

APPENDIX K: ONTARIO ONE CALL REQUESTS AND RESPONSES

From: solutions@on1call.com
Sent: November 13, 2024 10:44 AM
To: michej@aquaforbeech.com
Subject: Request 10244610080 - Long term suspended



THE LOCATE HAS BEEN PLACED IN A LONG TERM SUSPEND

5 business days before your Work to Begin Date, this request will be released into our system for review.

If an Agent reviews your request for any necessary corrections, you will receive an email called "Web Request Clarification" within 24 hours of the release of the request. You will have 3 business days to respond. If you don't get a chance to make the corrections before then, your request will automatically void.

REQUEST #:
10244610080

REQUEST PRIORITY:
PLANNING

REQUEST TYPE: REGULAR

WORK TO BEGIN DATE:
11/20/2024

Update of Request # **Project #:**

Call Date: 11/13/2024 01:25:27 PM

Transmit Date: 11/13/2024 01:43:04 PM

REQUESTOR'S CONTACT INFORMATION

Contractor ID: 144078

Contact Name: JULIE MICHEL

Company Name: AQUAFOR BEECH LIMITED

Address: - 2600 SKYMARK AVE, MISSISSAUGA, ON, L4W5B2

Email: michej@aquaforbeech.com

Primary Phone #: (831) 400-9244

Cell Phone #: (416) 705-2367

Contact Name:

Contact #:

DIG INFORMATION

Region/County: YORK

Community:

City: MARKHAM

Address: MARKHAM RD (REGIONAL ROAD 68)

Reason for Work: DESIGN AND PLANNING

Work End Date:

Intersecting Street 1: CASTLEMORE AVE		
Intersecting Street 2: BUR OAK AVE		

ADDITIONAL INFORMATION	QUALIFYING INFORMATION
THE UTILITY LOCATIONS REQUEST IS FOR THE MOUNT JOY CREEK FLOOD MITIGATION MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY UNDERTAKEN ON BEHALF OF THE CITY OF MARKHAM. THE OBJECTIVE OF THE EA STUDY IS TO PROPOSE FLOOD MITIGATION ALTERNATIVES THAT REDUCE FREQUENT OVERLAND FLOODING OF THE PROPERTIES ADJOINING THE CREEK CORRIDOR (OPEN CHANNEL AND ENCLOSED CHANNEL) AND MUST BE SUFFICIENT TO FACILITATE THE FUTURE DEVELOPMENT AMBITION FOR THE AREA.	

MAP SELECTION: Map Selection provided by the Excavator through Ontario One Call's Map tool or through agent interpretation by ph





IMPORTANT INFORMATION: Please read.

Defining "NC" - Non-Compliant

- Non-compliant members have not met their obligations under section 5 of the Ontario Underground Infrastructure Notification Act. ON1Call has notified these members to ensure they are aware of your excavation. In this circumstance, should the member not respond, the excavator should contact the member directly to obtain their locates or request a status. ON1Call will not be provided with a locate status from the member regarding this request and therefore, cannot provide further information at this time. For locate status contact information please refer to our website.

You have a valid locate when...

- You have reviewed your locate request information for accuracy. UPDATE your request IMMEDIATELY if changes are needed and obtain a corrected locate request confirmation.

NOTE: Intersecting streets are often suggested by Ontario One Call's system, in some circumstances they may not reflect the closest intersecting streets to your excavation. You can change the intersecting streets before submitting the request by going through the "Review" page of your locate request, and editing any inaccurate information. Intersecting streets are for reference only, and unless you change the streets manually, you will not be asked to correct them if they are chosen by the system. If you don't agree with a street name, make sure to edit the request before you submit it, if you found a mistake after submitting the request, update your requests immediately on the web portal.

- You have obtained locates or clearances from all ON1Call members listed in this request before beginning your dig.

You've met your obligations when...

- You respect the marks and instructions provided by the locators and dig with care; the marks and locator instructions MUST MATCH. You must wait for responses from all members notified on your locate request before beginning to dig..

- You have obtained any necessary permits from the municipality in which you are digging.
- You have made Ontario One Call aware if you have come across any new or unlisted infrastructure in the public right of way AND stopped digging to prevent damages while we review.
- You have arranged for locates for your private lines on your private property - where applicable.

What does "Cleared" mean in the "Initial Status" section?

1. The information that you have provided about your dig will not affect that member's underground infrastructure and they have provided you with a clearance, if anything about your excavation changes, please ensure that you update your request immediately.

What are the images under "Map Selection"?

1. A drawing created by an excavator directly within Ontario One Call's Web request tool, this is expected to be an accurate rendition of the dig site, and it is the excavator's responsibility to ensure the location matches the information they provide under the 'Dig Location'; section OR;
2. A drawing created by an Ontario One Call agent, this drawing is based on a verbal description by phone of the area by the excavator. Agents may create drawings that are larger than the proposed dig to minimize risk of interpretation. It is the excavator's responsibility to review these map selections for accuracy. Changes can be made by the excavator through the Web request tool, to learn how visit www.ontarioonecall.ca.
3. All drawings dictate which members are notified.

Michel.J@aquaforbeech.com

From: solutions@on1call.com
Sent: November 13, 2024 10:52 AM
To: Michel.J@aquaforbeech.com
Subject: Request 20244610080



LOCATE REQUEST CONFIRMATION

REQUEST #:
20244610080

REQUEST PRIORITY:
PLANNING

REQUEST TYPE: REGULAR

WORK TO BEGIN DATE:
11/20/2024

Update of Request # **Project #:**

Call Date: 11/13/2024 01:51:54 PM

Transmit Date: 11/13/2024 01:51:54 PM

REQUESTOR'S CONTACT INFORMATION

Contractor ID: 144078

Contact Name: JULIE MICHEL

Company Name: AQUAFOR BEECH LIMITED

Address: - 2600 SKYMARK AVE, MISSISSAUGA, ON, L4W5B2

Email: Michel.J@aquaforbeech.com

Primary Phone #: (831) 400-9244

Cell Phone #: (416) 705-2367

Contact Name:

Contact #:

DIG INFORMATION

Region/County: YORK

Community:

City: MARKHAM

Address: MARKHAM RD (REGIONAL ROAD 68)

Intersecting Street 1: CASTLEMORE AVE

Intersecting Street 2: BUR OAK AVE

Reason for Work: DESIGN AND PLANNING

Work End Date:

ADDITIONAL INFORMATION

THE UTILITY LOCATIONS REQUEST IS FOR THE MOUNT JOY CREEK FLOOD MITIGATION MUNICIPAL CLASS

QUALIFYING INFORMATION

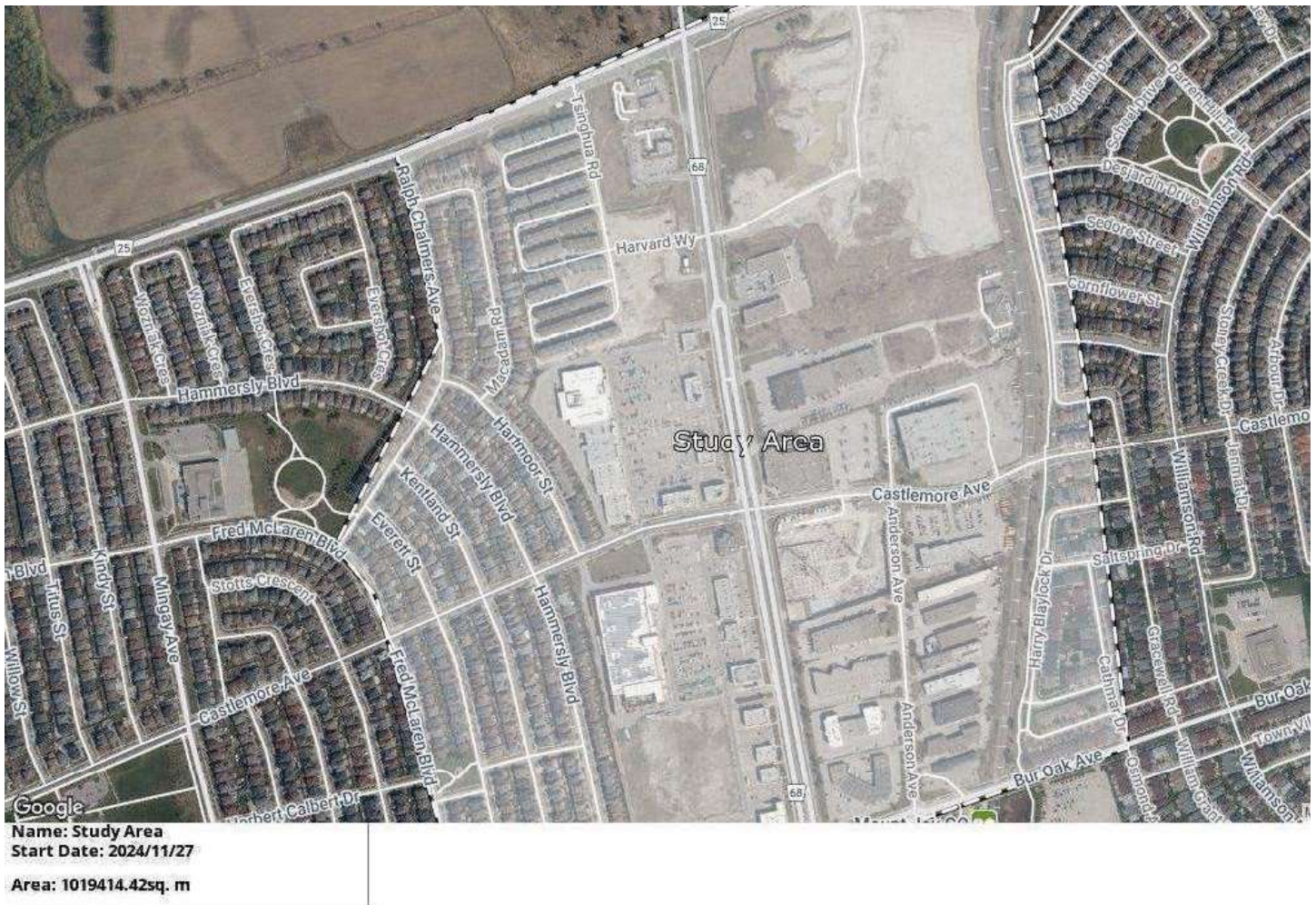
ENVIRONMENTAL ASSESSMENT STUDY UNDERTAKEN ON BEHALF OF THE CITY OF MARKHAM. THE OBJECTIVE OF THE EA STUDY IS TO PROPOSE FLOOD MITIGATION ALTERNATIVES THAT REDUCE FREQUENT OVERLAND FLOODING OF THE PROPERTIES ADJOINING THE CREEK CORRIDOR (OPEN CHANNEL AND ENCLOSED CHANNEL) AND MUST BE SUFFICIENT TO FACILITATE THE FUTURE DEVELOPMENT AMBITION FOR THE AREA.

MEMBERS NOTIFIED: The following owners of underground infrastructure in the area of your excavation site have been notified.

Member Name	Station Code	Initial Status
G-TEL FOR ENBRIDGE GAS PRE-ENGINEERING DISTRIBUTION (ENP30)	ENP30	Notification sent
ROGERS COMMUNICATIONS - DESIGN & PLANNING (ROGYRKPL)	ROGYRK01	Notification sent
YRK RGN WTR / W-WTR (YRWS01)	YRWS01	Notification sent
BELL CANADA - PLANNING (BCPRE)	BCPRE	Notification sent
ALECTRA UTILITIES PLANNING (PSGN2PRE)	PSGN2PRE	Notification sent

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- You have obtained any necessary permits from the municipality in which you are digging.
- You have made Ontario One Call aware if you have come across any new or unlisted infrastructure in the public right of way AND stopped digging to prevent damages while we review.
- You have arranged for locates for your private lines on your private property - where applicable.

What does "Cleared" mean in the "Initial Status" section?

1. The information that you have provided about your dig will not affect that member's underground infrastructure and they have provided you with a clearance, if anything about your excavation changes, please ensure that you update your request immediately.

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3. All drawings dictate which members are notified.

PLEASE NOTE:

THIS DRAWING IS INTENDED FOR PRE-ENGINEERING MARKUP ONLY
- NOT FOR PERMIT TO PROCEED CONSTRUCTION - BELL CANADA
PLANT LOCATION IS APPROXIMATE



Municipal Operations Department
Floor 2, 100 Wynford Drive
Toronto, Ontario, M3C 4B4
Email: bellmarkups@bell.ca

This plan or drawing is the property of Bell Canada and the copyright of which is owned by Bell Canada. This plan or drawing may not be copied or used by others without the written consent of Bell Canada, which may be withheld at Bell Canada's discretion.

Bell Canada Legend Info

- BELL
- Infrastructure
 - Existing Conduit
 - One Call Center - Dig Area
 - Dig Area Buffer (10.0m)

CALL FOR LOCATES
1-800-400-2255

HAND DIG
If within 1m of Bell plant

HAND DIG
when crossing Bell plant

Maintain clearance of 0.6m

If further details required
you must acquire Locates or Test Pits

Ticket request date:

13-11-2024 13:52:25

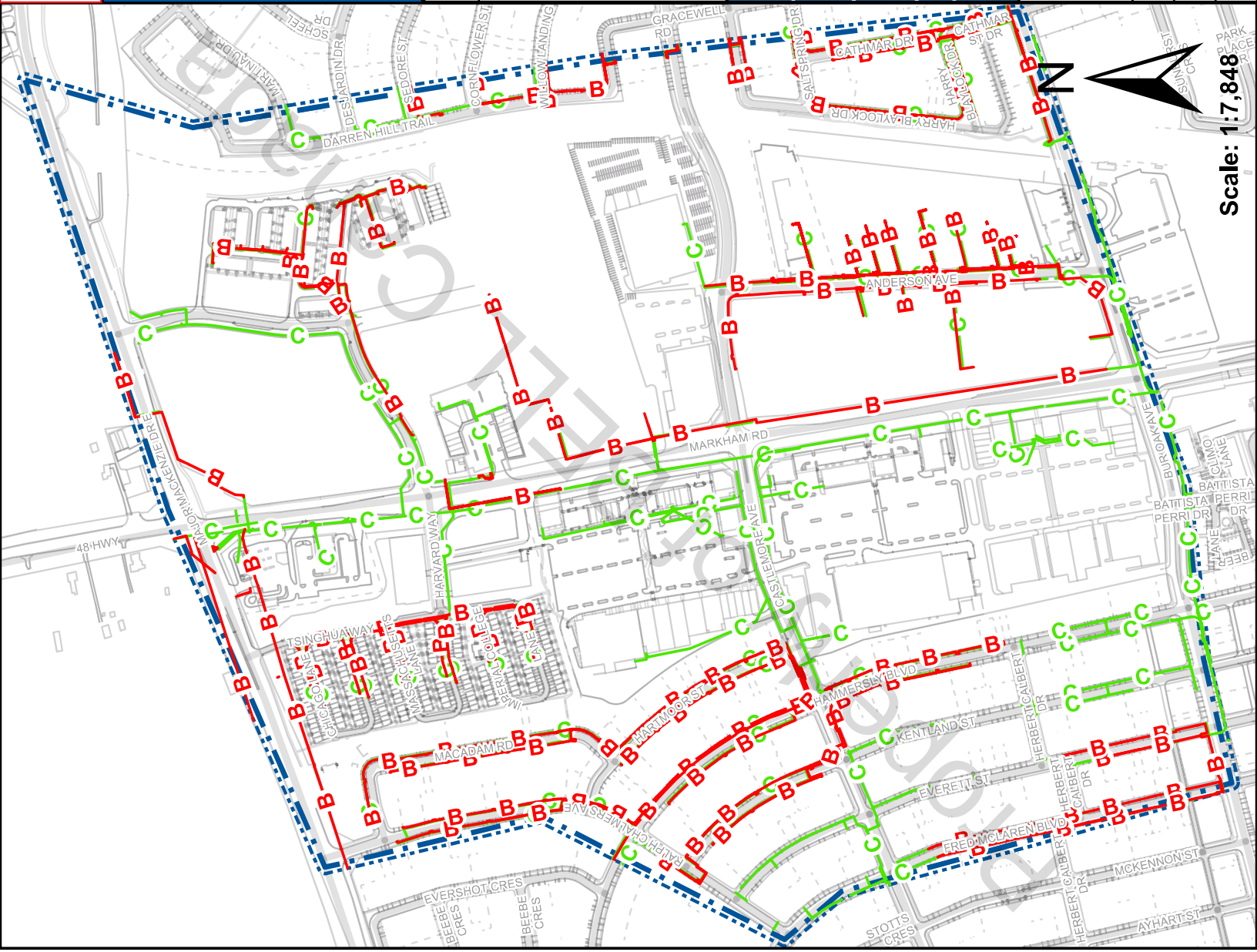
Ticket creation date:

14-11-2024 04:34:07

Markup #: 20244610080

Dwg #: 1

Location: MARKHAM RD (REGIONAL ROAD 68)



G-tel Engineering Inc.

1150 Frances St 2nd Floor
London, Ontario
N5W 5N5

Planning Request For: Enbridge LEG Planning (ENP30),

Ticket #: 20244610080

Issued By: G-tel Lookup Dept.

Date: 11/15/2024

Time: 11:55:46

Requester: JULIE MICHEL

Requester's Email: michel.j@aquaforbeech.com

Requesting Company: AQUAFOR BEECH LIMITED

Fax #:

Ticket Request Type: Design And Planning

Location: MARKHAM RD (REGIONAL ROAD 68)

Locate Details:

THE UTILITY LOCATIONS REQUEST IS FOR THE MOUNT JOY CREEK FLOOD MITIGATION MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY UNDERTAKEN ON BEHALF OF THE CITY OF MARKHAM. THE OBJECTIVE OF THE EA STUDY IS TO PROPOSE FLOOD

Remarks:

THE UTILITY LOCATIONS REQUEST IS FOR THE MOUNT JOY CREEK FLOOD MITIGATION MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY UNDERTAKEN ON BEHALF OF THE CITY OF MARKHAM. THE OBJECTIVE OF THE EA STUDY IS TO PROPOSE FLOOD MITIGATION ALTERNATIVES THAT REDUCE FREQUENT OVERLAND FLOODING OF THE

Comments To Excavator:

Gas service information is not mapped in Legacy Enbridge Gas' GIS system so cannot be shown in our response. If details are required for project planning purposes, it is suggested that locates and/or test holes be performed by a private party to determine the location of gas infrastructure. Please obtain field locates through Ontario One Call before any ground disturbance

If you have any questions or concerns regarding your planning request, please call G-tel Engineering at 1-866-692-0208, dial 0 and request the lookup department.

CAUTION: The details provided are to be used solely for planning your design and not for excavation. You must call Ontario One Call at 1-800-400-2255 at least 1 week prior to excavation to obtain a physical locate.

See disclaimer document for further details.



DESIGN & PLANNING REQUEST RESPONSE

You recently submitted a Design & Planning Request through the Ontario One Call Portal, a copy of which is attached. In response to your Design Planning Request, Enbridge Gas Inc. ("Enbridge") natural gas distribution mains and services for the area identified in your Design Planning Request are shown below.

This is not a field locate

By using the attached Enbridge mapping, you acknowledge and accept that:

(a) by law you must obtain utility locates prior to starting any excavation or ground disturbance activity, such as pile driving, boring, auguring or digging. Contact Ontario One Call at 1-800-400-2255 or www.on1call.com before beginning work to obtain utility locates.

(b) the Enbridge Gas Mapping is only a general representation of Enbridge natural gas distribution mains and/or services and may not reflect the specific location of such underground infrastructure or recently constructed natural gas distribution mains and services.

