin Wilson, City of Oshawa

1 In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.
Meeting Report

Date: June 13, 2014
Date of meeting: June 12, 2014
Location: Oshawa City Hall, C-Wing Committee Room
50 Centre Street South

Project: Britannia Avenue West Extension Class EA Study
Author: Alex Kleiner

Attendees: E-Mail
Aaron Christie, Region of Durham (AC) aaron.christie@durham.ca
Kevin Wilson, City of Oshawa (KW) kwilson@oshawa.ca
Morgan Jones, City of Oshawa (MJ) mrijones@oshawa.ca
Ken Bright, UOIT (KB) ken.bright@uoit.ca
Karen Young, UOIT (KY) karen.young@uoit.ca
Louise Foster, Tribute Communities (LF) lfoster@tributecommunities.com
Bob Koziol, MMM Group (BK) koziolb@mmm.ca
Alex Kleiner, MMM Group (AK) kleinera@mmm.ca

DISTRIBUTION: All Attendees, plus
Chris Leitch, Region of Durham
Horace Look, Town of Whitby
Greg Hardy, Town of Whitby
Susan McGregor, Town of Whitby
Rollie Orial, Town of Whitby
Doug Duffy, Town of Whitby
Gary Carroll, City of Oshawa
Salisha Price, City of Oshawa
Susan Ashton, City of Oshawa
Chris Darling, CLOCA (CD)
Lucy Stocco, Tribute Communities
James Jarrett, MMM Group
Craig Rose, MMM Group

Introduction

BK opened the meeting and stated that its purpose is to provide an update on recent studies undertaken, the preliminary assessment of alternative design concepts and draft PIC #2 materials.

BK noted that PIC #2 will be held on Wednesday June 25, 2014 at the Columbus Community Centre.

Update on Studies Undertaken

Natural Environment

BK stated that previous studies and data have been supplemented with additional recent field studies.

Staff from MMM, the City of Oshawa and CLOCA walked the lands between Thornton Road North and the Oshawa Creek valley on May 2nd. The purpose of the walkthrough was to confirm with CLOCA the significance of wetlands and regulated areas within the Study Area, as their mapping had not been ground-truthed.

LF asked if CLOCA would be providing updated mapping based on the results of the field studies.

AK replied that mapping to be shown on the PIC #2 display boards will be updated by MMM to reflect field study observations.

Action By Action Date

Any omissions or errors in these notes should be forwarded to the author immediately.
### Socio-Economic Environment

- BK & AK noted that a Stage 1 Archaeological Assessment and Cultural Heritage Evaluation have been completed.
- BK stated that the Stage 2 AA will commence shortly and will involve field ploughing within the vicinity of the alternatives.
- KB stated that the fields to be evaluated as part of the Stage 2 AA have already been planted.
  - LF stated farmers are usually reimbursed for lost revenues if their crops are disturbed by mold ploughing operations.
- LF requested a map showing the area of the Stage 2 AA.
  - MMM to provide a map showing the area of the Stage 2 AA.

### Preliminary Assessment of Alternative Design Concepts

#### Location of Alternative Roadway Alignments

- BK stated that the alternative roadway alignments were designed to minimize impacts within the Study Area, recognizing the geometric constraints (i.e. tangential intersection at Thornton Road North, minimum radius, constructability of bridge over Oshawa Creek, etc.).
- LF noted that 3 of the 4 alignments might directly impact a residential property on the west side of Thornton Road North and asked why more alignments that avoided these properties were not evaluated.
  - BK stated that geometrics and other known constraints within the Study Area limit other viable alternative alignments.
  - LF stated that she was uncomfortable with three of the four alternative alignments going through a residential property.
  - MMM to determine if an alternative that avoids direct property impacts west of Thornton Road is feasible. If it is feasible, it will be included in the evaluation of alternatives and this information will be forwarded to the Study Team.
  - BK noted that the new alignment may need to be extended further east than originally planned to address geometric design issues.
- KW asked why Options 3 and 4 go north from the approved section of Britannia Ave.
  - BK noted that those alignments were designed such that a near-90° tangent was achieved at Thornton Road North.
  - KW stated that changing the design from a signalized intersection to a roundabout might eliminate the need for a 90° tangent.
  - LF stated that the City’s development approvals department does not like non-90° tangents.
  - BK questioned the design of a 3-sided roundabout at Thornton Road North.
  - KW stated that it could be constructed as a T-intersection but designed for a future roundabout.
- BK noted that the current alternatives could affect one or more of the residential properties at 2170, 2182 and 2190 Thornton Road North.
  - BK stated that two of the residential properties were privately owned and one was owned by a property management company.
  - BK noted that any alignments south of Northern Dancer’s gravesite are not viable.

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<th>Action By</th>
<th>Action Date</th>
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<tbody>
<tr>
<td>MMM Group</td>
<td>ASAP</td>
</tr>
<tr>
<td>MMM Group</td>
<td>June 17</td>
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### Evaluation Criteria

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<td>MMM Group</td>
<td>June 17</td>
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<tr>
<td>AC</td>
<td>June 20</td>
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- **AK** provided an overview of the criteria used to evaluate the alternative alignments.
- **LF** requested that PIC display boards highlight criteria that differ from those used for Phases 1 and 2, as well as studies completed since PIC #1.
  - MMM will revise the PIC #2 display boards accordingly.
- **AC** asked what span lengths were being considered for the alignments.
  - **BK** stated the span lengths were 200m-250m.
  - **AC** stated some concern with service corridors accompanying large span structures.
  - **AC** to provide MMM with information on proposed water and sanitary sewer trunk mains in the vicinity of the Britannia Avenue extension.
- **LF** asked if the culverts were an option to reduce the span lengths.
  - **BK** responded that a high-level structure has always been planned for, and that other approaches may not satisfy environmental concerns within the Oshawa Creek valley.
  - **BK** also noted grading issues on the east side of Oshawa Creek.
- It was agreed that a meeting tentatively scheduled for Thursday June 19 at 9:00am should be held to review the new roadway alignment and updated PIC materials.
  - **KW** will confirm the availability of the C-Wing Committee Room.
  - **AK** will send attendees the current draft of the PIC boards for information purposes.
  - **AK** will send attendees updated PIC boards in advance of next week’s meeting.

### Next Steps

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<td>June 17</td>
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<td>MMM Group</td>
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<tr>
<td>All</td>
<td>June 19</td>
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<td>KW</td>
<td>ASAP</td>
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<tr>
<td>AK</td>
<td>ASAP</td>
</tr>
<tr>
<td>AK</td>
<td>June 18</td>
</tr>
</tbody>
</table>

- Mapping to be shown as part on the PIC #2 display boards will be updated by MMM to reflect field study observations.
- MMM to provide a map showing the area of the Stage 2 Archaeological Assessment.
- MMM will investigate one or more roadway alignments that would be north of the residential properties at 2170, 2182 and 2190 Thornton Road North.
- MMM will revise PIC #2 display boards to highlight criteria that differ from those used for Phases 1 and 2, as well as studies completed since PIC #1.
- **AC** to provide MMM with information on proposed water and sanitary sewer trunk mains in the vicinity of the Britannia Avenue extension.
- A meeting tentatively scheduled for Thursday June 19 at 9:00am will be held to review the new roadway alignment and updated PIC materials.
- **KW** will confirm the availability of the C-Wing Committee Room for next week’s meeting.
- **AK** will send attendees the current draft of the PIC boards for information purposes.
- **AK** will send attendees updated PIC boards in advance of next week’s meeting.