(c) the Enbridge Asset Drawing is provided on an as-is basis and Enbridge makes no representation or warranty, express or implied as to its accuracy or completeness or its fitness for a particular purpose

(d) the Enbridge Gas Mapping does not guarantee natural gas supply or availability for any specific project, nor does it constitute an approval of your project.

In addition to obtaining field locates prior to commencing work, please refer to the "Third Party Requirements in the Vicinity of Natural Gas Facilities Standard" for requirements and precautions for working safety in the vicinity of natural gas pipelines. The most recent version of this document is available at: <https://enbridgegas.com/~media/extranet-pages/safety/before-you-dig/Third-Party-Requirements-in-the-Vicinity-of-Natural-Gas-Facilities>

Once available, please provide detailed designs in CADD and PDF format to mark-ups@enbridge.com if a no conflict response is required as part of the Municipal Consent process in your area or if you believe your proposed work is in conflict with our existing facilities.

In addition to this response for natural gas distribution pipelines, your Ontario One Call Planning and Design Request will identify if you should also expect responses from Enbridge Pipelines Inc. (liquid oil pipelines) or Enbridge Gas Storage and Transmission (natural gas storage and transmission pipelines) near your request.

G-Tel Engineering on behalf of Enbridge Gas Inc.

Legacy Union Gas Legend

	Pipe Segment (Proposed)		Structure & Address Label
	Pipe Segment (Removed)		Curb Valve Tee
	Pipe Segment (Abandoned)		Branch Fitting (Tee)
	Pipe Segment (Out of Service)		In-Line Valve (Deactivated)
	Pipe Segment (≤ 2.5 kPa)		In-Line Valve (Activated)
	Pipe Segment (2.6 to 35kPa)		In-Line Valve (Emergency)
	Pipe Segment (36 to 420kPa)		Service Tee
	Pipe Segment (421 to 700kPa)		Service Tee (Curb Valve Tee)
	Pipe Segment (701 to 1900kPa)		Test Box
	Pipe Segment (1901 to 3450kPa)		Station
	Pipe Segment (> 3450 kPa)		Chainage Start Symbol
	Vital Pipe Segment		Chainage Point Symbol
	End Fitting		Chainage End Symbol
	Coupling		
	Reducer		
	Transition Fitting (Steel to Plastic)		
	Elbow		

Legacy Enbridge Gas Legend

	Proposed
	Construct
	Pending Decomission
	Active, Low Pressure
	Active, Medium Pressure
	Active, Intermediate Pressure
	Active, High Pressure
	Active, High-Pressure PE
	Active, Extra High Pressure
	Active, Unodourized Transmission Pressure, IMP;VITAL
	Proposed, IMP; NEB;VITAL
	Construct, IMP;VITAL
	Active, Intermediate Pressure, IMP;NEB
	Active, High Pressure, NEB; VITAL
	Active, Extra High Pressure, IMP;NEB; VITAL
	Pending Decomission, IMP;NEB;VITAL

Line Pressure Descriptors

LP	Low pressure
MP	Medium Pressure
IMP	Integrity Management Program (main)
HP	High pressure
XHP	Extra high pressure
VITAL	Vital Gas main
IP	Intermediate Pressure

Pipe Descriptors

PE	Plastic main
SC	Steel coated main
ST	Steel main
NEB	National Energy Board
NPS	Nominal Pipe Size (<i>Number denotes pipe size in inches e.g. NPS 8 = Nominal Pipe Size 8 inches</i>)

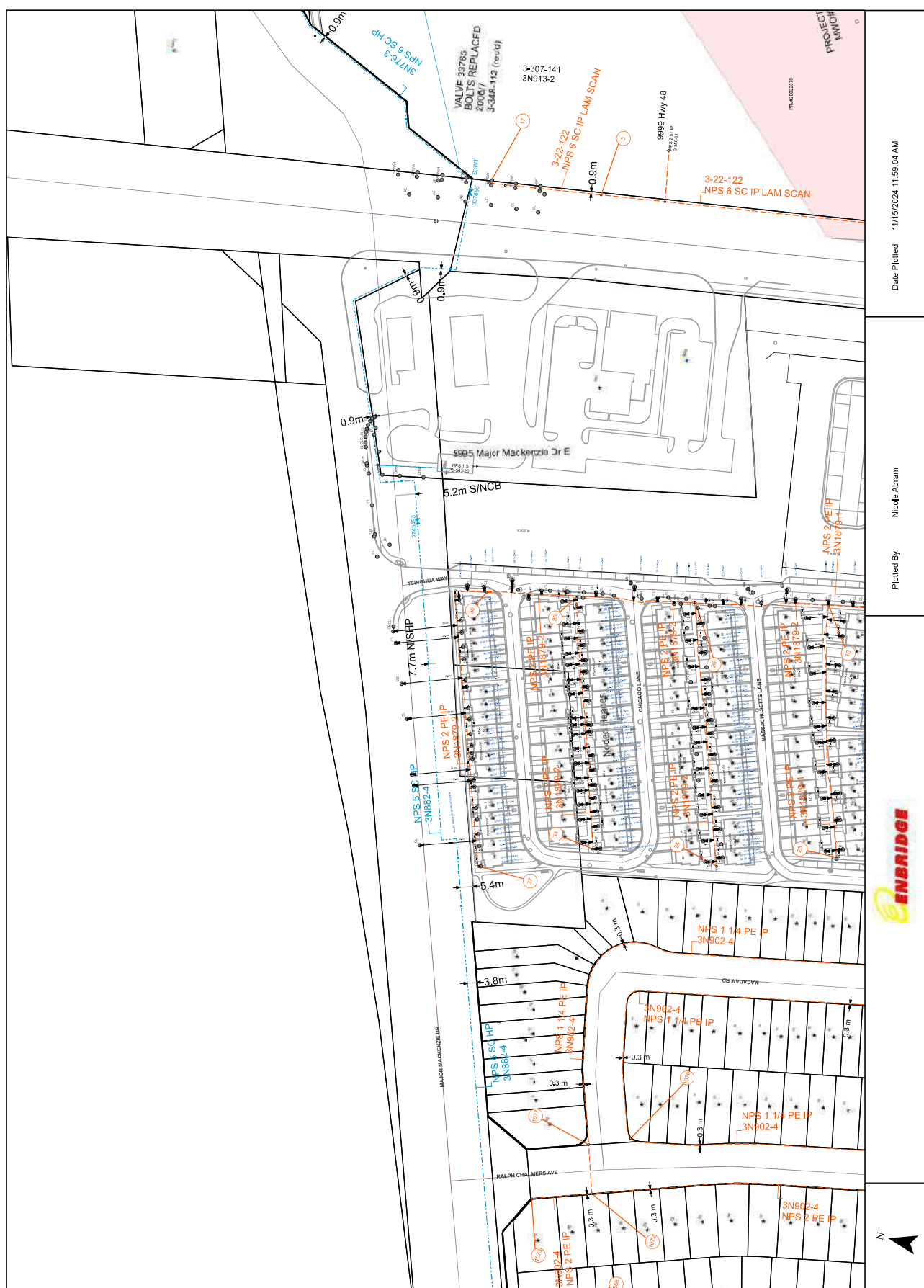
Topographical Feature Descriptors:

AE	Asphalt edge
BL	Building Line
BP	Bell pole/pedestal
BPED	Bell pedestal
C/L	Centreline of road way/pavement
CB	Catch Basin
CL	Curb line/curb or edge of pavement
DCB	Double catch basin
E/P	Edge of Pavement
E/W SL	East of the west street line
FH	Fire Hydrant
FI	Fence line
HP	Hydro pole
HT	Hydro transformer or hydro box
LP	Light post
LS	Light Standard
MH	Manhole
N/S SL	North of the south street line
POLE L	Pole line
POLE(S)	Pole(s)
S/S SL	South of the south street line
SL	Street line or property line
SM	Sewer manhole
SWK	Sidewalk or walk
UW	Under sidewalk
W/E SL	West of the east street line
WVCH	Water valve chamber

Main Reference Descriptors

N/S SL	North of the south street line
S/S SL	South of the south street line
W/E SL	West of the west street line
E/W SL	East of the west street line
N/S CL	North of the south curb line
S/N CL	South of the north curb line
E/W CL	East of the west curb line
W/E CL	West of the east curb line
E/E CL	East of the east curb line
W/W CL	West of the west curb line
N/N CL	North of the north curb line
S/S CL	South of the south curb line
E/P	Edge of pavement
C/L	Centre line of road
W/WBL	West of west building line
W/EBL	West of east building line
E/EBL	East of east building line
N/NBL	North of north building line
N/SBL	North of south building line
S/SBL	South of south building line
S/NBL	South of north building line

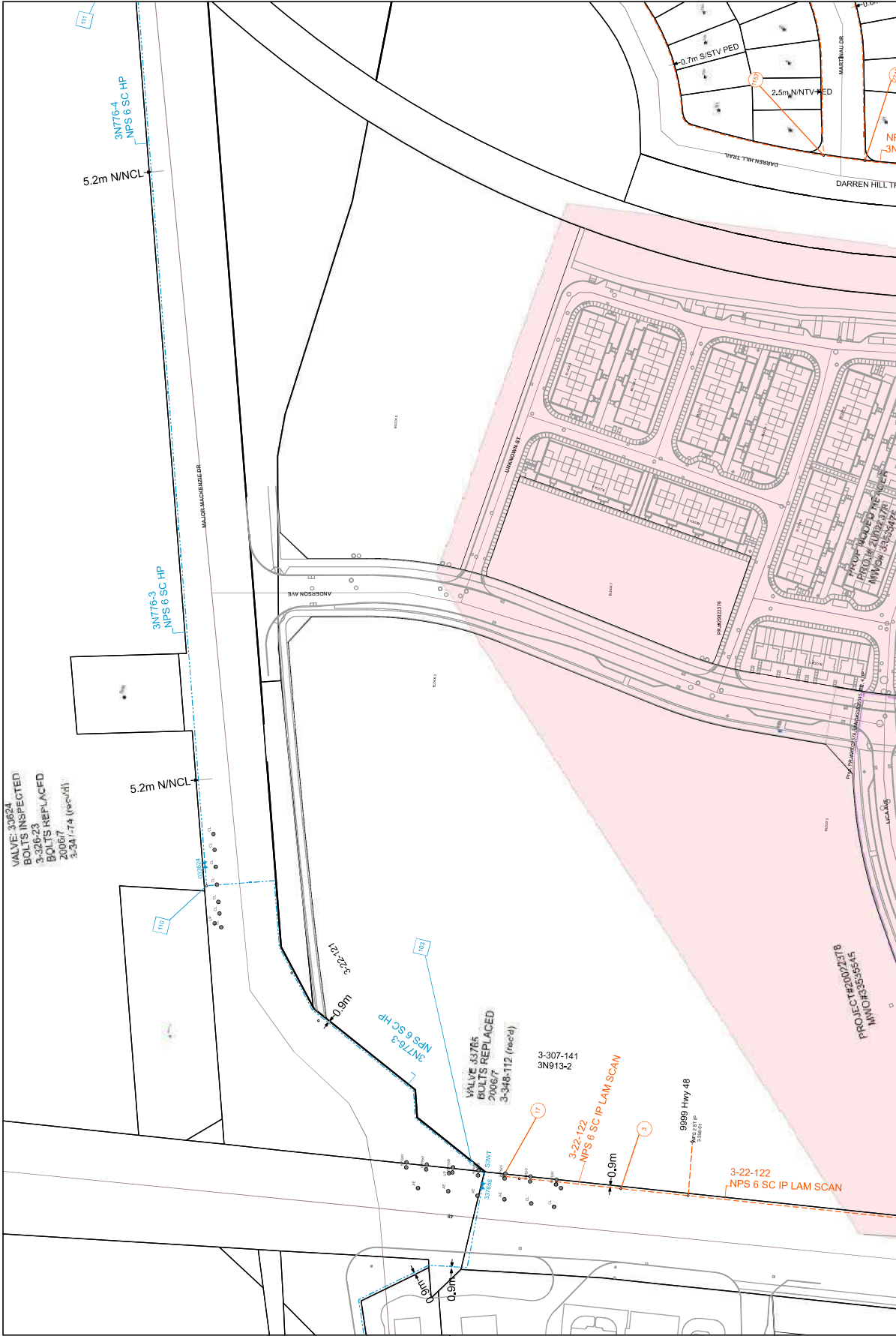
Inside	Measured from centreline of street furniture towards streetline
Outside	Measured from centreline of street furniture towards road



Date Plotted: 11/15/2024 11:59:04 AM

Nicole Abram

Note : Map is not to scale.



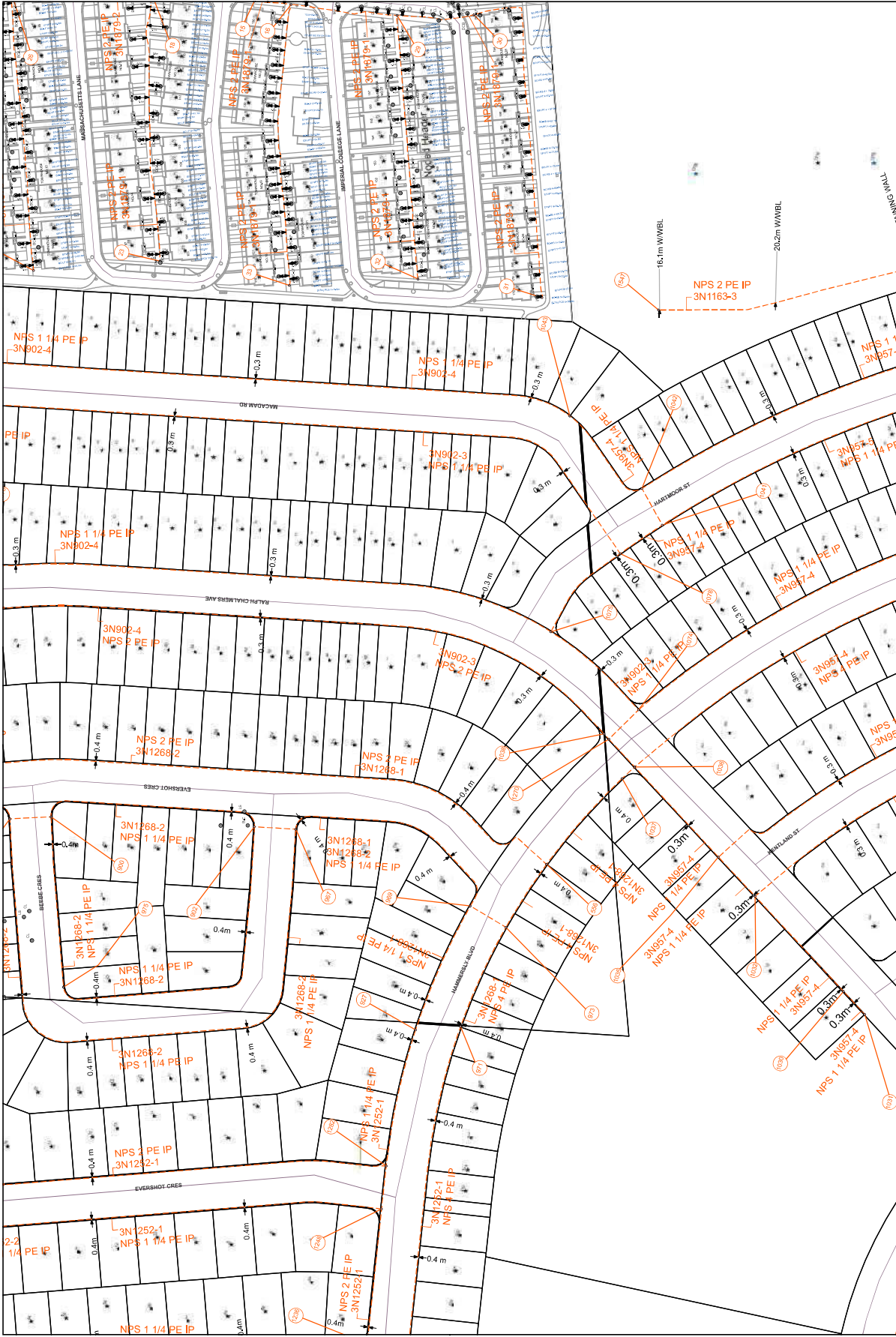


Plotted By: Nicole Abram

Date Plotted: 11/15/2024 12:01:57 PM

PROJECT 20072318
MINO#3355545

Note : Map is not to scale.

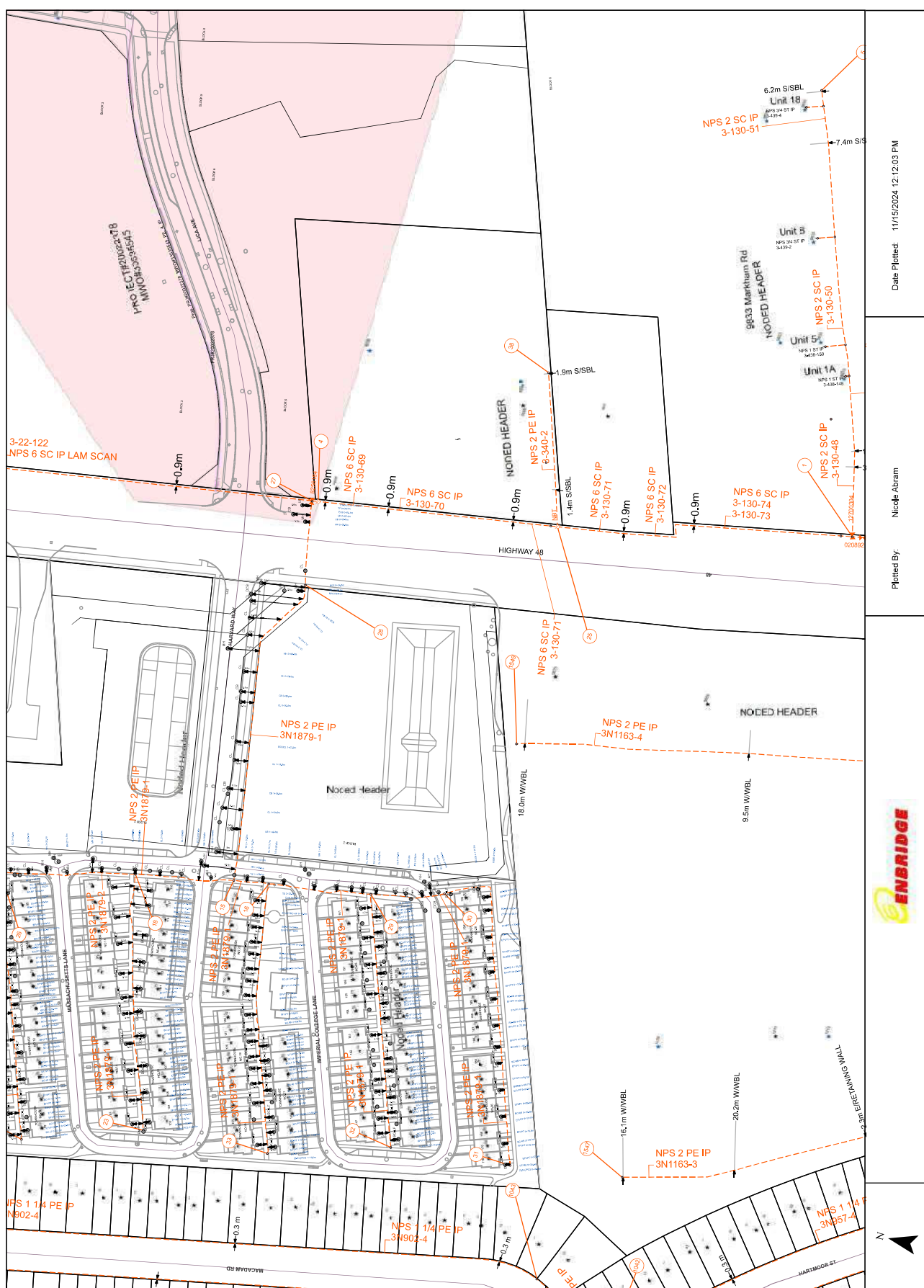




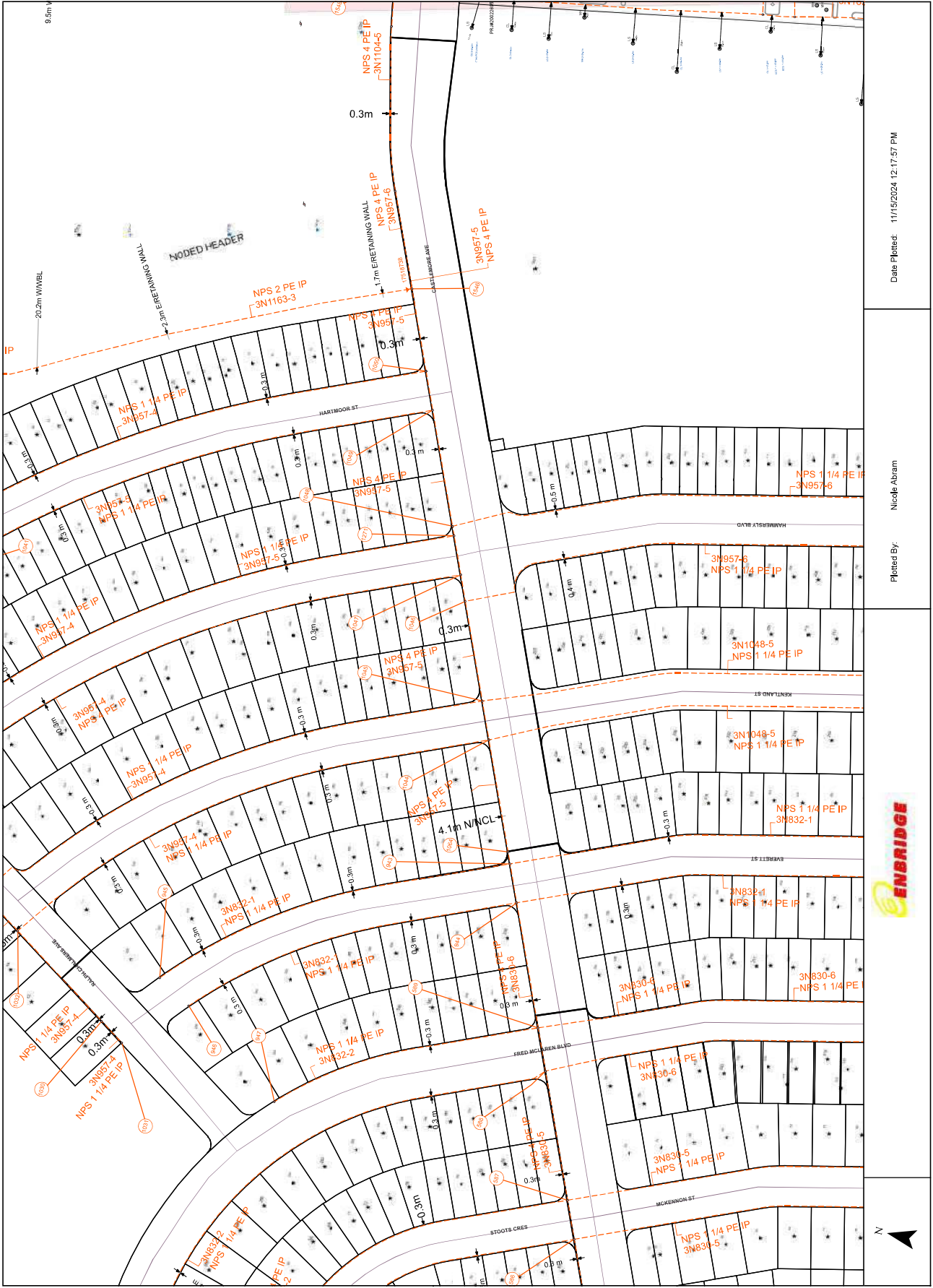
Plotted By: Nicole Abram

Date Plotted: 11/15/2024 12:06:06 PM

Note : Map is not to scale.



Note : Map is not to scale.



Date Plotted: 11/15/2024 12:17:57 PM

Plotted By: Nicole Abram



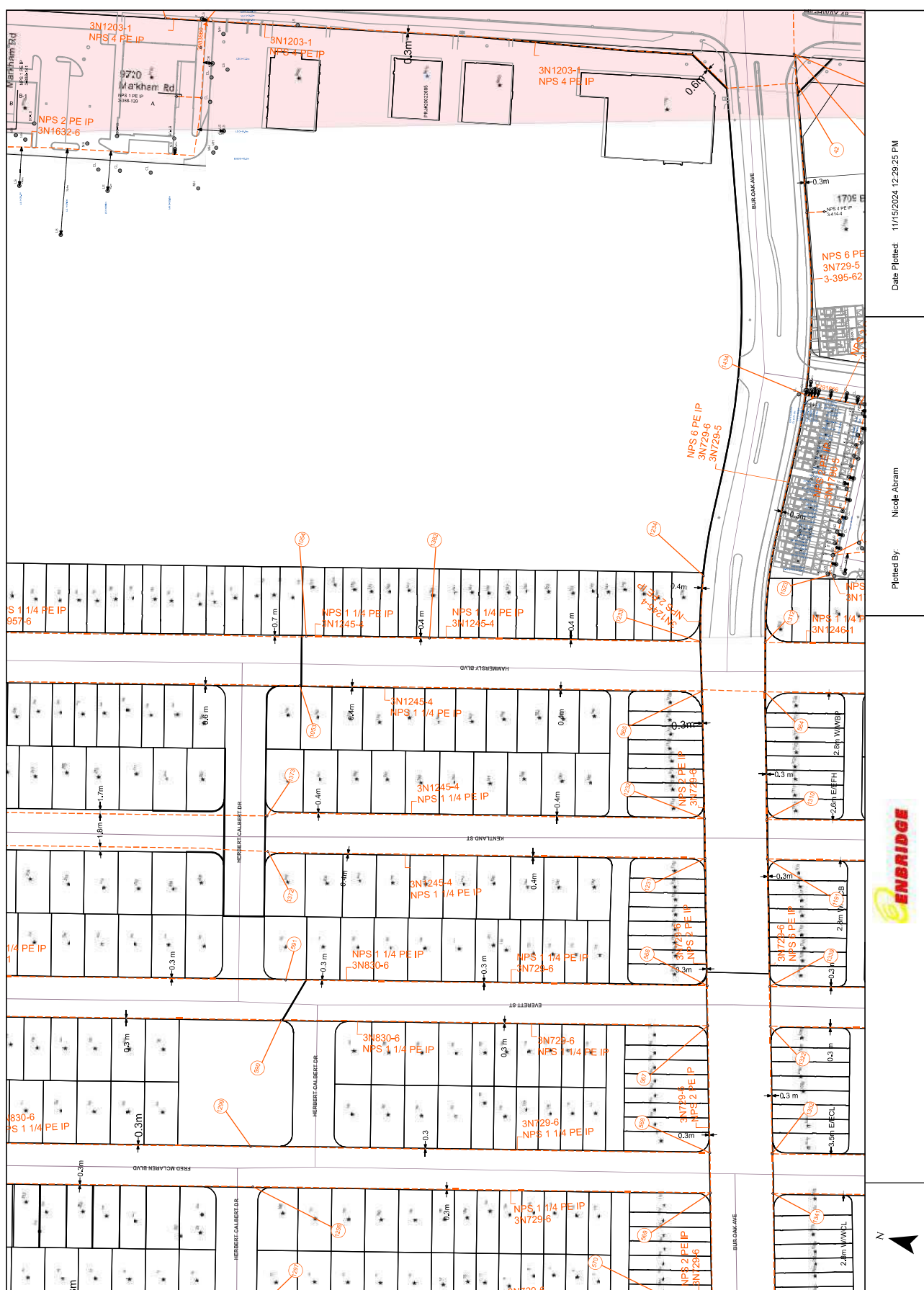
Note : Map is not to scale.



Date Plotted: 11/15/2024 12:25:36 PM

Plotted By: Nicole Abram

Note : Map is not to scale.



Note : Map is not to scale.



Date Plotted: 11/15/2024 12:37:38 PM

Plotted By: Nicole Abram

Note : Map is not to scale.

Markup Response Form

Application Date	November 13, 2024	Applicant:	Aquafor Beech Limited
Date Returned:	November 21, 2024		
Rogers Ref. No.:	R24B276	Applicant Ref. No.:	20244610080
Location / Municipality:	Markham Rd/Markham		

**Rogers Communications has reviewed your drawing(s) as requested.
Our comments follow below with an "X" indicating Rogers' stance on your proposed plan.**

Markup Response is valid for 6 months from the date issued.

Please inform Rogers Communications a minimum of 6 - 12 months in advance of the proposed construction schedule in order to coordinate our plant relocation.

Contact Ontario One Call at 1-800-400-2255 or www.on1call.com at least 5 business days before beginning work to obtain utility locates.
Hand dig / Vac truck when crossing, or within 1.0m of existing Rogers plant.
Plant is to approximation.

Comments:

- ☒ **Markup Only** Not for PUCC Approval
- ☒ **For your Reference** Rogers Communications currently has existing plant as marked on your drawing. Our standard offset in this municipality is: **1.75m P/L on Regional Roads & 2.3m P/L on town Roads.**
Please ensure you maintain clearances of 0.3 m vertically and 1 m horizontally. For hand dig maintain 0.6 m and for directional bore maintain 1.0 m horizontally.
- ☐ **No Conflict** Rogers Communications currently does not possess existing plant in the area indicated on your attached plans.
- ☐ **CONFLICT** Your proposed construction appears to encroach within existing Rogers Communications plant. Please ensure you maintain clearances of 0.3 m vertically and 1 m horizontally. For hand dig maintain 0.6 m and for directional bore maintain 1.0 m horizontally. Please relocate your proposed construction to allow adequate clearance.

CAUTION NOTES:

- ☐ Use vactruck and expose ducts, maintain minimum of 0.6m clearance.
- ☒ Rogers Communications has aerial plant in this area, as it is indicated on the attached plans.
- ☒ Fiber Optic Cable is present in the area of your proposed construction. Please obtain locates and maintain minimum 1.0m/1.0m clearance.
- ☐ Proposed Fiber Optic Cable in a joint use duct structure .
- ☒ Plant currently under construction.



- Existing Conduit
- Existing Buried Coaxial cable
- Existing Aerial Coaxial cable
- Existing Buried Fibre cable
- Existing Aerial Fibre cable
- Existing Manhole
- Existing Rogers Ground Level Box
- Existing Rogers Bldg Attachment
- Existing Rogers Flush Mount
- Existing Rogers Pedestal
- Existing Hydro Pole
- Existing Telephone Pole

CAUTION
HAND DIG WHEN CROSSING ROGERS
HAND DIG IF WITHIN 1M OF ROGERS PLANT

CALL FOR LOCATES
1-800-400-2255

NOTE:
PLANT IS TO APPROXIMATION
PLAN NOT TO SCALE

Rogers File # - R24B276
CAD Tech - Itichree Samantaray



**York Region Water and Wastewater (YRWS01) - Locate Request Form**MARKHAM, AQUAFOR BEECH
LIMITEDIssued Ticket #: LR20244610080
Wide Area Project #:

For **Emergency** Locates: Watermain break, traffic obstruction, risk to public/worker safety.
Please Call the Regional Municipality of York Locates Hot Line (24/7) @ 1-866-888-1517.
To track the status of any locate request please call 1-866-888-1517 and enter the Issued Ticket #.

Ticket Type*: PLANNING Type of Work: DESIGN AND PLANNING

Excavator Information:

Company Name: AQUAFOR BEECH LIMITED	Fax #:
Company Full Address: - 2600 SKYMARK AVE , MISSISSAUGA, ON, L4W5B2	
*Contact Name: JULIE MICHEL	*Phone #: 8314009244
Email: michel.j@aquaforbeech.com	Cell #: 4167052367
Field / Alternate Contact:	Type: Phone #:

Site Information:

*Municipality: MARKHAM		
*Location/Address of the Dig Site: MARKHAM RD (REGIONAL ROAD 68) , MARKHAM, YORK		
*Nearest major Intersection: MARKHAM RD (REGIONAL ROAD 68) / CASTLEMORE AVE to MARKHAM RD (REGIONAL ROAD 68) / BUR OAK AVE		
Project Number:	Permit Number:	Site Meeting?: ☐
	Depth Options:	
Tools Used:		
Pre-Marked With:		
Property Types:		
Property Affected:		
What is the Emergency?:		
Excavator On Site Notes:		
Side of Street:		
Working Outside Notes:		
Priority 0 Notes:		

Work Information: Start Date (at least 2 weeks from Locate Request Date):

*Maximum width, depth of excavation:	W- 0, D- 0	(in metres, unless otherwise specified)
Working For:		
Marking instructions:	THE UTILITY LOCATIONS REQUEST IS FOR THE MOUNT JOY CREEK FLOOD MITIGATION MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY UNDERTAKEN ON BEHALF OF THE CITY OF MARKHAM. THE OBJECTIVE OF THE EA STUDY IS TO PROPOSE FLOOD MITIGATION ALTERNATIVES THAT REDUCE FREQUENT OVERLAND FLOODING OF THE PROPERTIES ADJOINING THE CREEK CORRIDOR (OPEN CHANNEL AND ENCLOSED CHANNEL) AND MUST BE SUFFICIENT TO FACILITATE THE FUTURE DEVELOPMENT AMBITION FOR THE AREA.	
Special instructions / remarks:	DEPTH UNKNOWN	

Additional Comments:

CONTACT DRAWINGS@YORK.CA



York Region Water and Wastewater (YRWS01) - Locate Request Form

MARKHAM, AQUAFOR BEECH
LIMITED

Issued Ticket #:	LR20244610080
Wide Area Project #:	

Meeting Required:

No ☒	Yes ☐	Time: _____	Date: _____
--	------------------------------	-------------	-------------

WARNING!

LIMITS OF THE STAKEOUT: The excavator must not work outside the area indicated under 'Site Information' without a further stakeout by the Company. Stakes or markings may disappear or be displaced. If any delays occur in acting on the stakeout information, or if markings become unclear, a new locate must be obtained.

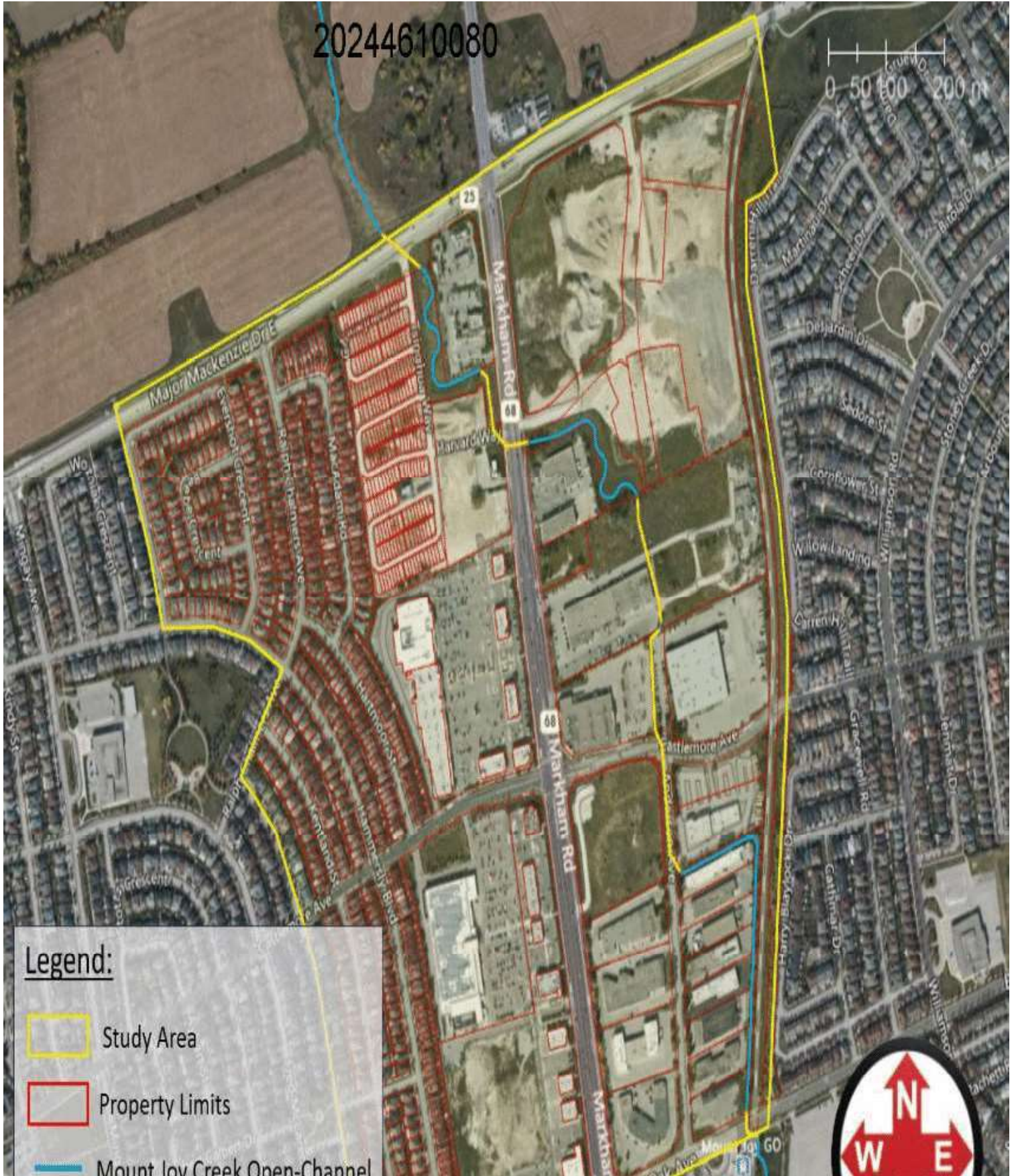
LOCATE THE PIPELINE: The pipeline location information provided is the best available but constitutes only an estimate. Depth of underground plant varies and the exact location must be determined by locating it by hand prior to excavation with mechanical equipment. Mechanical equipment must not be used within 1.0 metre of pipe diameters less than 1050mm and 2.0 meters of pipe diameter 1050mm or larger of the estimated location of the pipeline.

Stakeouts are valid for 60 days only. York Region water/wastewater Damage Prevention Team does not provide extensions. Please contact On1Call and submit a 'Relocate' ticket to this request.

Upon receiving a completed locate, 48 hours advance notification of excavation activity **MUST** be called into York Region Control at (905) 895-2143 with the original locate request #.

Time: 8:25:11 AM	Date: November 18, 2024	STAKEOUTS ARE VALID FOR 60 DAYS ONLY
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Attachments:



Attachments:



Name: Study Area
Start Date: 2024/11/27
Area: 1019414.42sq. m

PLEASE NOTE:

THIS DRAWING IS INTENDED FOR PRE-ENGINEERING MARKUP ONLY
- NOT FOR PERMIT TO PROCEED CONSTRUCTION - BELL CANADA
PLANT LOCATION IS APPROXIMATE



Municipal Operations Department
Floor 2, 100 Wynford Drive
Toronto, Ontario, M3C 4B4
Email: bellmarkups@bell.ca

This plan or drawing is the property of Bell Canada and the copyright of which is owned by Bell Canada. This plan or drawing may not be copied or used by others without the written consent of Bell Canada, which may be withheld at Bell Canada's discretion.