Any omissions or errors in these notes should be forwarded to the author immediately.
The Study

Tribute Communities is carrying out a Master Plan under the Municipal Class Environmental Assessment (EA) process to determine the location and characteristics of a proposed westerly extension of Britannia Avenue West, from east of proposed Windfields Farm Drive to Thickson Road North. The proposed extension will be a “Type C” arterial road and will support planned urban growth and the orderly distribution of traffic in north Whitby and Oshawa.

The Process

Phases 1 and 2 of the Municipal Class EA process has been completed from east of proposed Windfields Farm Drive to Thickson Road North. This work established a preferred corridor in which the entire extension may be constructed.

Phases 3 and 4 of the Municipal Class EA process will be completed from east of proposed Windfields Farm Drive to Thornton Road North. This work will establish a preferred alignment for this section of the extension. Phases 3 and 4 are not being completed to the west of Thornton Road North at this time, as there are no immediate plans to construct this section.

Public Information Centre (PIC) # 2

PIC # 2 will be held as a drop-in format as follows:

Date: Wednesday, June 25, 2014

Time: 7:00pm to 9:00pm

Location: Columbus Community Centre, 3265 Simcoe Street North, Oshawa

PIC # 2 will present the results of Phases 1 and 2, the evaluation of alternative alignments, and a recommended alignment. We are seeking your input on the recommended roadway alignment.

Should you have any questions or comments regarding this study, please contact us directly:

Mr. Bob Koziol, P. Eng.
Project Manager
MMM Group Limited
100 Commerce Valley Drive West
Thornhill, ON L3T 0A1
p) 905-882-7249
e) koziolb@mmm.ca

Mr. James Jarrett, MSc, MCIP, RPP
Senior Environmental Planner
MMM Group Limited
100 Commerce Valley Drive West
Thornhill, ON L3T 0A1
p) 905-882-4211 ext. 6113
e) jarrettj@mmm.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above.

This notice issued June 12, 2014.
ONTARIO VOTES!

Thursday June 12

* As-it-happens updates throughout the day
* Photographs * Video * Social Media chatter
* Province-wide results beginning at 9 p.m.

go to durhamregion.com
New chief never planned to climb to top job

Chief Martin is the seventh head constable for the Durham service and succeeds Mike Ewles, who retired after seven years as chief. “I never planned to be here as the chief,” said Chief Martin in an interview. “It’s an incredible privilege and honour,” he said of being sworn in as the chief. “I believe we have one of the most successful forces anywhere. We’re part of the community. We’re embedded in the community.”

Chief Martin started with the Durham police in 1990, as a frontline officer in Oshawa. He has served in a number of operational and administrative units, including tactical operations, nuclear division and human resources.

After 9/11, he helped develop the nuclear security division. As deputy chief, he was in charge of operational support, which includes crime management, communications, court services, IT, corporate communications and public safety unit.

“As you all know, our industry is facing many challenges, from cost pressures to the changing nature of crime, to the needs of an ageing population. I am confident that together, we can meet these challenges without compromising the safety and security of our communities or the health and wellbeing of our members,” he said.

Regional Chairman Roger Anderson, who is also the chairman of the police services board, said the swearing-in ceremony “marks a very significant milestone in the 40th anniversary of the Durham Regional Police. I’m proud, we are proud, of the outstanding successes they have had.”

The ceremony was held on the day of the funeral for the three slain RCMP officers in Moncton. Flags at the Durham headquarters were at half-mast in honour of the officers, and the swearing-in ceremony began with a moment of silence. “It’s a sad day. We send our deepest condolences to the officers, their families, friends and to the citizens of Moncton,” Mr. Anderson said. Justice of the Peace Bob Boychyn did the swearing in of Chief Martin and at 1:19 p.m. Chief Martin took over from Chief Ewles.

In his farewell address, Chief Ewles noted officers from several police departments were present. “It’s a difficult day for policing and I appreciate your presence.” Chief Ewles spent 32 years with the Durham police.

“I wanted a career that would push me to be my best and do my best,” he noted. “Being a police officer is the best job in the world.”

Saying he “enjoyed every stage of my career,” Chief Ewles added he’s been asked what he’s most proud of in his time leading the department.

“I’m most proud of the people I have worked with. I’m proud to have served with them.”

An emotional Chief Ewles had to stop speaking for a moment before he could add, “I’m most thankful and indebted to my family throughout my career. Now, it’s time for them.”

Mr. Anderson noted over Chief Ewles’s seven years at the helm, “You made many personal sacrifices for your other family, the Durham Regional Police Service.

“Thank you for your exceptional contribution to our wellbeing.”

Get Organized with a Shed

Your lawn mower, snow blower, shovels, gardening tools, bags of topsoil and tools can fill up your garage very quickly, leaving you no room for your vehicle. While adding another garage is costly and sometimes impossible, it doesn’t mean you are stuck with a stuffed garage.

A shed offers great storage space that’s easy to access. They come in all shapes and sizes, you will be able to find one that suits your needs and budget perfectly. A shed will help you stay organized, putting everything you need at your fingertips - but also out of the way. Sheds can work in any yard, including townhomes that have no backyard access to the garage.

To learn more about all of the different shed options available, visit Steve’s Sheds in Oshawa. Steve has a variety of assembled sheds on display that you can look at and pick out the one that suits your needs. Your shed can be delivered (free to local area) or you can opt to have a platform built and the shed installed in your yard. He can also remove your old shed if required. Steve is also fully insured with WSIB, eliminating any risk on the home owner during installations or removals.

Steve’s Sheds is located at 109 Bloor Street East (between Simcoe and Ritson) and is open Monday to Friday from 9 a.m. to 5 p.m., Saturday from 9 a.m. to 4 p.m. and Sunday from 11 a.m. to 4 p.m. Please note, Steve’s Sheds will be closed the Saturday, Sunday and Monday of long weekends.

WHITBY -- Durham police chief Mike Ewles, who has retired, gave a hug to inspector Charlie Green, during the change of command ceremony held at the Regional Headquarters on June 10.
Chief Martin eager to take on new position

City still waiting on ice storm money

NOTICE OF PUBLIC INFORMATION CENTRE #2
BRITANNIA AVENUE WEST EXTENSION
MASTER PLAN – MUNICIPAL CLASS EA STUDY

The Reddy

Tribute Communities is carrying out a Master Plan under the Municipal Class Environmental Assessment Act (MCEA) process to determine the location and characteristics of a proposed roadway extension of Britannia Avenue West, from east of proposed Winfield Farms Drive to Thickett Road North. The proposed roadway will be a “Type C” arterial road and will support planned urban growth and the entire distribution of traffic in north Whitby and Oshawa.

The Process

Phases 1 and 2 of the Municipal Class EA process has been completed from east of proposed Winfield Farms Drive to Thickett Road North. The Master Plan study area includes the area contained in the arterial classification. The project will be constructed in three phases, with the entire road extension to be complete no later than 2026.

Phases 1 and 2 of the Municipal Class EA process has been completed from east of proposed Winfield Farms Drive to Thickett Road North. The project will be constructed in three phases, with the entire road extension to be complete no later than 2026.

Public Information Centre (PIC) # 2

Date: Wednesday, June 25, 2014
Time: 7:00pm to 9:00pm
Location: Columbia Community Centre, 3205 Simcoe Street North, Oshawa

PIC # 2 will present the results of Phases 1 and 2, the evaluation of alternative alignments, and a recommended alignment. We are seeking your input on the recommended roadway alignment.

For more information, please visit http://planning.mmn.ca/EA/. Should you have any questions or comments regarding this study, please contact us directly:

Mr. Bob Kozel, F.Eng.
Project Manager
Tribute Communities Group Limited
100 Commerce Valley Drive West
Thornhill, ON L4L 0A1
p: 905-865-7249
e: bkozel@mmn.ca

Mr. James Jarrett, MSUC, MCP, RPP
Senior Environmental Planner
MWM Group Limited
100 Commerce Valley Drive West
Thornhill, ON L4L 0A1
p: 905-865-4211 ext. 4153
ej.jarrett@mmn.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members located in the Project Office.

This notice issued June 18, 2014.
Dear Mr. Koziol and Mr. Jarrett,

In our initial review, we have confirmed that Hydro One Transmission (above 115 kV) facilities are located within immediate vicinity of the proposed site in your study area. Please allow appropriate lead-time in your project schedule in the event that proposed development impacts Hydro One infrastructure which requires relocation or modifications, or needs an outage, that may not be readily available.

In planning, please note that developments should not reduce line clearances and limit access to our facilities at any time in the study area of your Proposal. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

The integrity of the structure foundations must be maintained at all times, with no disturbance of the earth around the poles, guy wires and tower footings. There must not be any grading, excavating, filling or other civil work close to the structures.

Note that existing rights of ways may have provisions for future lines or already contain secondary land uses (i.e. pipelines, water mains, parking, etc). Please take this into consideration in your planning.

This message does not constitute any form of approval for your project. Once details are known and it is established that your development will affect Hydro One facilities including the rights of way, please submit plans that detail your development and the affected Hydro One facilities to:

Maria Agnew, Hydro One Real Estate Management  
185 Clegg Road, Markham L6G 1B7  
Phone: (905) 946-6275  
Maria.Agnew@HydroOne.com

Please note that the proponent will be responsible for costs associated with modification or relocation of Hydro One facilities, as well as any added costs that may be incurred due to increase efforts to maintain our facilities.

Regards,

Tianyuan Li  
Hydro One Networks Inc.  
Transmission Asset Management  
483 Bay Street, North Tower 14th Floor  
Toronto, ON, M5G 2P5  
416-345-6473
Welcome to Public Information Centre (P.I.C.) #2!

Britannia Avenue West Extension

Master Plan – Municipal Class
Environmental Assessment Study

East of Proposed Windfields Farm Drive West to Thickson Road North

Wednesday June 25, 2014
Tribute Communities and the Town of Whitby are carrying out a Master Plan under the Municipal Class Environmental Assessment (E.A.) process to determine the location and characteristics of a proposed westerly extension of Britannia Avenue West from east of proposed Windfields Farm Drive West to Thickson Road North.

The proposed extension will be a “Type C” arterial road planned for by the Region of Durham, City of Oshawa and Town of Whitby. The proposed arterial road will support planned urban growth and the orderly distribution of traffic and will be maintained by the City of Oshawa and the Town of Whitby.

Phases 1 and 2 of the Municipal Class E.A. process have been completed from east of proposed Windfields Farm Drive West to Thickson Road North.

Phases 3 and 4 of the Municipal Class E.A. process will be completed from east of proposed Windfields Farm Drive West to Thornton Road North.
The proposed Britannia Avenue West Extension will be a “Type C” arterial road within the City of Oshawa and Town of Whitby and is subject to a Municipal Class Environmental Assessment (E.A.).

Phases 1 and 2 of the Municipal Class E.A. process have been completed from east of proposed Windfields Farm Drive West to Thickson Road North. Phases 3 and 4 of the Municipal Class E.A. process will be completed from east of proposed Windfields Farm Drive West to Thornton Road North.

Tribute Communities and the Town of Whitby were co-proponents for Phases 1 and 2. For Phases 3 and 4, Tribute Communities is the sole proponent.

Phases 1 and 2 have been completed and have established a corridor in which the entire extension may be constructed. Phases 3 and 4 are not being completed west of Thornton Road North as there are no immediate plans to construct this section and the E.A. approval is only valid for 10 years. This work will be undertaken at a later date.

A Master Plan and Environmental Study Report (E.S.R.) will be prepared and filed with the Ontario Ministry of the Environment. The E.S.R. will satisfy Municipal Class E.A. Schedule ‘C’ requirements for the extension from east of proposed Windfields Farm Drive West to Thornton Road North.

Phases 1 and 2 of the Study were completed in April 2014, while Phases 3 and 4 will be completed in August 2014.
Class E.A. Process

Britannia Avenue West Extension

Class EA Phases 1-2
- Identify Problem or Opportunity
- Notice of Study Commencement
- Consult with Stakeholders
- Collect background information and data

Class EA Phases 3-4
- Establish existing and future environmental conditions
- Determine alternative road corridors from east of proposed Windfields Farm Drive West to Thornton Road North
- Consult with Stakeholders
- Evaluate alternative road corridors
- Determine preferred road corridor
- Hold PIC #1
- Identify alternative road alignments from east of proposed Windfields Farm Drive West to Thornton Road North
- Conduct focused environmental studies for alternative road alignments
- Consult with Stakeholders
- Evaluate alternative road alignments
- Determine preferred road alignment
- Hold PIC #2
- Preliminary design of extension from east of proposed Windfields Farm Drive West to Thornton Road North

Class EA Phase 5
- Prepare a report to discuss the findings of the EA
- Identify Potential Effects, Mitigation and Monitoring
- Notice of Study Completion
- 30-day Review Period
- Undertake detailed design of preferred road alignment from east of proposed Windfields Farm Drive West to Thornton Road North
- Construct extension from east of proposed Windfields Farm Drive West to Thornton Road North

Public Information Centre #1
April 3, 2014

Public Information Centre #2
June 25, 2014

MMG GROUP
The land use designations and policies of the Region of Durham, City of Oshawa and Town of Whitby Official Plans direct significant urban growth to north Whitby and Oshawa. This growth, coupled with the 407 East extension currently under construction, will place additional strain on the existing transportation network, particularly the east-west routes of Winchester Road and Conlin Road.