Bell Canada Legend Info

- BELL
- Infrastructure — B —
 - Existing Conduit — C —
 - One Call Center - Dig Area — — — —
 - Dig Area Buffer (10.0m) — — — —

CALL FOR LOCATES
1-800-400-2255

HAND DIG
If within 1m of Bell plant

HAND DIG
when crossing Bell plant

Maintain clearance of 0.6m

If further details required
you must acquire Locates or Test Pits

Ticket request date:

17-01-2025 14:48:18

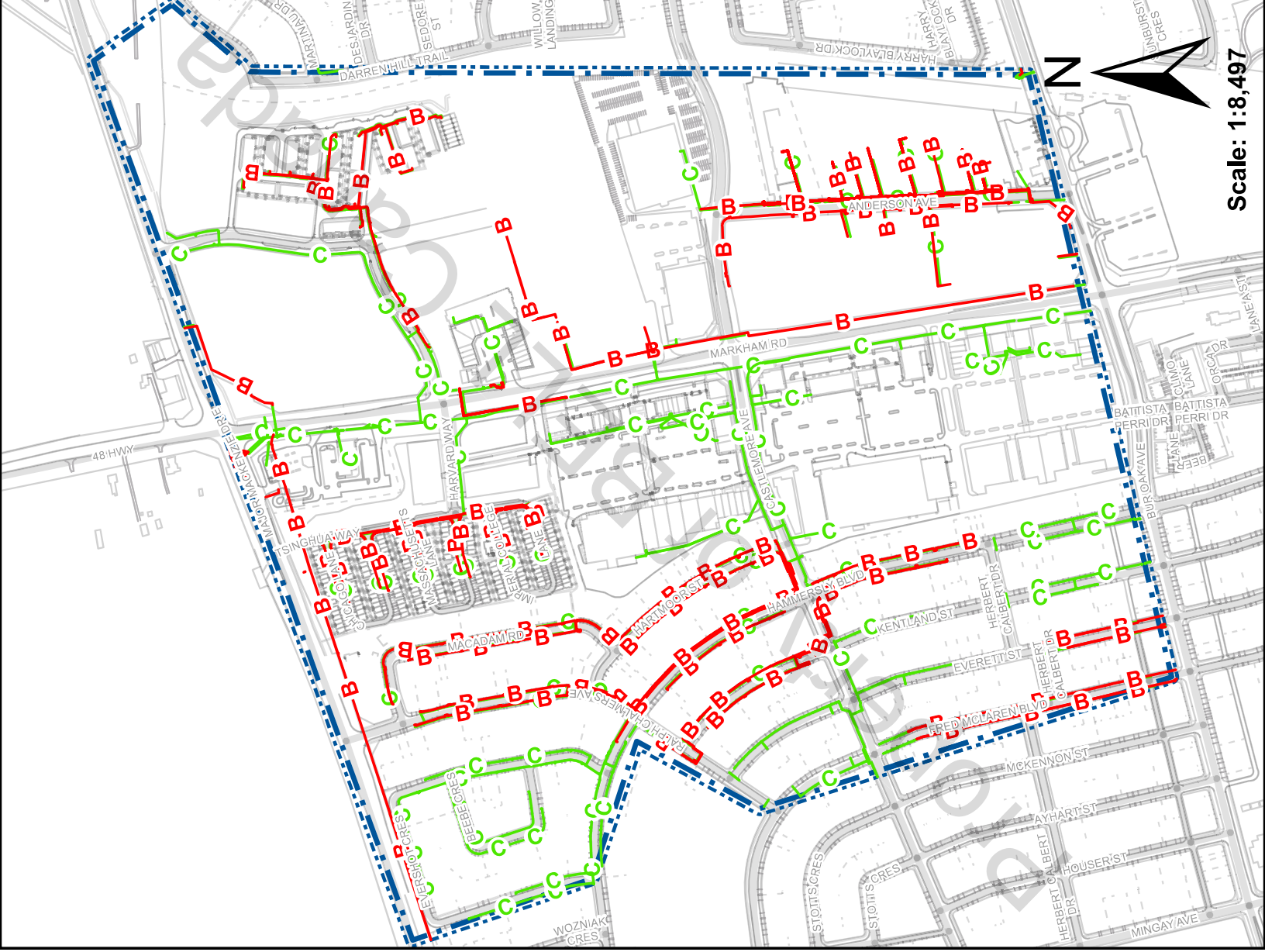
Ticket creation date:

18-01-2025 04:40:47

Markup #: 2025039610

Dwg #: 1

Location: 9870 IMPERIAL COLLEGE LN



Scale: 1:8,497



York Region Water and Wastewater (YRWS01) - Locate Request Form

MARKHAM, AQUAFOR BEECH
LIMITED

Issued Ticket #: LR2025039610
Wide Area Project #:

For **Emergency** Locates: Watermain break, traffic obstruction, risk to public/worker safety.
Please Call the Regional Municipality of York Locates Hot Line (24/7) @ 1-866-888-1517.
To track the status of any locate request please call 1-866-888-1517 and enter the Issued Ticket #.

Ticket Type*: PLANNING **Type of Work:** DESIGN AND PLANNING

Excavator Information:

Company Name: AQUAFOR BEECH LIMITED Fax #: _____
Company Full Address: - 2600 SKYMARK AVE , MISSISSAUGA, ON, L4W5B2
*Contact Name: MATTHEW ALCOBENDAS *Phone #: 2899286726
Email: alcobendas.m@aquaforbeech.com Cell #: _____
Field / Alternate Contact: _____ Type: _____ Phone #: _____

Site Information:

*Municipality: MARKHAM
*Location/Address of the Dig Site: 9870 IMPERIAL COLLEGE LANE , MARKHAM, YORK
*Nearest **major** Intersection: IMPERIAL COLLEGE LANE / MAJOR MACKENZIE DRIVE to IMPERIAL COLLEGE LANE / MARKHAM ROAD
Project Number: _____ Permit Number: _____ Site Meeting?: ☐
Depth Options: _____
Tools Used: _____
Pre-Marked With: _____
Property Types: _____
Property Affected: _____
What is the Emergency?: _____
Excavator On Site Notes: _____
Side of Street: _____
Working Outside Notes: _____
Priority 0 Notes: _____

Work Information:

 Start Date (at least 2 weeks from Locate Request Date): _____

*Maximum width, depth of excavation: _____ W- 0, D- 0 (in metres, unless otherwise specified)

Working For:

Marking instructions: DETAIL DESIGN FOR FLOOD REMEDIATION ALONG MOUNT JOY CREEK.

Special instructions / remarks: DEPTH UNKNOWN

Additional Comments:

CONTACT DRAWINGS@YORK.CA



York Region Water and Wastewater (YRWS01) - Locate Request Form

MARKHAM, AQUAFOR BEECH
LIMITED

Issued Ticket #:	LR2025039610
Wide Area Project #:	

Meeting Required:

No ☒	Yes ☐	Time: _____	Date: _____
--	------------------------------	-------------	-------------

WARNING!

LIMITS OF THE STAKEOUT: The excavator must not work outside the area indicated under 'Site Information' without a further stakeout by the Company. Stakes or markings may disappear or be displaced. If any delays occur in acting on the stakeout information, or if markings become unclear, a new locate must be obtained.

LOCATE THE PIPELINE: The pipeline location information provided is the best available but constitutes only an estimate. Depth of underground plant varies and the exact location must be determined by locating it by hand prior to excavation with mechanical equipment. Mechanical equipment must not be used within 1.0 metre of pipe diameters less than 1050mm and 2.0 meters of pipe diameter 1050mm or larger of the estimated location of the pipeline.

Stakeouts are valid for 60 days only. York Region water/wastewater Damage Prevention Team does not provide extensions. Please contact On1Call and submit a 'Relocate' ticket to this request.

Upon receiving a completed locate, 48 hours advance notification of excavation activity MUST be called into York Region Control at (905) 895-2143 with the original locate request #.

Time: 3:45:51 PM	Date: January 17, 2025	STAKEOUTS ARE VALID FOR 60 DAYS ONLY
---------------------	---------------------------	--------------------------------------

Attachments:



G-tel Engineering Inc.

1150 Frances St 2nd Floor
London, Ontario
N5W 5N5

Planning Request For: Enbridge LEG Planning (ENP30),

Ticket #: 2025039610

Issued By: G-tel Lookup Dept.

Date: 01/21/2025

Time: 11:26:35

Requester: MATTHEW ALCOBENDAS

Requester's Email: alcobendas.m@aquaforbeech.com

Requesting Company: AQUAFOR BEECH LIMITED

Fax #:

Ticket Request Type: Design And Planning

Location: 9870 IMPERIAL COLLEGE LANE

Locate Details:

DETAIL DESIGN FOR FLOOD REMEDIATION ALONG MOUNT JOY CREEK.

Remarks:

DETAIL DESIGN FOR FLOOD REMEDIATION ALONG MOUNT JOY CREEK.905 472-L6E

Comments To Excavator:

Gas service information is not mapped in Legacy Enbridge Gas' GIS system so cannot be shown in our response. If details are required for project planning purposes, it is suggested that locates and/or test holes be performed by a private party to determine the location of gas infrastructure. Please obtain field locates through Ontario One Call before any ground disturbance

If you have any questions or concerns regarding your planning request, please call G-tel Engineering at 1-866-692-0208, dial 0 and request the lookup department.

CAUTION: The details provided are to be used solely for planning your design and not for excavation. You must call Ontario One Call at 1-800-400-2255 at least 1 week prior to excavation to obtain a physical locate.

See disclaimer document for further details.



DESIGN & PLANNING REQUEST RESPONSE

You recently submitted a Design & Planning Request through the Ontario One Call Portal, a copy of which is attached. In response to your Design Planning Request, Enbridge Gas Inc. ("Enbridge") natural gas distribution mains and services for the area identified in your Design Planning Request are shown below.

This is not a field locate

By using the attached Enbridge mapping, you acknowledge and accept that:

(a) by law you must obtain utility locates prior to starting any excavation or ground disturbance activity, such as pile driving, boring, auguring or digging. Contact Ontario One Call at 1-800-400-2255 or www.on1call.com before beginning work to obtain utility locates.

(b) the Enbridge Gas Mapping is only a general representation of Enbridge natural gas distribution mains and/or services and may not reflect the specific location of such underground infrastructure or recently constructed natural gas distribution mains and services.

(c) the Enbridge Asset Drawing is provided on an as-is basis and Enbridge makes no representation or warranty, express or implied as to its accuracy or completeness or its fitness for a particular purpose

(d) the Enbridge Gas Mapping does not guarantee natural gas supply or availability for any specific project, nor does it constitute an approval of your project.

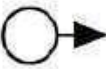
In addition to obtaining field locates prior to commencing work, please refer to the "Third Party Requirements in the Vicinity of Natural Gas Facilities Standard" for requirements and precautions for working safety in the vicinity of natural gas pipelines. The most recent version of this document is available at: <https://enbridgegas.com/~media/extranet-pages/safety/before-you-dig/Third-Party-Requirements-in-the-Vicinity-of-Natural-Gas-Facilities>

Once available, please provide detailed designs in CADD and PDF format to mark-ups@enbridge.com if a no conflict response is required as part of the Municipal Consent process in your area or if you believe your proposed work is in conflict with our existing facilities.

In addition to this response for natural gas distribution pipelines, your Ontario One Call Planning and Design Request will identify if you should also expect responses from Enbridge Pipelines Inc. (liquid oil pipelines) or Enbridge Gas Storage and Transmission (natural gas storage and transmission pipelines) near your request.

G-Tel Engineering on behalf of Enbridge Gas Inc.

Legacy Union Gas Legend

	Pipe Segment (Proposed)		Structure & Address Label
	Pipe Segment (Removed)		Curb Valve Tee
	Pipe Segment (Abandoned)		Branch Fitting (Tee)
	Pipe Segment (Out of Service)		In-Line Valve (Deactivated)
	Pipe Segment (≤ 2.5 kPa)		In-Line Valve (Activated)
	Pipe Segment (2.6 to 35kPa)		In-Line Valve (Emergency)
	Pipe Segment (36 to 420kPa)		Service Tee
	Pipe Segment (421 to 700kPa)		Service Tee (Curb Valve Tee)
	Pipe Segment (701 to 1900kPa)		Test Box
	Pipe Segment (1901 to 3450kPa)		Station
	Pipe Segment (>3450 kPa)		Chainage Start Symbol
	Vital Pipe Segment		Chainage Point Symbol
	End Fitting		Chainage End Symbol
	Coupling		
	Reducer		
	Transition Fitting (Steel to Plastic)		
	Elbow		

Legacy Enbridge Gas Legend

	Proposed
	Construct
	Pending Decomission
	Active, Low Pressure
	Active, Medium Pressure
	Active, Intermediate Pressure
	Active, High Pressure
	Active, High-Pressure PE
	Active, Extra High Pressure
	Active, Unodourized Transmission Pressure, IMP;VITAL
	Proposed, IMP; NEB;VITAL
	Construct, IMP;VITAL
	Active, Intermediate Pressure, IMP;NEB
	Active, High Pressure, NEB; VITAL
	Active, Extra High Pressure, IMP;NEB; VITAL
	Pending Decomission, IMP;NEB;VITAL

Line Pressure Descriptors

LP	Low pressure
MP	Medium Pressure
IMP	Integrity Management Program (main)
HP	High pressure
XHP	Extra high pressure
VITAL	Vital Gas main
IP	Intermediate Pressure

Pipe Descriptors

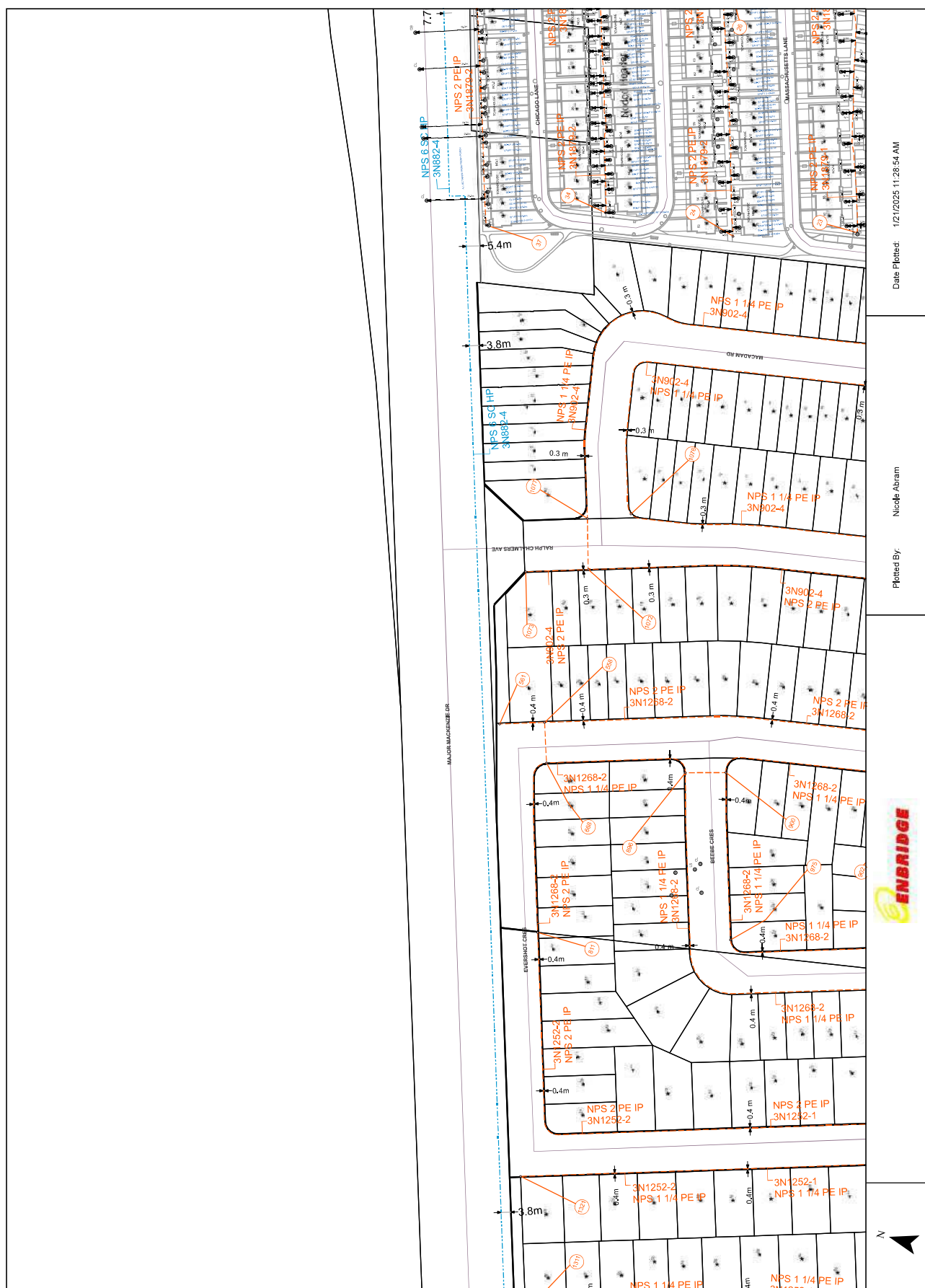
PE	Plastic main
SC	Steel coated main
ST	Steel main
NEB	National Energy Board
NPS	Nominal Pipe Size (<i>Number denotes pipe size in inches e.g. NPS 8 = Nominal Pipe Size 8 inches</i>)

Topographical Feature Descriptors:

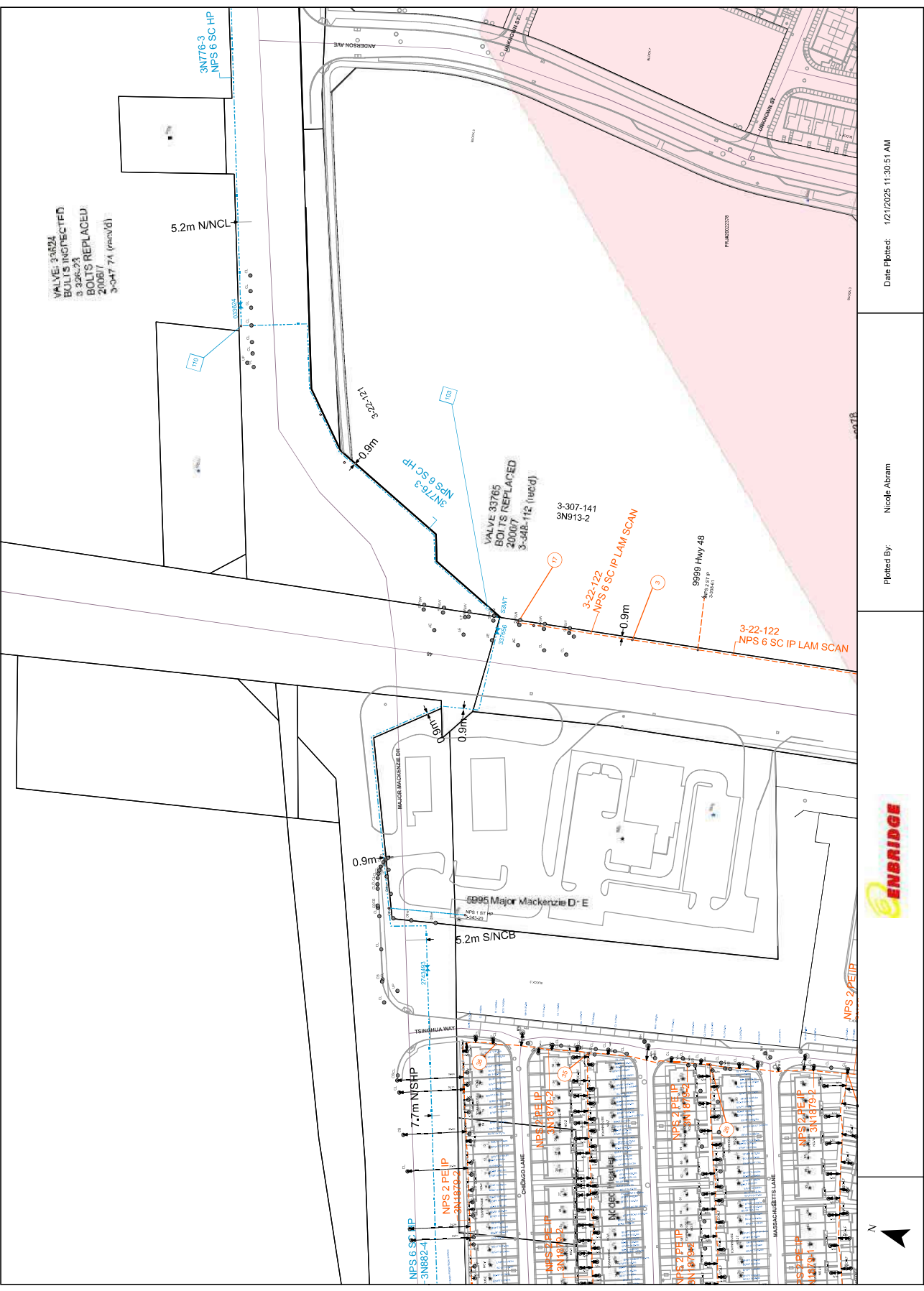
AE	Asphalt edge
BL	Building Line
BP	Bell pole/pedestal
BPED	Bell pedestal
C/L	Centreline of road way/pavement
CB	Catch Basin
CL	Curb line/curb or edge of pavement
DCB	Double catch basin
E/P	Edge of Pavement
E/W SL	East of the west street line
FH	Fire Hydrant
FI	Fence line
HP	Hydro pole
HT	Hydro transformer or hydro box
LP	Light post
LS	Light Standard
MH	Manhole
N/S SL	North of the south street line
POLE L	Pole line
POLE(S)	Pole(s)
S/S SL	South of the south street line
SL	Street line or property line
SM	Sewer manhole
SWK	Sidewalk or walk
UW	Under sidewalk
W/E SL	West of the east street line
WVCH	Water valve chamber

Main Reference Descriptors

N/S SL	North of the south street line
S/S SL	South of the south street line
W/E SL	West of the west street line
E/W SL	East of the west street line
N/S CL	North of the south curb line
S/N CL	South of the north curb line
E/W CL	East of the west curb line
W/E CL	West of the east curb line
E/E CL	East of the east curb line
W/W CL	West of the west curb line
N/N CL	North of the north curb line
S/S CL	South of the south curb line
E/P	Edge of pavement
C/L	Centre line of road
W/WBL	West of west building line
W/EBL	West of east building line
E/EBL	East of east building line
N/NBL	North of north building line
N/SBL	North of south building line
S/SBL	South of south building line
S/NBL	South of north building line
Inside	Measured from centreline of street furniture towards streetline
Outside	Measured from centreline of street furniture towards road



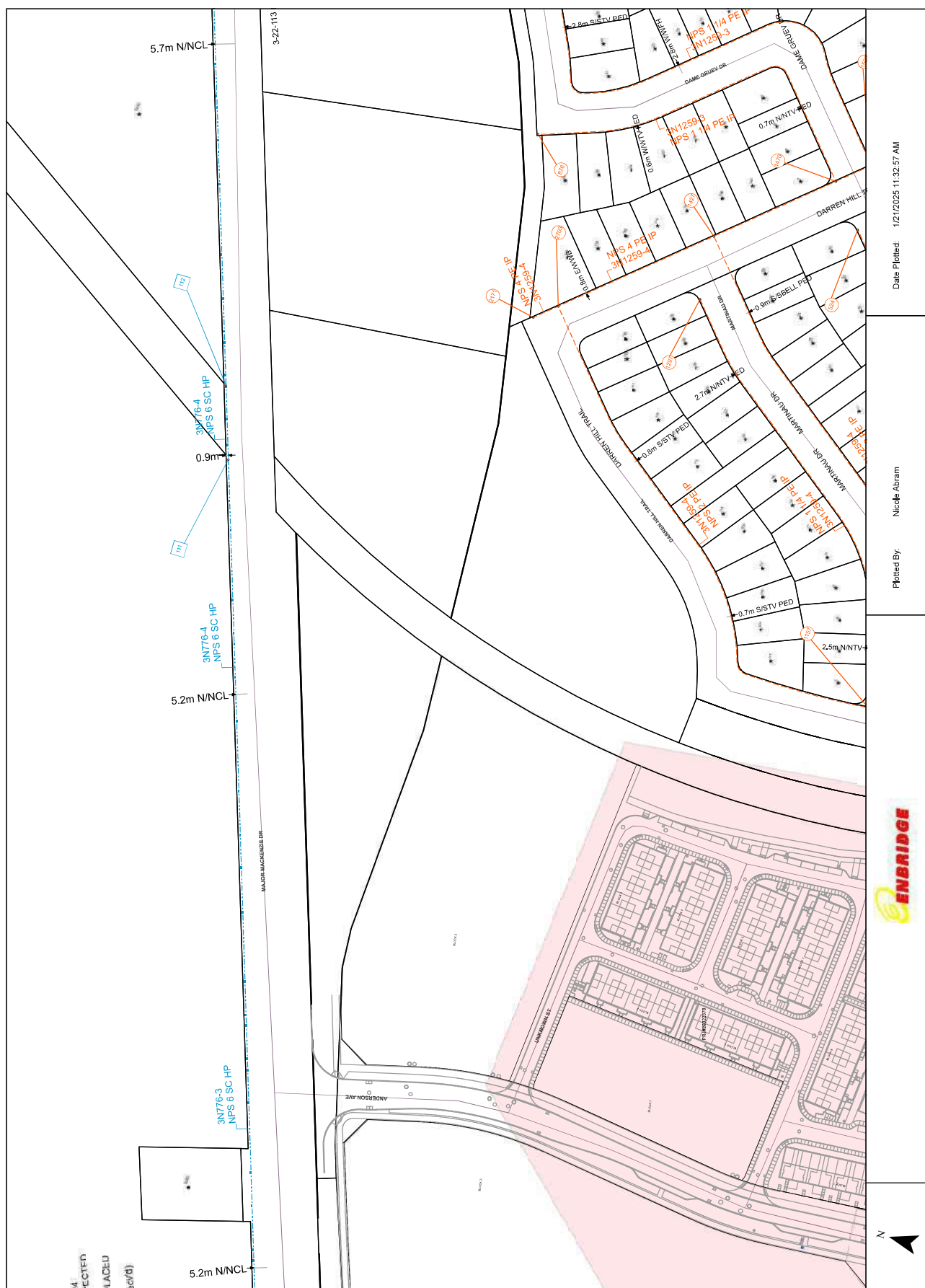
Note : Map is not to scale.



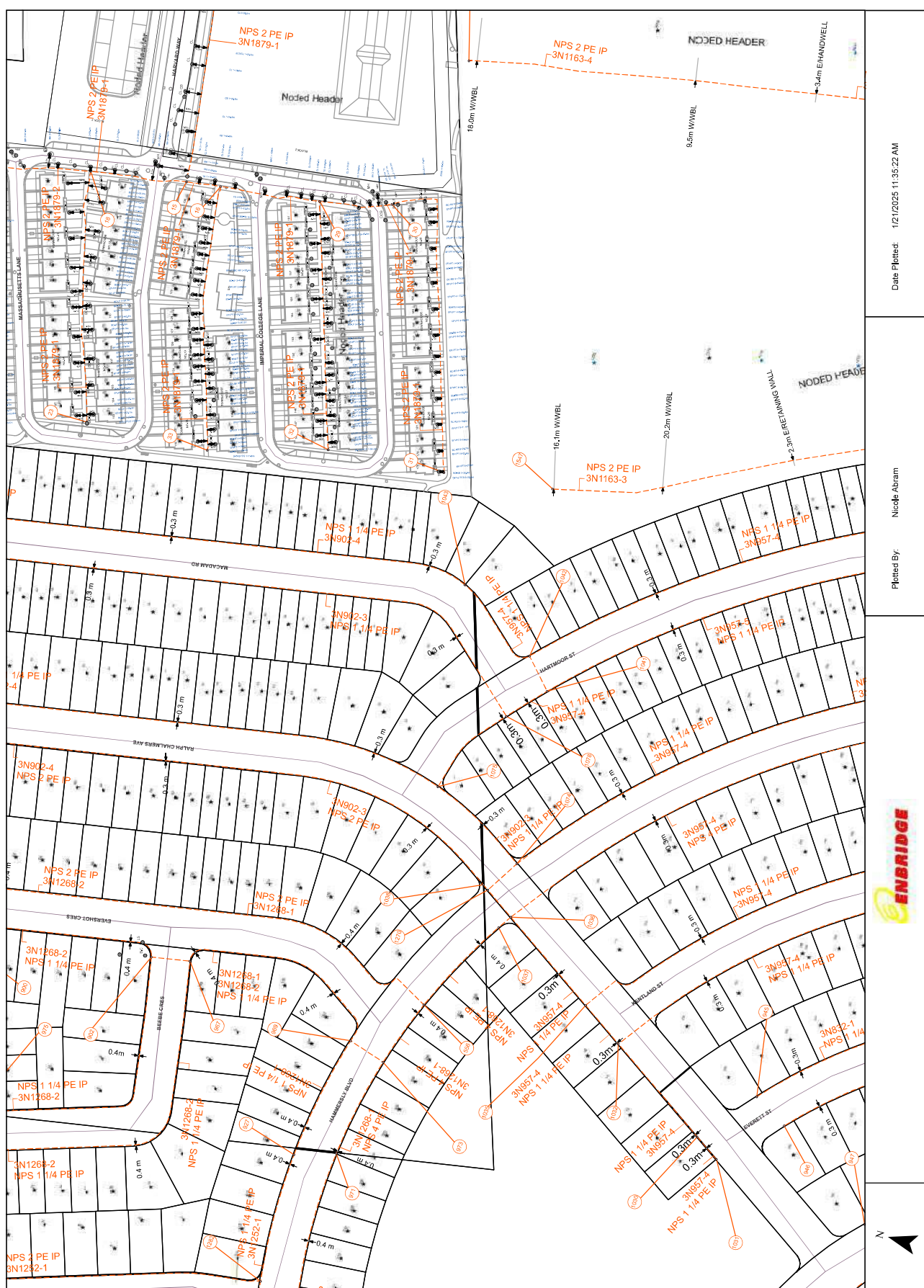
Date Plotted: 12/1/2025 11:30:51 AM

Plotted By: Nicole Abram

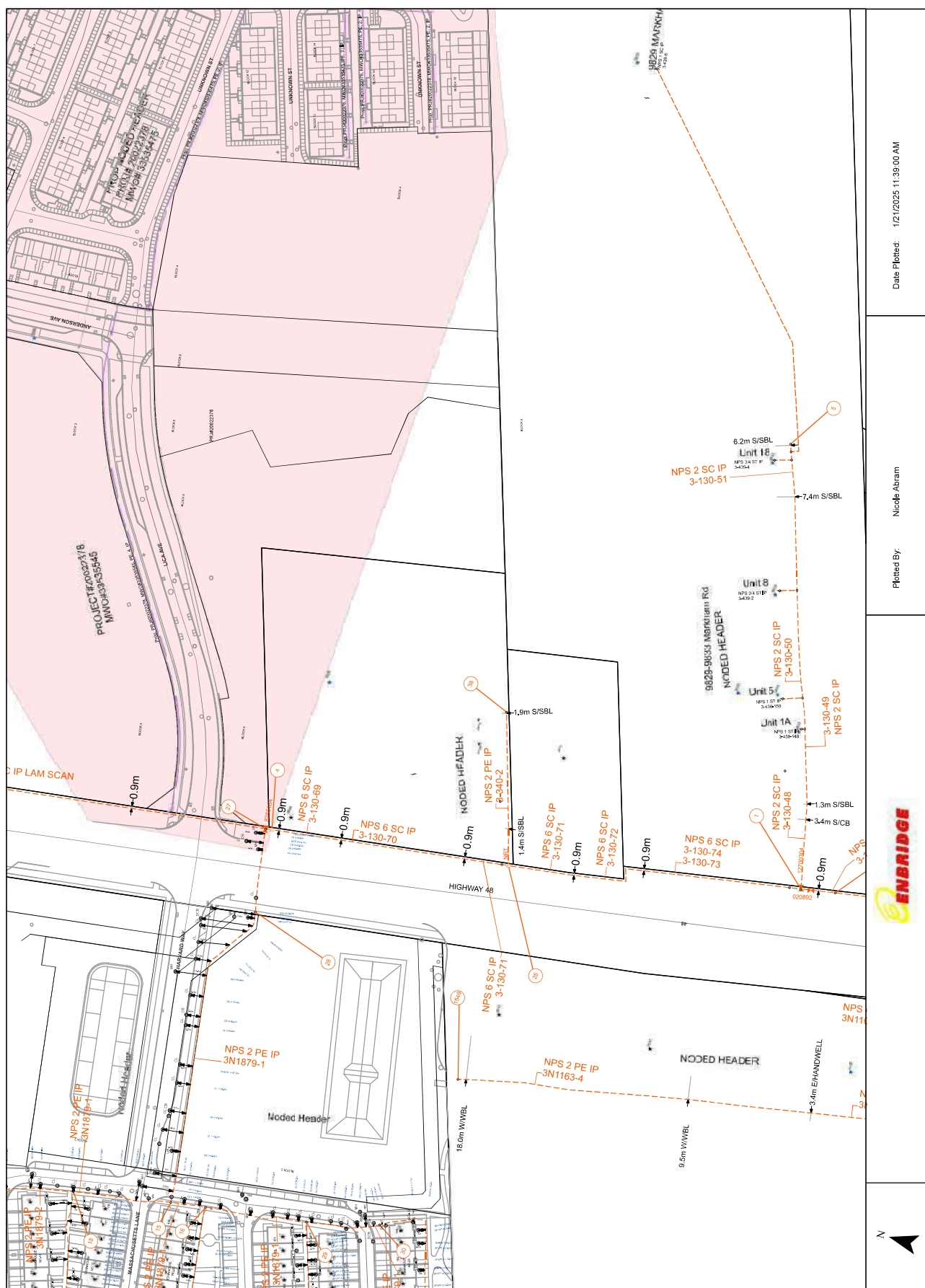
Note : Map is not to scale.



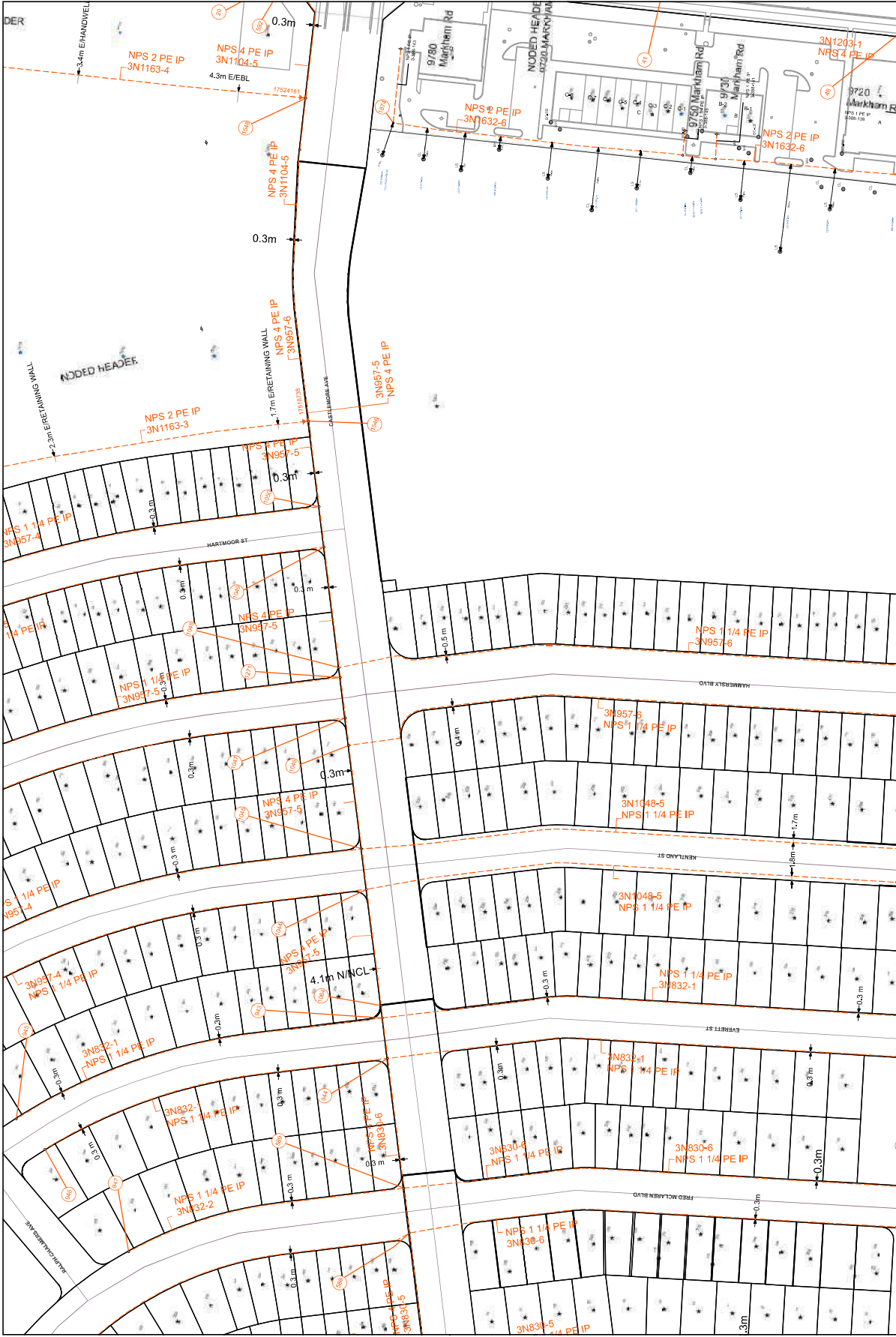
Note : Map is not to scale.



Note : Map is not to scale.