To accommodate this growth, all of the municipal Official Plans and the Town of Whitby Transportation Master Plan have identified the need to extend Britannia Avenue West westerly from Simcoe Street North. This proposed arterial road would support the orderly distribution of traffic across the broader transportation network. Locally, the Britannia Avenue West extension will support adjacent residential, institutional and industrial uses and function as an activity corridor with an enhanced streetscape and active transportation facilities, to reflect the objectives of Oshawa’s on-going Integrated Transportation Master Plan and the Whitby Cycling and Leisure Trails Plan. The extension will also consider the future opportunity for further expansion into Whitby to support the Town’s long-term growth plans, including the land uses and policies resulting from the Brooklin Secondary Plan and Transportation Master Plan Studies.

Together, these elements identify the need and opportunity to support planned growth and policy objectives through the development of a Britannia Avenue West alignment that balances the needs of all stakeholders. The preferred alignment must consider potential impacts to natural and social environmental features such as the West Branch Oshawa Creek valley, the E.P. Taylor Woodlot, University of Ontario Institute of Technology (U.O.I.T) / Durham College, the Bickle subdivision, the Provincially Significant Wetland north of the subdivision, the core Windfields Farm area (including Northern Dancer’s gravesite) and future land use and transportation needs into the Town of Whitby.
The **South Corridor** was selected as the preferred alternative as it:

- Meets the intent of planning policies by enhancing overall transportation connectivity via a new east-west route
- Provides flexibility for a future westerly extension
- Has the least overall impact to the natural environment
- Is less likely to constrain future development opportunities within the Study Area
The following studies have been completed since PIC #1:

- Agency consultation
  - M.N.R. information request (received April 22, 2014);
  - CLOCA walk-through (May 2, 2014);
- Spring vegetation inventory (June 2, 2014);
- Preliminary Ecological Land Classification (ELC) – vegetation communities (June 2, 2014);
- Butternut surveys (June 2, 2014);
- Chimney Swift survey (June 2, 2014);
- Breeding bird survey (June 2, 2014);
- Raptor nest survey (June 2, 2014);
- Barn Swallow survey (June 2, 2014); and
- Fisheries habitat characterization (in-field, June 2, 2014).
Archaeology

- A Stage 1 Archaeological Assessment (AA) was completed in February 2014 and accepted by Ministry of Tourism Culture and Sport
- The Stage 1 AA identified archaeological potential within undisturbed portions of the Study Area
- A Stage 2 AA will be undertaken for all areas of archaeological potential east of Thornton Road North

Cultural Heritage

- A Cultural Heritage Assessment (CHA) was completed in April 2014 and identified the following cultural heritage resources within or near the Study Area:
  - Trillium Cemetery;
  - Windfields Farm and associated buildings;
  - Northern Dancer’s Gravesite; and
  - Two heritage properties within the Town of Whitby.
Alternative Roadway Alignments

Britannia Avenue West Extension

Map showing various alignment options for Britannia Avenue West Extension, with indications for roads, municipal boundaries, core farm areas, terrestrial vegetation, wetlands, natural heritage boundaries, MNR old growth forests, hydro corridors, and drainage corridors.
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<thead>
<tr>
<th>Factor</th>
<th>Criteria</th>
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<tr>
<td>Natural Environment</td>
<td>• Loss of Tree &amp; Vegetation Cover</td>
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<tr>
<td></td>
<td>• Wetland Impacts*</td>
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<td></td>
<td>• M.N.R. Designated Area Impacts*</td>
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<td></td>
<td>• Impacts to Oshawa Creek West Branch*</td>
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<td></td>
<td>• Impacts to Oshawa Creek Tributary*</td>
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<tr>
<td></td>
<td>• Wildlife Impacts*</td>
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<td></td>
<td>• Loss of Valleyland / Riparian Vegetation</td>
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<tr>
<td>Socio-Economic</td>
<td>• Archaeology Impacts*</td>
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<td></td>
<td>• Cultural Heritage Impacts*</td>
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<td>• U.O.I.T. / Durham College Master Plan Impacts</td>
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<td></td>
<td>• Existing Residential Impacts</td>
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<td>• Loss of Agricultural Land</td>
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<td>• Noise &amp; Vibration Impacts</td>
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<td>• Air Quality Impacts</td>
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<td>Technical &amp; Financial</td>
<td>• Traffic Operations*</td>
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<td>• Geometrics</td>
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<td></td>
<td>• Structure Across Oshawa Creek West Branch</td>
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<td></td>
<td>• Constructability*</td>
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<td></td>
<td>• Cost</td>
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* Denotes criteria that differ from those used for Phases 1 and 2
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<th>Natural Environment</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3</th>
<th>Option 4</th>
<th>Option 5</th>
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<td>Wetland Impacts</td>
<td>Does not cross any wetlands.</td>
<td>Does not cross any wetlands.</td>
<td>Crosses an area of deciduous swamp</td>
<td>Crosses an area of deciduous swamp</td>
<td>Does not cross any wetlands.</td>
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<td>MNR Designated Area Impacts</td>
<td>Closest to Old Growth Forest and PSW.</td>
<td>Closest to Old Growth Forest and PSW.</td>
<td>No direct impacts to Old Growth Forest or PSW.</td>
<td>No direct impacts to Old Growth Forest or PSW.</td>
<td>No direct impacts to Old Growth Forest or PSW.</td>
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<td>Impacts to Oshawa Creek West Branch</td>
<td>Crosses near bend; potential in-channel stabilization required</td>
<td>Crosses near bend; potential in-channel stabilization required</td>
<td>Crosses nearly perpendicular to creek; limited in-water works required</td>
<td>Crosses nearly perpendicular to creek; limited in-water works required</td>
<td>Crosses nearly perpendicular to creek; potential upstream in-channel works to stabilize meander bend</td>
</tr>
<tr>
<td>Impacts to Oshawa Creek Tributary</td>
<td>Crosses tributary; no significant impacts</td>
<td>Crosses tributary; no significant impacts</td>
<td>Does not cross tributary</td>
<td>Does not cross tributary</td>
<td>Does not cross tributary</td>
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<tr>
<td>Wildlife Impacts</td>
<td>Greater impacts to wildlife habitat, including a suspected raptor nest and Barn Swallow foraging</td>
<td>Greater impacts to wildlife habitat, including a suspected raptor nest and Barn Swallow foraging</td>
<td>Lessened impacts to wildlife habitat</td>
<td>Lessened impacts to wildlife habitat</td>
<td>Lessened impacts to wildlife habitat</td>
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<tr>
<td>Loss of Valleyland / Riparian Vegetation</td>
<td>Longer crossing of valley lands disturbs more vegetation</td>
<td>Longer crossing of valley lands disturbs more vegetation</td>
<td>Shorter crossing of valley lands disturbs less vegetation</td>
<td>Shorter crossing of valley lands disturbs less vegetation</td>
<td>Longer crossing of valley lands disturbs more vegetation</td>
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<tr>
<td>Overall – Natural Environment</td>
<td><strong>LEAST PREFERRED</strong></td>
<td><strong>LEAST PREFERRED</strong></td>
<td><strong>MODERATE</strong></td>
<td><strong>MODERATE</strong></td>
<td><strong>MOST PREFERRED</strong></td>
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# Evaluation of Alternatives – Socio-Economic