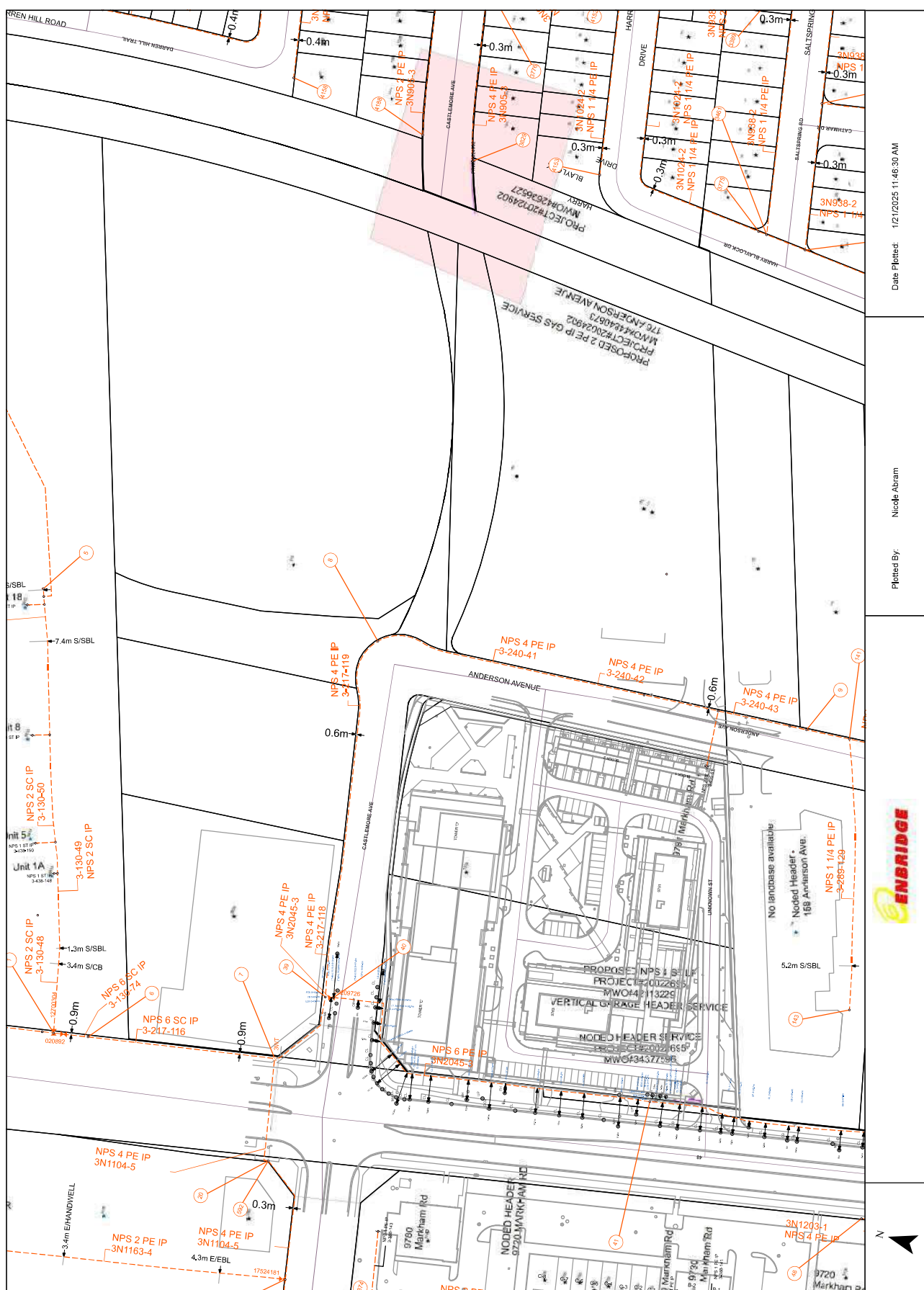
Note : Map is not to scale.



Date Plotted: 12/12/2025 11:43:40 AM

Plotted By: Nicole Abram

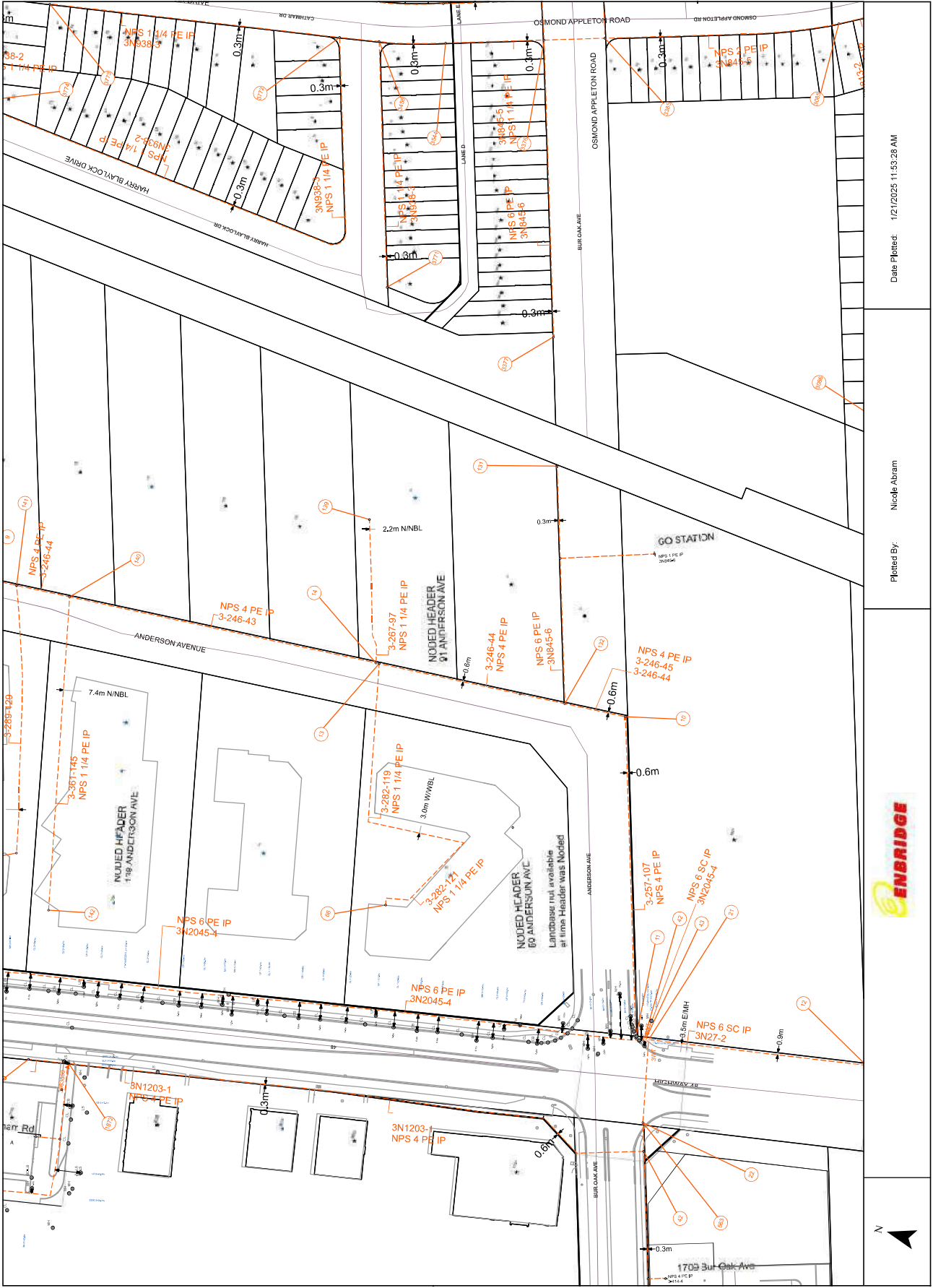
Note : Map is not to scale.



Note : Map is not to scale.



Note : Map is not to scale.



Date Plotted: 12/1/2025 11:53:28 AM

Plotted By: Nicole Abram

Note : Map is not to scale.

Markup Response Form

Application Date January 17, 2025 **Applicant:** Aquafor Beech Limited

Date Returned: January 24, 2025

Rogers Ref. No.: R250203 **Applicant Ref. No.:** 2025039610

Location / Municipality: 9870 Imperial College Lane/Markham

**Rogers Communications has reviewed your drawing(s) as requested.
Our comments follow below with an "X" indicating Rogers' stance on your proposed plan.**

Markup Response is valid for 6 months from the date issued.

Please inform Rogers Communications a minimum of 6 - 12 months in advance of the proposed construction schedule in order to coordinate our plant relocation.

Contact Ontario One Call at 1-800-400-2255 or www.on1call.com at least 5 business days before beginning work to obtain utility locates.
Hand dig / Vac truck when crossing, or within 1.0m of existing Rogers plant.
Plant is to approximation.

Comments:

- ☒ **Markup Only** Not for PUCC Approval
- ☒ **For your Reference** Rogers Communications currently has existing plant as marked on your drawing. Our standard offset in this municipality is: **1.75m P/L on Regional Roads & 2.3m P/L on town Roads.** Please ensure you maintain clearances of 0.3 m vertically and 1 m horizontally. For hand dig maintain 0.6 m and for directional bore maintain 1.0 m horizontally.
- ☐ **No Conflict** Rogers Communications currently does not possess existing plant in the area indicated on your attached plans.
- ☐ **CONFLICT** Your proposed construction appears to encroach within existing Rogers Communications plant. Please ensure you maintain clearances of 0.3 m vertically and 1 m horizontally. For hand dig maintain 0.6 m and for directional bore maintain 1.0 m horizontally. Please relocate your proposed construction to allow adequate clearance.

CAUTION NOTES:

- ☐ Use vactruck and expose ducts, maintain minimum of 0.6m clearance.
- ☒ Rogers Communications has aerial plant in this area, as it is indicated on the attached plans.
- ☒ Fiber Optic Cable is present in the area of your proposed construction. Please obtain locates and maintain minimum 1.0m/1.0m clearance.
- ☐ Proposed Fiber Optic Cable in a joint use duct structure .
- ☒ Plant currently under construction.



- Existing Conduit
- Existing Buried Coaxial cable
- Existing Aerial Coaxial cable
- Existing Buried Fibre cable
- Existing Aerial Fibre cable
- Existing Manhole
- Existing Rogers Ground Level Box
- Existing Rogers Bldg Attachment
- Existing Rogers Flush Mount
- Existing Rogers Pedestal
- Existing Hydro Pole
- Existing Telephone Pole

CAUTION
HAND DIG WHEN CROSSING ROGERS
HAND DIG IF WITHIN 1M OF ROGERS PLANT

CALL FOR LOCATES
1-800-400-2255

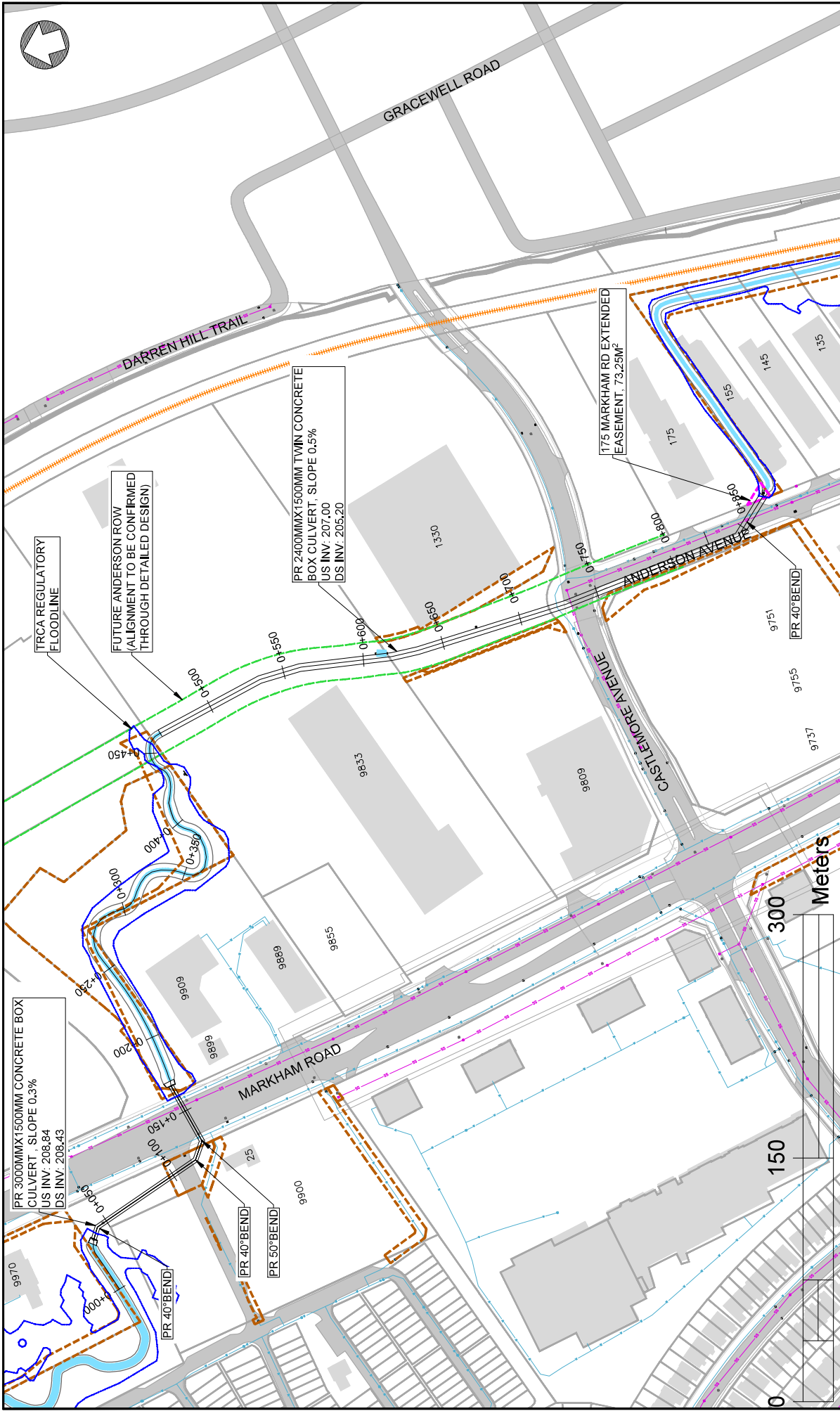
NOTE:
PLANT IS TO APPROXIMATION
PLAN NOT TO SCALE

Rogers File # - R250203

CAD Tech - Itichree Samantaray



APPENDIX L: PRELIMINARY PREFERRED 30% DESIGN DRAWINGS



EA STUDY FOR MOUNT JOY CREEK FLOOD MITIGATION

ALTERNATIVE 7 - CULVERT ENLARGEMENT

LEGEND:

- WATERCOURSE
- SANITARY SEWER
- STORMWATER
- PROPERTY LINE
- CITY EASEMENT
- TRCA REGULATORY FLOODLINE
- PAV. LINE
- CONCRETE
- WATERMAIN
- PROPERTY LINE
- CITY EASEMENT
- EXTENDED EASEMENT
- FUTURE ANDERSON ROW

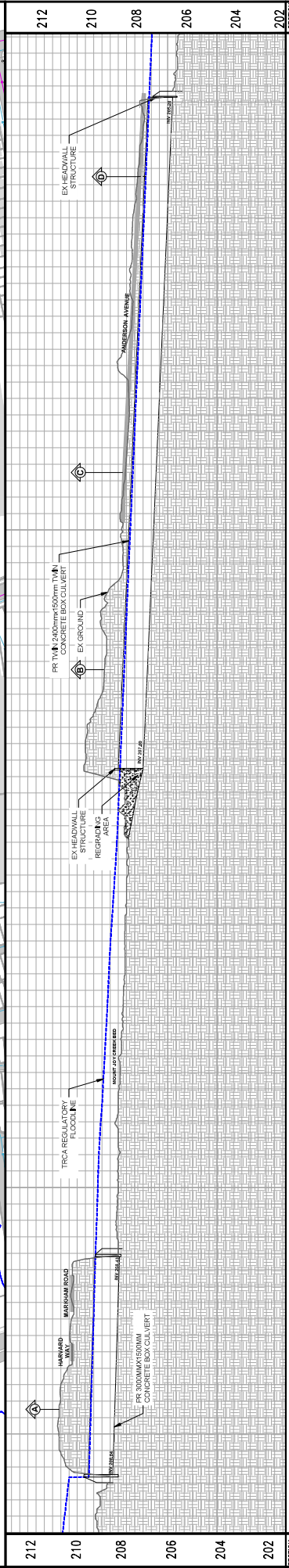
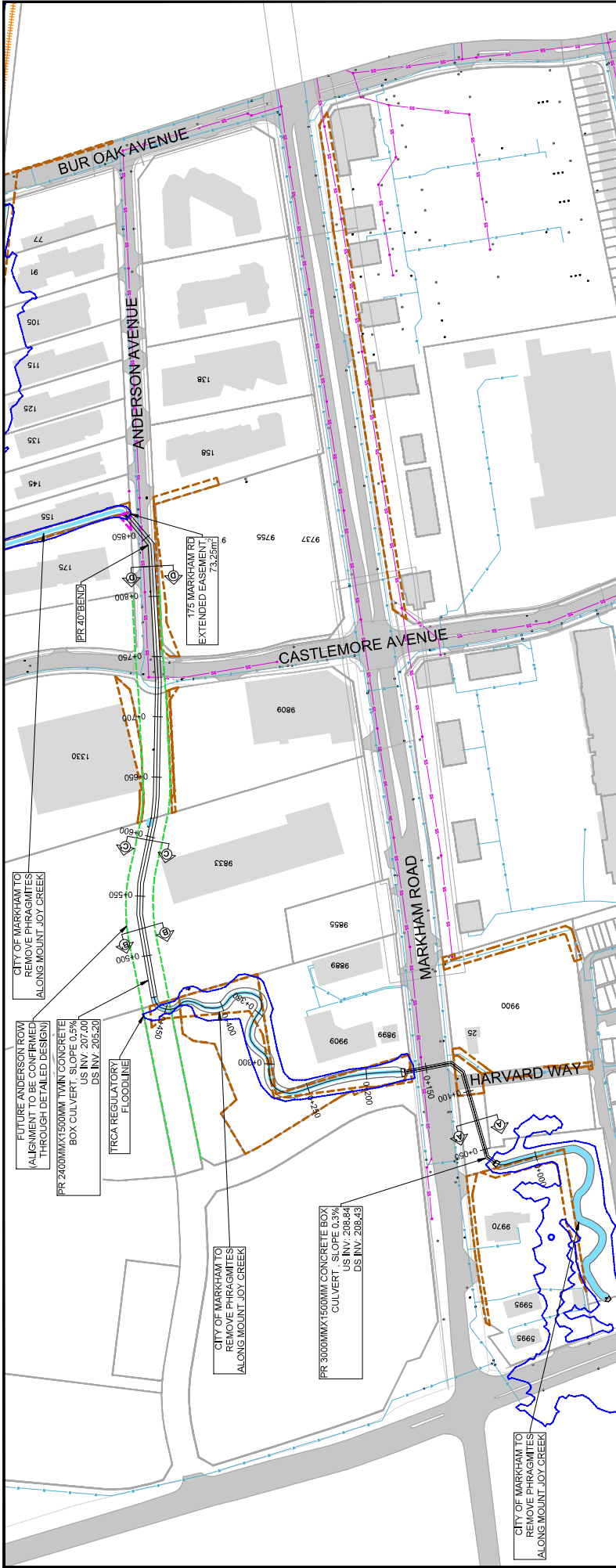
DATE: 31/03/2026