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<tr>
<th>Socio-Economic</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3</th>
<th>Option 4</th>
<th>Option 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Archaeology Impacts</td>
<td>Stage 2 archaeological study currently underway. No impacts anticipated.</td>
<td>Stage 2 archaeological study currently underway. No impacts anticipated.</td>
<td>Stage 2 archaeological study currently underway. No impacts anticipated.</td>
<td>Stage 2 archaeological study currently underway. No impacts anticipated.</td>
<td>Stage 2 archaeological study currently underway. No impacts anticipated.</td>
</tr>
<tr>
<td>Cultural Heritage Impacts</td>
<td>Closest to Core Farm area. No direct impacts to built heritage buildings.</td>
<td>Closer to Core Farm Area. No direct impacts to built heritage buildings.</td>
<td>Furthest from Core Farm Area. No direct impacts to built heritage buildings.</td>
<td>Furthest from Core Farm Area. No direct impacts to built heritage buildings.</td>
<td>Closer to Core Farm Area. No direct impacts to built heritage buildings.</td>
</tr>
<tr>
<td>Existing Residential Impacts</td>
<td>No immediate direct impact. Future impact to residents at 2190 Thornton Road North.</td>
<td>No immediate direct impact. Future impact to residents at 2182 Thornton Road North.</td>
<td>No immediate direct impact. Future impact to residents at 2182 Thornton Road North.</td>
<td>No immediate direct impact. Future impact to residents at 2170 Thornton Road North.</td>
<td>No immediate direct impact. Importantly, no future impact to residents on Thornton Road North.</td>
</tr>
<tr>
<td>Loss of Agricultural Land</td>
<td>Moderate impacts to existing agricultural fields on west side of Creek.</td>
<td>Moderate impacts to existing agricultural fields on west side of Creek.</td>
<td>Moderate impacts to existing agricultural fields on west side of Creek.</td>
<td>Moderate impacts to existing agricultural fields on west side of Creek.</td>
<td>Moderate impacts to existing agricultural fields on west side of Creek.</td>
</tr>
<tr>
<td>Noise &amp; Vibration Impacts</td>
<td>Additional traffic on Britannia Avenue extension will result in moderate noise and vibration impacts.</td>
<td>Additional traffic on Britannia Avenue extension will result in moderate noise and vibration impacts.</td>
<td>Additional traffic on Britannia Avenue extension will result in moderate noise and vibration impacts.</td>
<td>Additional traffic on Britannia Avenue extension will result in moderate noise and vibration impacts.</td>
<td>Additional traffic on Britannia Avenue extension will result in moderate noise and vibration impacts.</td>
</tr>
<tr>
<td>Air Quality Impacts</td>
<td>Additional traffic on Britannia Avenue extension will result in moderate air quality impacts.</td>
<td>Additional traffic on Britannia Avenue extension will result in moderate air quality impacts.</td>
<td>Additional traffic on Britannia Avenue extension will result in moderate air quality impacts.</td>
<td>Additional traffic on Britannia Avenue extension will result in moderate air quality impacts.</td>
<td>Additional traffic on Britannia Avenue extension will result in moderate air quality impacts.</td>
</tr>
<tr>
<td>Overall – Socio-Economic</td>
<td>LEAST PREFERRED</td>
<td>MODERATE</td>
<td>MODERATE</td>
<td>MODERATE</td>
<td>MOST PREFERRED</td>
</tr>
</tbody>
</table>
## Evaluation of Alternatives – Technical & Financial
### Britannia Avenue West Extension

<table>
<thead>
<tr>
<th>Technical &amp; Financial</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3</th>
<th>Option 4</th>
<th>Option 5</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Traffic Operations</strong></td>
<td>Intersection with Thornton Road is on tangent and at close to 90° angle.</td>
<td>Intersection with Thornton Road is on tangent and at close to 90° angle.</td>
<td>Intersection with Thornton Road is on R-300m curve and at close to 85° angle. May be concerns with sight distances.</td>
<td>Intersection with Thornton Road is on tangent and at close to 80° angle. May be concerns with sight distances.</td>
<td>Intersection with Thornton Road is on tangent and at 90° angle.</td>
</tr>
<tr>
<td><strong>Structure Across Oshawa Creek West Branch</strong></td>
<td>Longer span structure on tangent.</td>
<td>Longer span structure on tangent.</td>
<td>Shorter span structure on curve.</td>
<td>Shorter span structure on curve.</td>
<td>Longer span structure on tangent.</td>
</tr>
<tr>
<td><strong>Constructability</strong></td>
<td>Tangential structure easier to build.</td>
<td>Tangential structure easier to build.</td>
<td>Curved structure more complex.</td>
<td>Curved structure more complex.</td>
<td>Tangential structure easier to build.</td>
</tr>
<tr>
<td><strong>Cost</strong></td>
<td>Moderately expensive.</td>
<td>Moderately expensive.</td>
<td>Least expensive.</td>
<td>Least expensive.</td>
<td>Most expensive.</td>
</tr>
<tr>
<td><strong>Overall – Technical &amp; Financial</strong></td>
<td>MOST PREFERRED</td>
<td>MOST PREFERRED</td>
<td>MODERATE</td>
<td>LEAST PREFERRED</td>
<td>MODERATE</td>
</tr>
</tbody>
</table>
## Evaluation of Alternatives – Overall

### Britannia Avenue West Extension

<table>
<thead>
<tr>
<th></th>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3</th>
<th>Option 4</th>
<th>Option 5</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Natural Environment</strong></td>
<td>LEAST PREFERRED</td>
<td>LEAST PREFERRED</td>
<td>MODERATE</td>
<td>MODERATE</td>
<td>MOST PREFERRED</td>
</tr>
<tr>
<td><strong>Socio-Economic</strong></td>
<td>LEAST PREFERRED</td>
<td>MODERATE</td>
<td>MODERATE</td>
<td>MODERATE</td>
<td>MOST PREFERRED</td>
</tr>
<tr>
<td><strong>Technical &amp; Financial</strong></td>
<td>MOST PREFERRED</td>
<td>MOST PREFERRED</td>
<td>MODERATE</td>
<td>LEAST PREFERRED</td>
<td>MODERATE</td>
</tr>
<tr>
<td><strong>OVERALL EVALUATION</strong></td>
<td><strong>OVERALL PREFERRED</strong></td>
<td><strong>OVERALL PREFERRED</strong></td>
<td><strong>OVERALL PREFERRED</strong></td>
<td><strong>OVERALL PREFERRED</strong></td>
<td><strong>PRELIMINARY PREFERRED ALTERNATIVE</strong></td>
</tr>
</tbody>
</table>
Preliminary Preferred Alignment

Britannia Avenue West Extension

- Northern Dancer's Gravesite
- Trillium Cemetery
- Heritage Properties Listed on Draft
- Town of Whitby Official Register
- Britannia Ave West Approved Alignment
- Preliminary Preferred Alignment
- Roads
- Municipal Boundaries

- Core Farm Area
- Terrestrial Vegetation
- Wetland
- Wetland (PSW)
- Natural Heritage Boundary
- MNR Old Growth Forest
- Hydro Corridor
- Drainage Corridors
Do you agree with the preliminary preferred alignment? Do you have any other comments? Please provide us with your comments prior to **Wednesday July 9, 2014**.