SCALE: 1:1000

FIGURE 7

MARKHAM
CITY OF MARKHAM

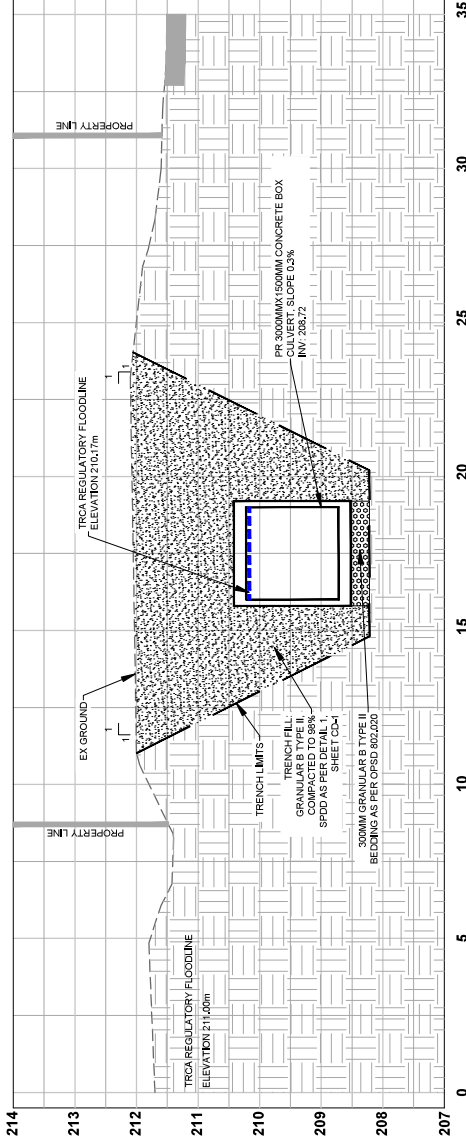
Aquafor Beach
CONSULTANT



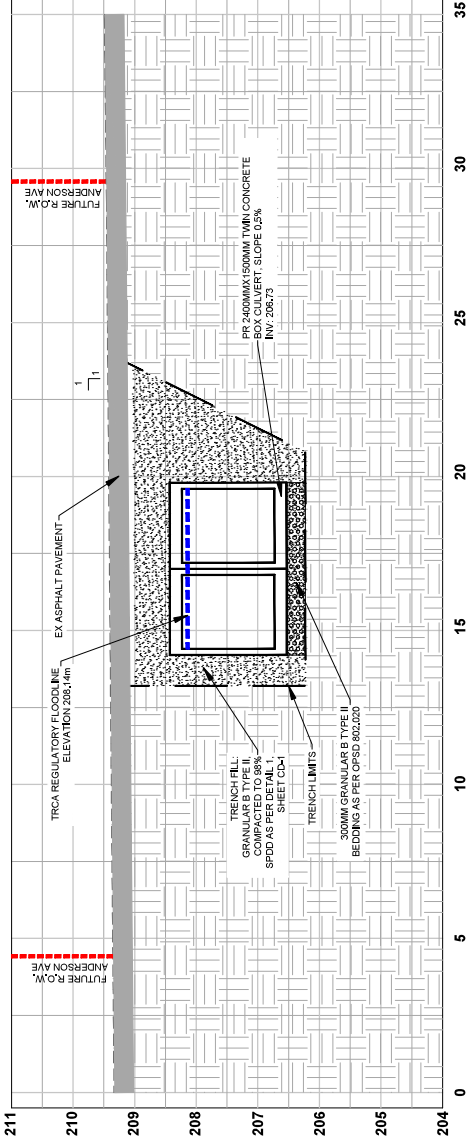
SECTION DETAILS		STA									
202		202+00	202+20	202+40	202+60	202+80	203+00	203+20	203+40	203+60	203+80
204		204+00	204+20	204+40	204+60	204+80	205+00	205+20	205+40	205+60	205+80
206		206+00	206+20	206+40	206+60	206+80	207+00	207+20	207+40	207+60	207+80
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294		294+00	294+20	294+40	294+60	294+80	295+00	295+20	295+40	295+60	295+80
296		296+00	296+20	296+40	296+60	296+80	297+00	297+20	297+40	297+60	297+80
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XS A - A'



XS B - B'



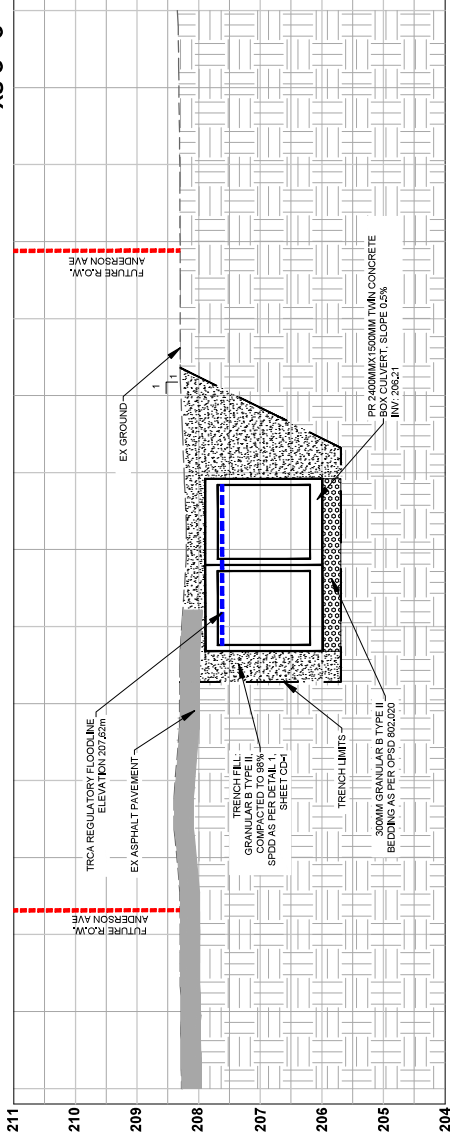
City of Markham

EA STUDY FOR MOUNT JOY CREEK FLOOD MITIGATION

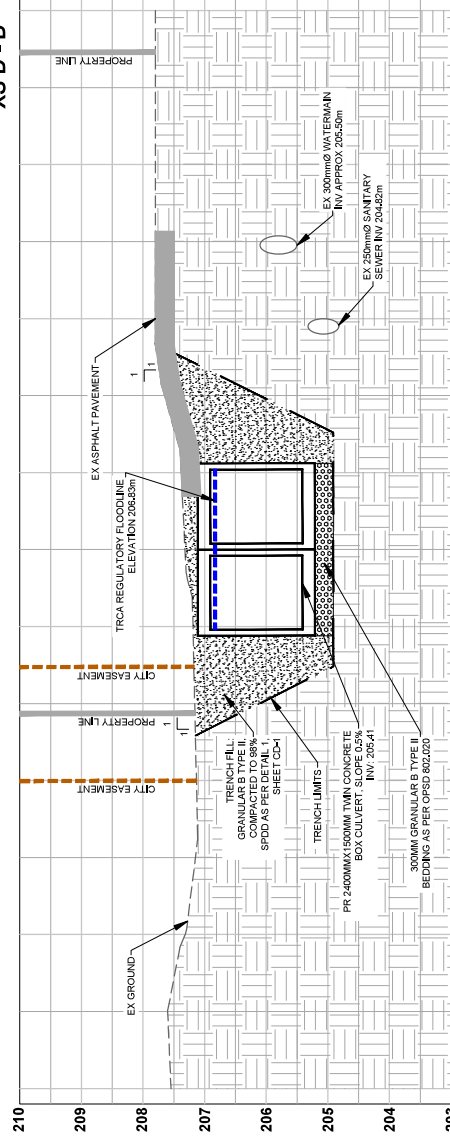
DESIGNER		CHECK		CONTRACT No.		SHEET No.	
S.A.		S.A.		XXA2A2A2		3 OF 4	
SCALE		DRAWING		NUMBER			
HORIZONTAL 1:100		VERTICAL 1:10					
DATE		3/10/2026					

No.		DATE		REVISED		INITIAL		SIGNED	
1		2026-03-01		PRELIMINARY DESIGN		S.A.		S.A.	

XS C - C'



XS D - D'



City of Markham

EA STUDY FOR MOUNT JOY CREEK FLOOD MITIGATION

CITY OF MARKHAM

CROSS-SECTION C-C

DESIGNER: S.A. DRAFTING: S.A. CHECK: S.A. CONTRACT No. XXA202001

SCALE: HORIZONTAL 1:100 VERTICAL 1:10 DRAWING NUMBER: 31030208

SHEET No. 4 OF 4

DATE

No.

REVIEWS

INITIAL

SIGNED

APPENDIX M: TRCA COMMENT RESPONSE LETTER

June 26th, 2026

Attn: Harsimrat Pruthi
Senior Planner
Infrastructure Planning and Permits | Development and Engineering Services
Toronto and Region Conservation Authority
5 Shoreham Drive
Toronto, ON M3N 1S4
T: (437) 880-2424 | E: harsimrat.pruthi@trca.ca

Cc: Abdullah Hossain
City of Markham
101 Town Centre Boulevard
Markham, ON L3R 9W3

Re: Responses to TRCA Comments on the EA Study for Mount Joy Creek Flood Mitigation

Dear Harsimrat,

Aquafor has prepared responses to the Toronto and Region Conservation Authority's (TRCA) comments received on May 15th, 2026 (TRCA Comments) for the submission of the final Environmental Assessment (EA) study for Mount Joy Creek Flood Mitigation. Comment numbering follows the same order as the comments listed in the TRCA's May 15th, 2026 email.

Though it should first be noted that the TRCA's letter acknowledges that the submitted preferred alternative, Alternative 7 – Culvert Enlargement would remove the floodplain from Anderson Avenue. Although Aquafor, the City of Markham (the City) and the TRCA are all in agreement with this conclusion, Aquafor recognizes that the following commitments still need to be addressed before the TRCA provides a permit in accordance with the Conservation Authorities Act prior to the project's construction.

- Aquafor understands that a meeting with the TRCA, Aquafor, and the City will need to be held well before the project progresses to the detailed design phase.
- Aquafor will revise the Project File Report (PFR) as per the following TRCA Comments:
 - Comment 16
 - Comment 17
 - Comment 20
 - Comment 22
- The remaining TRCA Comments that will not be applied to the revised PFR are noted in Aquafor's responses that they are either not required to be completed during the EA stage of this project or not required as part of this assessment. More details on each of these remaining comment responses can be seen in the Aquafor May 2026 Responses below. Aquafor also understands that some of these responses may wish to be further discussed in the planned TRCA, Aquafor, and City meeting.
- A Design Brief will also be submitted by Aquafor to the TRCA demonstrating how the May 15th, 2026 comments were addressed.
- Aquafor and the City understand that this application is subject to a \$10,015 review fee.
- Aquafor and the City also understand that the final PFR requires an expedited review fee of \$10,515 as per the TRCA's fee schedule.

We trust this letter and its associated material will provide sufficient information to support this EA.

Comments:

1. **TRCA Comment – Planning Ecology (January 30, 2026):** TRCA has concerns with the evaluation of alternatives and how the weighing was established as the conclusions do not appear to match the information provided in the PFR and TRCA policies. For instance, TRCA policies support the daylighting of piped watercourses wherever possible and Figures 4-11, 4-13 – 4-15, would indicate that alternatives 4 and 6, which propose increased open channels, show the greatest improvements in flood risk. However, this was not reflected in the scoring of the alternatives, i.e., 7 and 8 showing a greater score.

It is not clear how the same score was provided for improvements to terrestrial and aquatic habitat across multiple alternatives even though it would seem that 4 and 6 would score higher. It is also not clear why alternative 6 would score low and alternatives 7 and 8 would score high on public safety.

Provide a clearer breakdown on how the scores were achieved for each alternative and criteria.

Aquafor's Response (March, 2026): The potential to reduce flood risks is not only attributed to peak flow conveyance but also how peak flows impact properties within the project area. We further note that erosion considerations and maintenance also form a component of the flood risk category. We note that all alternatives 4,5,6,7 and 8 all provide sufficient conveyance to safely convey regional peak flows through the project area. Alternative #4 and #6 have scored lower in the flood risk category due to erosion potential and the potential for an open channel to become fully clogged with vegetation whereby reducing its conveyance capabilities.

Table 4-13 has been updated to reflect improved scoring for Alternatives #4 and #6 for Aquatic and Terrestrial habitat. We also note that property owners within the project area including Metrolinx, City and the Islamic Centre do not support open channels near their properties due to safety considerations. This is reflected in the public safety category with higher values being given to Alternatives 7 and 8. Alternatives 7 and 8 have scored higher from a public safety perspective as the conveyance network is underground and not available to public interference.

TRCA Comment – Planning Ecology (May 15, 2026): It is the understanding of TRCA that the EA is final, and no further edits will be undertaken. TRCA staff also note that the scoring has been revised, however, that only the preferred alternative was modeled in the updated PFR and as such TRCA is unable to complete a comprehensive review of the EA including scoring.

Aquafor's Response (May, 2026): As described in Aquafor's April 29th, 2026 Project File Report, Aquafor used the MIKE+ software to evaluate six (6) proposed alternative solutions within the study area. Further details on this modelling assessment including results for all modelled alternative scenarios can be seen in Section 4.1 of the PFR.

2. **TRCA Comment – Planning Ecology (January 30, 2026):** Solutions to the erosion issues identified in the existing conditions sections of the PFR were not included in the alternative options, or the evaluation section. Update the proposed alternatives and the subsequent evaluation to include this information.

Aquafor's Response (March, 2026): A new category has been added to Table 4-13 "Potential to Reduce Erosion Risks".

TRCA Comment – Planning Ecology (May 15, 2026): Not addressed.

Aquafor's Response (May, 2026): In addition to the new category added to Table 4-13, "Potential to Reduce Erosion Risks", Aquafor notes in their PFR that the site's watercourse is crowded with phragmites which result in obstructing the flow of the watercourse, raising the water level for this area and in turn resulting in erosion concerns. Aquafor suggests in their PFR that if vegetation were cleared, it would improve the stormwater conveyance through the channel and essentially mitigate the erosion concerns on site.

June 26th, 2026

3. **TRCA Comment – Planning Ecology (January 30, 2026):** As noted in comment 1 TRCA supports the options for proposed natural channel design, however, it needs to be demonstrated that the proposed locations and design are supported from a fluvial geomorphological perspective. As part of detailed design provide a Fluvial Geomorphology Report with this information.

Aquafor's Response (March, 2026): A Fluvial Geomorphology Report will be added to the detailed design phase of this project.

TRCA Comment – Planning Ecology (May 15, 2026): Staff understand that this report has been deferred to detailed design. Note staff will have comments that will be required to be addressed as part of the TRCA permitting process.

Aquafor's Response (May, 2026): Noted.

4. **TRCA Comment – Water Resources (January 30, 2026):** Floodplain Modelling – Existing Conditions: It was understood from the Municipal Class Environmental Assessment – Project File for the Mount Joy Creek Flood Mitigation completed by Aquafor Beech Limited dated November 24, 2025 (PFR report) that the approved 2D modelling was run in a newer version of MIKE FLOOD software. As previously mentioned in a meeting held between the TRCA, the City of Markham, and the consultant team on February 20, 2025, demonstration that the results of the new model match the TRCA approved model is required. Provide figures for the results of the current TRCA approved model, updated revised model, and comparison between the two models including the water surface elevation, floodplain depth, maximum velocity, velocity depth product, and floodplain risk level.

The PFR report discusses the changes made to the existing conditions model by Valdor in 2023 which includes a closed-section approach for the culvert crossing of Markham Road and revised flows upstream of the subject area. The base models for the alternatives were instead built on the unrevised TRCA approved model. TRCA is not concerned with this approach; however, the flows must be revised for the alternative model scenarios as the analysis completed by Valdor/SCS in 2023 found an increase in flows to the Mount Joy area. Revise the models for all alternatives as required to ensure the accurate and higher flows have been applied.

Aquafor's Response (March, 2026): Modelling for the Mount Joy project was completed using MIKE modelling provided by the TRCA, with updated flows from Valdor for Regional storm in this second submission. The alternatives were developed based on the TRCA-provided base model file "Regional_Steady_NoClose_v4", which was downloaded from the Mt_Joy_FloodData TRCA repository on October 31, 2024 and used as the basis for the MIKE+ model conversion completed by Aquafor. This model was considered the latest available TRCA-approved model at the time of model development and was therefore used as the base condition for coding the alternatives.

The modelling approach for culverts, weirs, and branches was maintained consistent with the TRCA model structure and with the methodology described in the Highway 48 and Major Mackenzie Spill 2D Modelling report for existing conditions.

In response to TRCA's comment, the alternative scenarios have been updated to incorporate the revised upstream flows identified in the 2023 Valdor/SCS analysis, ensuring that the higher flows to the Mount Joy area are appropriately represented in the alternative model runs.

Figures for updated existing conditions are provided in Appendix F.

TRCA Comment – Water Resources (May 15, 2026): Addressed.

5. **TRCA Comment – Water Resources (January 30, 2026):** Floodplain Modeling – Proposed Conditions

To demonstrate and compare the floodplain improvements proposed by the design alternatives in the Mount Joy area, the standard floodplain figures for a 2D floodplain area are required. For each alternative, provide the proposed and comparison figures for the water surface elevation, floodplain depth, floodplain velocity, velocity depth product, and floodplain risk.

Provide additional justification for the statement in the EA report that Alternative 7 and Alternative 8 have the most positive results in the post-development flooding conditions. It appears based on the flooding extents in Figures 4-11, 4-13, 4-14, and 4-15 that Alternative 4 and Alternative 6 would have the most positive results and greatest overall improvement of the flooding conditions.

The digital copies of the models for the proposed alternatives were reviewed, and the following comments have been provided:

- a. Several layers were unable to be loaded in the different models (i.e., MEInterpolation.mesh; Mesh_2019, align_left.shp, align_right2.shp, chainage3.shp, etc.). Ensure that working copies of the models have been provided for TRCA review and additional comments may be issued once submitted.
- b. To demonstrate feasibility of the proposed alternatives and to verify the models have been coded accurately (i.e., bathymetry, weirs, 1D cross sections, crossing details, etc.), typical details and grading figures are required. Provide typical details for the open channel sections, surrounding grading to match to existing elevations, culvert details, etc.
- c. The channel manning's n (i.e. 0.035) for some revised cross sections within the 1D portion of the models do not appear to fully capture the proposed banks of the watercourse and in some cases only a floodplain manning's n (i.e., 0.08) has been applied. Revisions are not required at this time as the current coding of the models is conservative, however, at the detailed design stage an accurate roughness will be required for the proposed channel portions.
- d. In multiple instances the lengths of the modelled culverts within the model alternative scenarios do not match what is reported in the tables of the EA report under section 4.1. Clarify the proposed culvert lengths and if the model or report should be updated.
- e. It appears in the instances where multiple culverts are proposed at one crossing location that the culverts have not been offset from each other and are overlapping. Ensure appropriate offsets have been applied to accurately model the proposed conditions of the alternatives.
- f. In Alternative 4 and Alternative 6, the existing building on the eastern limit of 9829 Markham Road is not likely to be maintained in the proposed scenario. Review and revise the 2D model files to ensure an accurate proposed condition is modelled for 9829 Markham Road.
- g. The explicit branch coding and weirs for the Markham Road crossing for Alternative 4 and Alternative 6 has changed significantly from the existing scenario. Confirm if grading is proposed overtop of Markham Road as part of these scenarios.
- h. Note that the explicit branch approach was applied within the TRCA approved model to accurately model the overflow onto the long roadways. As the alternative proposed conditions ensure that the flow is maintained in the channel, a traditional weir should be applied instead. Revise the model to ensure the more appropriate weir approach has been applied. Alternatively, the weir approach may be applied at the detailed design submission of the preferred alternative, however, the explicit branches the last upstream and downstream sections of the main branch must match in location and geometry. Revise the model as required to ensure accurate coding has been applied. Ensure the weirs have been coded with accurate topography as some appear low compared to the bathymetry.
- i. The Markham Road culvert in Alternative 4 has both a diameter and width and height dimension coded. As this is a rectangular culvert, remove the diameter coding from the model.
- j. Some models have not used the same cross section location and geometry as the TRCA approved model. The revised sections appear to have significantly different geometry than the TRCA approved model. As mapsheets have not been provided demonstrating the topography in the channel to review the cross-section geometry, ensure the TRCA approved cross section locations and geometry has been maintained. Alternatively, mapsheets showing the topography and cross section location will be required for detailed review.

- k. Provide justification for the applied bend loss coefficients.