**Next Steps:**
- Confirm the preliminary preferred alignment based on input received from attendees, written comments and online

**Email or Mail**
MMM Group  
Attn: Bob Koziol  
100 Commerce Valley Drive West  
Thornhill, ON L3T 0A1  
koziolb@mmm.ca

**Learn more online at:**
http://planning.mmm.ca/britannia
Next Steps

Britannia Avenue West Extension

Provide Your Input!

Please visit http://planning.mmm.ca/britannia to provide your input by Wednesday July 9, 2014.

Filing of E.A.

The Master Plan and Environmental Study Report (E.S.R.) will be filed with the Ontario Ministry of the Environment and a Notice of Study Completion will be published to start the 30 day review period.

Detail Design & Construction

After the review period, detail design of the extension from east of proposed Windfields Farm Drive West to Thornton Road North can commence, followed by construction.

Use Your Phone to Scan Below to Access the Study Website!
Hi Alex

Please forward in pdf a set of the display boards from tonight’s PIC to fredlbom@msn.com. Fred is a landowner in Whitby.

Regards

Bob

Bob Koziol, P. Eng.
Manager, Municipal Transportation
Partner
Transportation Engineering
MMM Group Limited
100 Commerce Valley Drive West
Thornhill, ON, Canada L3T 0A1
t: 905.882.7249 | f: 905.882.0055 | c: 647.222.1076
koziolb@mmm.ca | www.mmm.ca

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Please consider the environment before printing this e-mail and/or its attachments.
HI Fred

As discussed this afternoon.

Regards

Bob

Bob Koziol, P. Eng.
Manager, Municipal Transportation
Partner
t: 905.882.7249 | f: 905.882.0055 | c: 647.222.1076
MMM Group Limited

Hi Fred,

As requested, please find attached a PDF version of the display boards for tonight’s PIC.

Regards,

Alex Kleiner, MES, MCIP, RPP
Environmental Planner
Planning and Environmental Design
MMM Group Limited
100 Commerce Valley Drive West, Thornhill, ON L3T 0A1
Phone (905) 882-4211 x6837 | Fax (905) 882-0055
KleinerA@mmm.ca | http://www.mmm.ca

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Please consider the environment before printing this e-mail and/or its attachments.
Hi Bob,

Further to our phone chat last week, I just left a message for you regarding this project.

As there seems to be a problem with my email address and receiving the PIC 2 display boards, maybe they could be attached to this email. Perhaps they are too large for my server and if that's the case could they be reduced or send individually.

Thanks for your help.

Diane Stephen, Chair
Heritage Oshawa
Hi Diane,

I understand that there have been some difficulties in emailing you a copy of the PIC 2 display boards. I’ve reduced the file size of the attached PDF to around 4 MB, which should resolve any server problems.

Regards,

Alex Kleiner, MES, MCIP, RPP
Environmental Planner
Planning and Environmental Design
MMM Group Limited
100 Commerce Valley Drive West, Thornhill, ON L3T 0A1
Phone (905) 882-4211 x6371 | Fax (905) 882-0055
KleinerA@mmm.ca | http://www.mmm.ca

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Thanks, Bob: from your website, Option 4 was the southernmost option. I believe that the road should come as close to Conlin as possible as that road is a good artery to carry any traffic to Thickson and east. Thanks and regards. Steve.

Hi Steve

Can you please provide me with your reasons for ranking Option 4 the best and for ranking Option 5 the worst.

Regards

Bob

Bob Koziol, P. Eng.
Manager, Municipal Transportation
Partner
t: 905.882.7249 | f: 905.882.0055 | c: 647.222.1076
MMM Group Limited

Thanks for that, Bob. Further to the boards, I am providing you with my input. I don’t prefer the alternative suggested. My preference is for option 4. To the extent that you want a ranking, I would rank the options (in order) 4,3,2,1 and then 5.

Thanks. Steve.
Hi Steve

I am not sure if the City has posted the display boards yet or not. But in the meantime, here is a copy of the boards.

Regards

Bob

Bob Koziol, P. Eng.
Manager, Municipal Transportation
Partner
t: 905.882.7249 | f: 905.882.0055 | c: 647.222.1076
MMM Group Limited

Hi, Bob: I have been looking at the Oshawa website re proposed alignments of the Britannia road extension but I can’t find it. You have mentioned that I should go to oshawa.ca/britanniaea but that link doesn’t work. Are you aware as to whether the relevant posting is up yet? Thanks. Steve.
Hello Alex and Bob,

I apologize for the delay in providing this input to you. Further to our discussions at the June 12th stakeholders meeting held at the City Oshawa, please accept the following comments regarding the Class EA for the Britannia Avenue West Extension (East of Proposed Windfields Farm Drive West to Thickson Road North).

At this time we would like to reserve corridors within the Britannia Avenue West right of way for the following Region services.

- A local sanitary sewer (between 300 & 450mm dia.) running along Britannia Avenue West at various locations along the proposed alignment. This sewer will **not** need to cross the environmentally sensitive lands forming the Oshawa Creek Valley at the Britannia location.
- A local distribution watermain (likely 300 or 400mm dia.) running along Britannia Avenue West for the entire proposed alignment. This will be able to cross the environmentally sensitive lands forming the Oshawa Creek Valley with installation via trenchless technology to minimize surface disruption however an easement with a minimum 6m width will be required around the bridge structures through this section.

Please have this information shown in the filed report.

Please also be aware that additional Regional Services will cross Britannia Avenue West at Thornton Road, Thickson Road, and possibly Garrard Road which have not been included above. We do not believe these services impact the Alternatives and Evaluations presented in the PIC boards.

Please request that the City of Oshawa and Town of Whitby keep us advised of their staging and scheduling for works on Britannia Avenue West. The Region will be looking to co-ordinate the servicing works noted above with the road construction where budgeting, service needs and approvals permit.

Thank you for the opportunity to provide input. Please give me a call if you need to discuss any of these items further.

Aaron Christie, P.Eng.
Project Engineer
Region of Durham – Works Department
Engineering Planning & Studies
905-668-4113 ext. 3608

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Thanks very much Alex.

Nisha

Hi Nisha,

I’ve had a hard copy of the ESR and the Appendices printed and will have it mailed out to you in the morning.

Thanks,

Alex Kleiner, MES, MCIP, RPP
Environmental Planner
Planning and Environmental Design
MMM Group Limited
100 Commerce Valley Drive West, Thornhill, ON L3T 0A1
Phone (905) 882-4211 x6837 | Fax (905) 882-0055
KleinerA@mmm.ca | http://www.mmm.ca

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Hi Alex,

Having looked at the size of the documents, I would like to request a hard copy of the Britannia Avenue West Extension ESR and Appendices to be sent to the address in my signature. Would that be possible?

Thanks,
From: Alex Kleiner [mailto:KleinerA@mmm.ca]
Sent: October-30-14 10:21 AM
To: Shirali, Nisha (ENE)
Subject: Draft Master Plan and Environmental Study Report - Britannia Avenue West Extension

Hi Nisha,

As discussed, attached to this email is the draft ESR for the Britannia Avenue West EA. I will be sending out the Appendices to the ESR in separate emails as the file sizes are quite large.

Recognizing that your letter dated February 5, 2014 asks for approximately 30 days review time, please send me any comments you may have by December 1, 2014 (or sooner if possible).

Please let me know if you have any questions or concerns.

Thanks,
Alex

Alex Kleiner, MES, MCIP, RPP
Environmental Planner
Planning and Environmental Design
MMM Group Limited
100 Commerce Valley Drive West, Thornhill, ON L3T 0A1
Phone (905) 882-4211 x6837 | Fax (905) 882-0055
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Hi Alex,

I circulated the Britannia Draft ESR around to staff in our Works Department. I received comments from our Environmental Services section. Although a copy of our previous comments is included in Appendix D of the Report, the comments made August 1, 2014 regarding servicing have not been addressed in the Draft ESR. A copy of the email is attached.

The Preliminary Design drawings should be revised to show the servicing information requested in our earlier comments.

If you have any questions, please give me a call.

Thanks,
C.

Colleen Goodchild, MCIP RPP
Senior Planner
Planning and Economic Development Department
Regional Municipality of Durham
605 Rossland Road East, PO Box 623
Whitby, ON L1N 6A3

Phone: 905-668-4113 ext. 2580
Fax: 905-666-6208
Email: colleen.goodchild@durham.ca
Dear Alex,

Please find attached comments from the Ministry of the Environment and Climate Change Technical Support Section, Central Region, on the draft ESR for the Britannia Avenue West Extension project.

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

Regards,

Nisha Shirali, M.Pl., MCIP, RPP
Environmental Resource Planner & EA Coordinator
Ministry of the Environment and Climate Change
Central Region, Technical Support Section
5775 Yonge Street, 9th Fl
Toronto, ON M2M 4J1
Ph: (416) 326-3469

Hi Nisha,

I’ve had a hard copy of the ESR and the Appendices printed and will have it mailed out to you in the morning.

Thanks,

Alex Kleiner, MES, MCIP, RPP
Environmental Planner
Planning and Environmental Design
MMM Group Limited
100 Commerce Valley Drive West, Thornhill, ON L3T 0A1
Phone (905) 882-4211 x6837 | Fax (905) 882-0055
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November 26, 2014

Alex Kleiner
Environmental Planner
Planning and Environmental Design
MMM Group Limited
100 Commerce Valley Drive West, Thornhill, ON L3T 0A1

RE: Britannia Avenue West Extension
Town of Whitby and City of Oshawa
Municipal Class Environmental Assessment – Schedule C
Response to Draft Master Plan and Environmental Study Report, October 2014

Dear Mr. Kleiner,

We have received the draft Master Plan and Environmental Study Report (ESR) for the above noted environmental assessment. The project proposes a four-lane westerly extension of Britannia Road West from east of the proposed Windfields Farm Drive west to Thickson Road in the Town of Whitby and the City of Oshawa. A bridge across the West Branch Oshawa Creek is also included.

It is understood that Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process have been completed from east of proposed Windfields Farm Drive west to Thickson Road with Tribute Communities and the Town of Whitby as co-proponents. Phases 3 and 4 have only been completed for the section between Windfields Farm Drive to Thornton Road with Tribute Communities as sole proponent. Phases 3 and 4 will be completed for the section between Thornton Road and Thickson Road when the Town of Whitby identifies a shorter-term implementation requirement.

Comments on the draft Master Plan and ESR are as follow:

**General Comments**

- The Executive Summary states that the purpose of the study is to determine the location and characteristics of a proposed westerly extension of Britannia Avenue West from east of proposed Windfields Farm Drive west to Thickson Road North. The purpose should also include assessment of environmental impacts associated with the project.

- Figure ES1 should be revised or an additional figure should be added to provide clarity on proponency for separate sections of the project.

- Additional clarification should be provided in the document regarding why Tribute Communities is the proponent for the Master Plan, with the Town of Whitby being the
proponent for the section of Britannia Avenue West within the Town of Whitby.

- Please provide an explanation for the section of the road that is exempt from the EA.
- The Table of Contents should include a list of figures and tables.
- Section 1, Introduction, should include a detailed description of the project including project location.
- In Figure 3, Natural Environment Features, key natural environment features should be labeled.
- Figure 19 should be revised to be a Table.
- Section 7.1.4, Impacts to Oshawa Creek West Branch, should be revised to clarify the statement about in-water works. It should be clear at this stage whether in-water works will be required or not.
- There is a typo on page 64. “Waste/construction materials will be property stored” should be changed to “…properly stored”.
- Section 7.2.6, Noise and Vibration Impacts, states that noise barriers may be installed around construction areas in close proximity to sensitive receptors. This statement should be revised to be clear about whether the barriers will be installed.
- In Section 7.2.7, Air Quality Impacts, please note that the ministry recommends the use of non-chloride dust suppressants.
- Where possible, commitments should be made rather than recommendations. E.g. “dusty materials should be covered…” should be changed to “will be covered” on page 68.
- In the Agency Consultation List in Appendix D, please change the MOECC contact information from Ms. Dorothy Moszynski to Nisha Shirali.
- During the detailed design stage, if any wells are discovered to be used domestically please ensure that any affected well owners will continue to have water supplies of appropriate quality and in adequate quantities during construction. Please also ensure that any work done on affected wells or any replacement wells is done pursuant to O. Reg. 903, Wells (pursuant to the Ontario Water Resources Act).

Surface Water

- The ESR should identify potential impacts for the operational phase as well as the construction phase of the project.
- A Stormwater Management (SWM) strategy or plan should be developed and should provide enough preliminary details so as to evaluate impacts and benefits of the different proposals and to select the preferred alternative. The West Branch Oshawa Creek maintains a coldwater fishery habitat and it should be ensured that the project will not result in a deterioration of existing conditions. The SWM strategy should have the following components:
  - The ministry’s Level 1 ‘Enhanced Water Quality Protection’ should be applied to all SWM facilities unless the proponent can justify a lower level. In areas where a SWM
pond is not practical (≤2ha), consideration for stormwater treatment facilities should include oil and grit separators (OGS) in combination with enhanced grassed swales, as part of a treatment train, as per the ministry’s Stormwater Management Planning and Design Manual, 2003. The ministry does not support the view that ditches or OGS can meet ‘Enhanced Water Quality Protection’ unless part of a treatment train approach.

- Details should be provided in the ESR regarding the increase in imperviousness. The drainage areas should be delineated and the increase in surface water runoff to receiving watercourses quantified so as to assess the impact to natural receivers and to better determine the need for water quantity control structures. A balanced water budget should be developed for each sub-catchment with the objective of matching pre- and post-development hydrologic regimes.

- Details of how SWM will be managed for the bridge structure should also be provided. There should be no untreated discharge draining from the bridge deck into the West Branch Oshawa Creek.

- An evaluation of the potential impacts on surface water and fish habitats from the increased salt load resulting from winter road maintenance should be included.

- The wetland mitigation/protection plan should be developed during the EA phase and not during detail design as proposed in the ESR. This plan should describe mitigation for the individual wetland communities as described in Appendix A. In particular, the recommendations to maintain the hydrological connection of the Provincially Significant Wetland via culverts and grading provisions, and the preservation of existing vegetation community, should be explained in detail. Information on the sizing of stream culverts should also be provided, as it is unclear from the plan drawings if wetland protections have been considered.

- Section 7 of the ESR and Appendix A (Existing Natural Environment Conditions) both discuss mitigation measures. However, the recommendations for the mitigation of impacts described in Appendix A are more detailed than those in Section 7. Appendix A also seems to include recommendations that are not included in Section 7 of the ESR such as monitoring the meander of West Branch Oshawa Creek to determine if channel stabilization is required. The ESR should include all recommendations for mitigation measures in a firmer language to reflect a commitment for implementation. If there are recommendations from Appendix A that are not intended to be implemented, this should be explained in the text.

- Please ensure that the Ministry of Natural Resources (MNR) is consulted with respect to the assessment, impacts and mitigation of natural features and fish habitat. Of particular concern are the effects that changes in water quality and water quantity may have on species identified in the study area classified as Endangered, Threatened or of Special Concern. Any comments from MNR should be incorporated into the final report.

- Hydraulic analysis and proposals for sizing of stream culverts and bridge crossings are not reviewed here and should be sent to the local conservation authority for review by their engineering staff. Please ensure the local Conservation Authority is consulted and any comments incorporated into the final Report.

- Please ensure that you consult with the ministry’s Central Region Permit to Take Water (PTTW) Coordinator prior to detailed design to confirm any approval requirements for
water takings during construction or operation. This includes groundwater or surface water extraction, and the active diversion of surface water flows by pumping in exceedance of 50,000 LPD.

- Please ensure that you consult with the ministry’s Environmental Assessment and Approvals Branch prior to detailed design to confirm any Environmental Compliance Approval requirements for the proposed works.

Thank you for the opportunity to comment on this project. Should you or any members of your project team have any questions, please feel free to contact me at 416-326-3469.

Yours sincerely,

Nisha Shirali
Environmental Resource Planner and EA Coordinator
Air, Pesticides and Environmental Planning

Cc: Dave Fumerton, Manager, York Durham District Office, MOECC
Hi Alex, we have reviewed the Draft Master Plan and Environmental Study Report for the Britannia Avenue West Extension and agree with the findings and all of the information that has been provided to date. We also support the preliminary preferred alignment. We look forward to reviewing the subsequent detailed design information. Please note that a permit from CLOCA under Ont. Reg. 42/06 is will be required prior to construction.

Regards

Chris Darling, MCIP, RPP
Director of Development Review and Regulation
Central Lake Ontario Conservation Authority
100 Whiting Avenue
Oshawa, ON L1H 3T3
Te: 905 579 0411 ext. 119
Fax 905 579 0994
cdarling@cloca.com

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Merci!

From: Alex Kleiner [mailto:KleinerA@mmm.ca]
Sent: Wednesday, October 29, 2014 5:30 PM
To: chris.leitch@durham.ca; ken.bright@uoit.ca; karen.young@uoit.ca; Chris Darling
Cc: KWilson@oshawa.ca; lfoster@tributecommunities.com; Look, Horace (lookh@whitby.ca); Bob Koziol; James Jarrett
Subject: Britannia Ave W EA - Draft ESR

Hello all,
Attached to this email is the draft ESR for the Britannia Avenue West EA. I will be sending out the Appendices to the ESR in separate emails as the file sizes are quite large. Please distribute to your colleagues as required and provide consolidated comments back to me by **Wednesday November 12**.

Please let me know if you have any questions or concerns.

Thanks,
Alex

**Alex Kleiner, MES, MCIP, RPP**
Environmental Planner
Planning and Environmental Design
MMM Group Limited
100 Commerce Valley Drive West, Thornhill, ON L3T 0A1
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NOTICE OF STUDY COMPLETION
BRITANNIA AVENUE WEST EXTENSION
MASTER PLAN – MUNICIPAL CLASS EA STUDY

The Study

Tribute Communities and the Town of Whitby have completed a Master Plan under the Municipal Class Environmental Assessment (E.A.) process to determine the location and characteristics of a proposed westerly extension of Britannia Avenue West, from east of proposed Windfields Farm Drive west to Thickson Road North. The proposed extension will be a “Type C” arterial road and will support planned urban growth and the orderly distribution of traffic in north Whitby and Oshawa.

Phases 1 and 2 of the Municipal Class E.A. process established a preferred corridor in which the entire extension will be constructed from east of proposed Windfields Farm Drive westerly to Thickson Road North. Phases 3 and 4 of the Municipal Class E.A. process established a preferred alignment for a section of the extension from east of proposed Windfields Farm Drive westerly to Thornton Road North.

Environmental Study Report

The resulting Environmental Study Report (E.S.R.) has been completed and is being placed on the public record for a 30 day review period which begins Thursday December 18, 2014. Due to the holiday season, the review period has been extended and it will end on Friday January 30, 2015. The E.S.R. will be filed and available for public review at the following locations:

- Oshawa Public Library
  - McLaughlin Branch
  - 65 Bagot St.
  - Oshawa, ON L1H 1N2
  - 905-579-6111
  - 9am-8pm (Mon-Thu)
  - 9am-5pm (Fri-Sun)
- The City of Oshawa
  - City Hall 5th Floor, Rundle Tower
  - 50 Centre St. S.
  - Oshawa, ON L1H 3Z7
  - 905-436-3311
  - 8:30am-4:30pm (Mon-Fri)
- Whitby Central Library
  - 405 Dundas St. W.
  - Whitby, ON L1N 6A1
  - 905-668-6531
  - 9:30am-9pm (Mon-Fri)
  - 9am-5pm (Sat)
  - 1pm-5pm (Sun)
- Town of Whitby
  - Public Works Department
  - 575 Rossland Rd. E.
  - Whitby, ON L1N 2M8
  - 905-436-3311
  - 8:30am-4:30pm (Mon-Fri)

Please provide written comments to the Project Manager by Friday January 30, 2015. If concerns regarding this project cannot be resolved, a person/party may request that the Minister of Environment and Climate Change make an order for the project to comply with Part II of the Ontario Environmental Assessment Act (referred to as a “Part II Order”). Requests must be received by the Minister, at the address below, by Friday January 30, 2015. A copy of the request must also be sent to the Project Manager at the address indicated below:

- Glen R. Murray
  - Minister of Environment and Climate Change
  - 77 Wellesley St. W.
  - 11th Floor, Ferguson Block
  - Toronto, ON M7A 2T5

- Bob Koziol, P. Eng.
  - Project Manager, MMM Group Limited
  - 100 Commerce Valley Drive West
  - Thornhill, ON L3T 0A1
  - p) 905-882-7249
  - e) koziolb@mmm.ca

All information will be maintained on file for use during the project, and may be included in project documentation. With the exception of personal information, all information will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above.

This notice issued December 18, 2014.