Aquafor's Response (March, 2026): Additional modelling figures including WSE, depth, velocity, and floodplain risk are provided for preferred alternative 7. Details have been provided in Section 3.5.5 and Appendix F.

Additional justification added to the report.

Noted

- a. Some of the noted layers were not included in the submitted model package as they are internal working layers generated during intermediate trial-and-error steps prior to the final model version. A complete working copy of the models for Existing Conditions and Alternative 7 is submitted with the report, including all required mesh and reference layers necessary to run the models (e.g., mesh files and processed result shapefiles). This will allow TRCA to fully load, review, and comment on the models.
- b. Noted. Additional details, including grading, will be provided during the detailed design stage. However, please note that no major changes were made to the study area for modelling Alternative 7, except for minor excavation or cleaning of the channel bed upstream and downstream of the Anderson culvert, specifically between stations 1769 and 2234, due to culvert replacement. This measure was applied to avoid changing low road elevations around 9833 Markham Road.
- c. Noted. No revisions are proposed at this time. For the updated models (Existing Conditions and Alternative 7), the same cross-sections, LiDAR dataset, and Manning's roughness values applied in the TRCA 2022 approved model have been maintained to ensure consistency with the previously accepted modelling approach. Refinement of channel roughness values for the proposed channel sections will be undertaken at the detailed design stage.
- d. Lengths of culverts for existing conditions and preferred Alternative 7 were reviewed, tables for these two scenarios have been updated.
- e. Appropriate offset was applied for Existing and Alternative 7 scenario.
- f. Noted. Alternatives 4 and 6 were not updated as part of the current model revision. The scope of the latest model update focused on the preferred Alternative 7, which was reviewed and revised accordingly. Should Alternatives 4 and 6 require further review or refinement, updates to the corresponding 2D model representation at 9829 Markham Road can be undertaken at that time.
- g. Noted. Alternatives 4 and 6 were not updated as part of the current model revision. The scope of the latest model update focused on the preferred Alternative 7, which was reviewed and revised accordingly. Should Alternatives 4 and 6 require further review or refinement, updates to the corresponding weir approach can be undertaken at that time.

TRCA Comment – Water Resources (May 15, 2026): It was noted that the requested results figures and model edits were only provided for Alternative 7. The remaining alternatives have not been modelled to TRCA satisfaction, and the following concerns are outstanding.

- a. The proposed and comparison figures for the water surface elevation, floodplain depth, floodplain velocity, velocity depth product, and floodplain risk are missing. Note these are standard figures required for a 2D model assessment and not additional figures as mentioned in the comment response matrix.
- b. In multiple instances the lengths of the modelled culverts within the model alternative scenarios do not match what is reported in the tables of the EA report under section 4.1.
- c. It appears in instances where multiple culverts are proposed at one crossing location that the culverts have not been offset from each other and are overlapping.
- d. In Alternative 4 and Alternative 6, the existing building on the eastern limit of 9829 Markham Road is not likely to be maintained in the proposed scenario, however has been included in the 2D model files.
- e. The explicit branch coding and weirs for the Markham Road crossing has changed significantly from the existing scenario. It is unclear if grading is proposed overtop of Markham Road.
- f. The Markham Road culvert in Alternative 4 has both a diameter and width and height dimension coded. As this is a rectangular culvert, it is unclear why a diameter has been coded.

- g. Some models have not used the same cross section location and geometry as the TRCA approved model. The revised sections appear to have significantly different geometry than the TRCA approved model. As mapsheets have not been provided demonstrating the topography in the channel to review the cross-section geometry, it is not possible to verify the geometry of the existing channel has been maintained.

Aquafor's Response (May, 2026): Aquafor recognizes that although additional modelling would be satisfying to have to review in parallel with the PFR, it is not necessary as it would not impact the scoring or outcome of the preferred alternative. This is because Alternatives 4 – Alternative 8 all achieved a score of four (4) out of four (4) in the “Potential to Reduce Flood Risk” for Aquafor's Evaluation Matrix for Flood Mitigation Alternatives. Justification for these scores can be seen in the modelling assessment and results for each of these alternatives seen in the PFR. With these four (4) scenarios performing equivalently in their ability to mitigate flooding, the selection of the preferred alternative was based on its performance in the remaining evaluation criteria groups, including cost, social benefit, and feasibility. As a result, any additional modelling would not influence the scoring or alter the outcome of the selected preferred alternative.

6. TRCA Comment – Water Resources (January 30, 2026):

Alternative Comparison

It is unclear why only Alternatives 3, 4, 5, and 6 include a proposed open channel upstream of the Markham Road crossing. Clarify why additional investigation into including a proposed open channel upstream of Markham Road was not completed for Alternatives 7 and 8.

Confirm if investigation into continuing the proposed channel west of the Metrolinx Rail Corridor until Bur Oak Avenue was completed. Clarify why if this was not investigated.

Provide additional justification to establish the preferred alternatives as TRCA is unclear on how the alternatives evaluations were completed. Specifically, TRCA the following.

- a. Potential to reduce flood risks: confirm why 4 is not highest, 6 is not high, and 7 and 8 are not minor.
- b. Public health and safety: confirm why 4 and 6 are not high.
- c. Agency acceptance: confirm why 4 is not greatest, 6 is not high, 5 is not low, 7 and 8 are not deemed just acceptable, 2 is not deemed unacceptable.
- d. City acceptance: confirm 4 and 6 are low.
- e. Technical feasibility: confirm why 4 and 6 are low.

Aquafor's Response (March, 2026): Upstream of Markham Road, the culvert extension was preferred based on approved site plans at 9900 Markham Road.

The existing channel west of the Metrolinx corridor and south of Castlemore Avenue has been determined to have sufficient regional capacity. Further investigation of channelization along the Metrolinx corridor has not been explored as Metrolinx has indicated strong opposition to placing a new channel in close proximity to the rail corridor. We also note that moving the channel to the rail corridor is a relocation of the flood hazard. The recommendations in the EA however, do include a cleanout of this section of the reach.

- a. Potential to reduce flood risks - We note that all alternatives 4,5,6,7 and 8 all provide sufficient conveyance to safely convey regional peak flows through the project area. The evaluation ranking has been updated in Sections 4.5 and 4.6 which provides additional clarity on where key differences are noted, whereby separating the preferred alternative.
- b. Public Health and Safety – Alt#4 has a score of 3/4 which is still considered to be beneficial, however, an open channel presents safety concerns along the railway corridor as well as for young children in attendance at the Islamic Centre, which is why it is not considered as the greatest protection to public health and safety and scored a 4/4. The evaluation ranking has been updated in Sections 4.5 and 4.6 which provides additional clarity on where key differences are noted, whereby separating the preferred alternative.

- c. Agency Acceptance - Alternative #4 & #6 were assigned a score of 1/4 as agencies such as Metrolinx are less likely to select a solution beside a railway corridor. Alternative #7 & 8 were assigned a score of 4/4 as there has not been any major issues communicated from agencies that these alternatives will be difficult in implementing. The evaluation ranking has been updated in Sections 4.5 and 4.6 which provides additional clarity on where key differences are noted, whereby separating the preferred alternative.
- d. City Acceptance – rankings are based off staff preference and feedback received at each PIC. The evaluation ranking has been updated in Sections 4.5 and 4.6 which provides additional clarity on where key differences are noted, whereby separating the preferred alternative.
- e. The evaluation ranking has been updated in Sections 4.5 and 4.6 which provides additional clarity on where key differences are noted, whereby separating the preferred alternative.

TRCA Comment – Water Resources (May 15, 2026): As the revised modelling and standard results figures for Alternatives 4, 5, 6, and 8 were not provided as commented above, it remains unclear how Alternatives 4 – 8 have all be ranked as the same potential to improve the flood risk.

Aquafor's Response (May, 2026): As seen in Section 4.3 with Figure 4-11 to Figure 4-16 of the PFR Alternative 4 – Alternative 8 all show that they provide the highest improvement to flood risk. With these four (4) scenarios performing equivalently in their ability to mitigate flooding, it results in them being ranked as the same potential to improve the flood risk.

7. **TRCA Comment – Water Resources (January 30, 2026):** Discussion on the existing erosion sites was presented within the existing conditions section of the PFR report, however, no discussion was included on how the erosion sites would be managed in the proposed alternatives. Provide additional discussion and specifically the following.

Erosion Site 1: Not addressed in any alternatives. Confirm if including this in the scope of works.

Erosion Site 2: Not addressed in Alternatives 1, 2, and 3. Confirm how it will be addressed in Alternatives 4, 5, 7, and 8.

Erosion Site 3: Not addressed in Alternatives 1, 2, 3, 5, 7, and 8. Confirm how it will be addressed.

Additionally, evaluation criteria should be added to the alternatives assessment for the erosion hazards on site and how they will be addressed through the different alternatives. The alternative preference weighting must consider the erosion hazard mitigation.

Aquafor's Response (March, 2026): Erosion Site 1 is caused due to a debris jam, the report added discussion that none of the proposed alternatives will be able to address this issue and that it can only be mitigated through City maintenance activities. We note that the erosion at this location will also be eliminated via a channel cleanout in this location.

Erosion Site 2 is located at the downstream limits of the Anderson Avenue culvert. Accordingly, this erosion site will be eliminated due the replacement of the Anderson Avenue culvert and its associated outlet protection to be provided at the detailed design stage.

Erosion Site 3 is caused due to sediment accumulation; the report discusses added discussion that none of the proposed alternatives will be able to address this issue and that it can only be mitigated through City maintenance activities.

The Evaluation matrix has been updated to consider the erosion hazards.

TRCA Comment – Water Resources (May 15, 2026): It was understood from the comment response matrix and revised EA document that Erosion Site 3 is outside of the scope of this project, Erosion Site 2 will be mitigated through a new headwall and erosion protection for Alternative 5,7/8 and through the natural channel design for Alternative 4/6, and Erosion Site 1 will be mitigated in Alternative 4/6 by relocating the watercourse. However, it remains unclear how Erosion Site 1 will be mitigated through Alternative 7/8. Due to the watercourse sharp bend, proximity to existing parking lot and building, and the potential of slope failure from toe erosion, a clean out of the existing debris does not present a long-term permanent erosion hazard prevention. Debris jams may continue to occur in the watercourse

at this location, and given the watercourse is on private property, a continued maintenance plan does not present the same erosion protection as realignment would to avoid this location.

The alternatives assessment now includes evaluation criteria for the erosion hazards, however states Alternatives 4 – 6 have minor improvements to erosion risk while Alternatives 7/8 have the highest improvement to erosion risk. It is unclear how these results have been determined.

Aquafor's Response (May, 2026): The primary issue at Erosion Site 1 has been identified as a severe debris jam, rather than geomorphic instability of the channel itself. With Alternative 7 and 8, the mitigation approach focuses on addressing this problem through ongoing City maintenance, which has been identified as the appropriate solution for this location. While it is expected that debris will continue to accumulate in the watercourse, these impacts can be effectively managed through a continued maintenance program. Although realignment would also resolve the issue, the maintenance-based solution proposed with Alternative 7 and 8 directly addresses the problem as defined and therefore the selected approach is considered sufficient to mitigate the hazard without requiring channel relocation.

For the erosion hazard evaluation criteria assessment of Alternatives 4 and 6, these alternatives were assessed as providing only minor improvements because both options shift the erosion hazard toward the Metrolinx railway corridor, which is considered less favourable outcome from a risk management perspective. Alternative 5 includes sections of open channel, which increases the potential for erosion and therefore results in a lower overall score. Though, Alternatives 7 and 8 do not include open channel sections and avoid relocating the erosion hazard toward railway infrastructure, resulting in the highest relative improvement to erosion risk among the alternatives.

8. **TRCA Comment – Water Resources (January 30, 2026):** The proposed open channel section was noted to be trapezoidal with typical riffle/pool morphology. Clarify if a low flow channel will be included as it does not appear to be coded into the hydraulic models. Provide justification from a fluvial geomorphological perspective that the proposed open channel sections will meet the best practices of channel design.

Aquafor's Response (March, 2026): Noted. The current EA-level modelling represents the proposed open channel sections using simplified trapezoidal cross-sections to evaluate conveyance and flood levels for the alternatives. Detailed channel morphology, including the incorporation of a defined low-flow channel and riffle–pool features, is not part of the EA scope and will be developed during the detailed design phase. The preferred alternative will incorporate appropriate fluvial geomorphic design considerations, including low-flow channel definition and habitat features, during the 60% design stage in accordance with applicable best practices and agency guidance.

TRCA Comment – Water Resources (May 15, 2026): No further comments at this stage.

9. **TRCA Comment – Water Resources (January 30, 2026):** Note at the detailed design stage for the preferred alternative, the following detailed studies will be required.
- Fluvial geomorphological report signed by a qualified professional to support the design of all proposed crossings and channel modifications (i.e., bank widths, low flow channel design, meander, riffle–pool design, bank/bed materials, etc.).
 - Floodplain analysis sealed by a qualified professional engineer to reflect the detailed design proposed conditions, stamped floodplain mapsheet, and all required floodplain results figures (existing, proposed, and comparison of the water surface elevation, floodplain depth, floodplain velocity, velocity depth product, and floodplain risk.)
 - Detailed grading plans to support the changes made to the bathymetry files.

Aquafor's Response (March, 2026): Detailed commentary has been added to Section 7 of the report.

TRCA Comment – Water Resources (May 15, 2026): No further comments at this stage.

10. **TRCA Comment – Water Resources (January 30, 2026):** Section 7.1.8 of the PFR report should include reference to all relevant TRCA documents including but not limited to the following: Technical Guidelines for Flood Hazard Mapping, Crossing Guideline for Valley and Stream Corridors, Erosion and Sediment Control Guide for Urban Construction.

Aquafor's Response (March, 2026): Detailed commentary has been added to Section 7 of the report.

TRCA Comment – Water Resources (May 15, 2026): Addressed.

11. **TRCA Comment – Geotechnical Engineering (January 30, 2026):** A geotechnical study is required to support the design and construction of the proposed culverts and any other proposed structures. The geotechnical report will need to be provided and will need to include all pertinent geotechnical recommendations.

Aquafor's Response (March, 2026): Detailed commentary has been added to Section 7 of the report.

TRCA Comment – Geotechnical Engineering (May 15, 2026): Deferred to detailed design stage. As such the geotechnical review will continue at that time. No further comment at this stage.

12. **TRCA Comment – Geotechnical Engineering (January 30, 2026):** The site grading strategy will need to be developed and the grading plans will need to be provided. Should grading result in proposed slopes and/or retaining structures adjacent to the culverts, the grading and/or retaining structures will need to be reviewed by a geotechnical engineer to ensure the proposed works are stable in the long-term.

Aquafor's Response (March, 2026): Detailed commentary has been added to Section 7 of the report.

TRCA Comment – Geotechnical Engineering (May 15, 2026): Deferred to detailed design stage. As such the geotechnical review will continue at that time. No further comment at this stage.

13. **TRCA Comment – Geotechnical Engineering (January 30, 2026):** All final engineering documents and drawings, including the geotechnical report, will need to be provided as engineer-stamped.

Aquafor's Response (March, 2026): Follow-up: Final engineering documents will be stamped.

TRCA Comment – Geotechnical Engineering (May 15, 2026): No further comment at this stage.

14. **TRCA Comment – Geotechnical Engineering (January 30, 2026):** Additional Comments (should any of the other alternatives be selected and/or open channel improvements, channel realignment or construction of any ponds be proposed as part of the final design):

It is understood that 8 alternatives were explored for the project, and that Alternative 7 - Culvert Enlargement - was selected as the preferred alternative, with Alternative 8 - Additional Parallel Culverts - being also considered as a potential preferred alternative. It does not appear that either of these alternatives involve any changes/improvements to the existing open channel portions, any channel realignment works, or construction of an offline pond, which are proposed in the other alternatives. However, should any open channel works or ponds be proposed, the following comments may need to be addressed:

1. The channel improvement/realignment works, if proposed, will need to be designed by a fluvial geomorphologist to address matters pertaining to toe erosion, and to demonstrate appropriate measures to protect the channel slopes in the long-term against fluvial processes.
2. The grading strategy for any channel improvement and realignment work, and/or for any proposed ponds, will need to be developed and the grading plans will need to be provided. The grading strategy and resulting slopes will need to be reviewed by a geotechnical engineer to ensure the proposed grades are stable in the long-term.
3. Where any offline ponds are proposed, depending on the height of the berms, a geotechnical review of the berms may be required to ensure they are designed to the level acceptable for dams, and meet the requirements/geotechnical factors of safety in accordance with the Lake and River Improvement Act (LRIA) technical guidelines.

Aquafor's Response (March, 2026): Noted

TRCA Comment – Geotechnical Engineering (May 15, 2026): No further comment at this stage.

15. **TRCA Comment – Development Planning (January 30, 2026):** TRCA is actively reviewing development applications within the EA study area. Until the realignment of Mount Joy Creek and associated flood plain remediation works are implemented, all development, redevelopment, and site alteration must be directed away from flood-related hazardous lands located outside of the greenway system (as shown on MAP SP5 of the Official Plan). Note that the existing flood plain mapping will be applied to all reviews until the EA is approved and fully implemented.

Aquafor's Response (March, 2026): Noted.

TRCA Comment – Development Planning (May 15, 2026): No further comment.

16. **TRCA Comment – Development Planning (January 30, 2026):** TRCA recommends that the status of the Markham Road - Mount Joy Secondary Plan be provided under Section 1.5.1. The approved Secondary Plan required a comprehensive study (MCEA or equivalent) to evaluate realignment options for Mount Joy Creek in consultation with TRCA, the City, and relevant stakeholders.

Aquafor's Response (March, 2026): Additional commentary added to the report.

TRCA Comment – Development Planning (May 15, 2026): TRCA is not the approval authority for Planning Act Applications. Revise the additional commentary: "This approved (under appeal) Secondary Plan required a comprehensive study to evaluate realignment options for Mount Joy Creek in consultation with TRCA, the City, and all relevant stakeholders."

Aquafor's Response (May, 2026): This section has been revised and does NOT state that the Secondary Plan is TRCA approved.

17. **TRCA Comment – Development Planning (January 30, 2026):** At a high level, non-confidential appeal matters related to the Secondary Plan should be disclosed in Section 1.5.1. The EA outcomes will directly impact properties involved in ongoing Ontario Land Tribunal (OLT) appeals.

Aquafor's Response (March, 2026): Non-confidential appeal matters are not discussed in the Secondary Plan.

TRCA Comment – Development Planning (May 15, 2026): Applying the above noted revision would be sufficient.

Aquafor's Response (May, 2026): Aquafor has applied updates as per the TRCA's Comment 16.

18. **TRCA Comment – Development Planning (January 30, 2026):** Note that the Upper Markham Village (UMV) MESP has not been endorsed at this time. The status of the MESP must be clarified in each subsequent submission.

Aquafor's Response (March, 2026): Additional commentary added to the report.

TRCA Comment – Development Planning (May 15, 2026): Addressed.

19. **TRCA Comment – Development Planning (January 30, 2026):** The Stormwater Management (SWM) strategy provided under the UMV MESP is currently under discussion between TRCA and SCS Consulting and has not been finalized. Ensure the status of the MESP is clarified in the report.

Aquafor's Response (March, 2026): Additional commentary added to the report.

TRCA Comment – Development Planning (May 15, 2026): Addressed.

20. **TRCA Comment – Development Planning (January 30, 2026):** Update Figure 3-1 to reflect the following:

- The "Ongoing Upper Markham Village" area is located north of Major Mackenzie Drive.
- The area marked in orange is the subdivision at 9999 Markham Road (19TM-18007).
- The green area marked "under construction" represents the Liberty Development; please clarify that Phase 1 is under construction, while Phase 2 is pending TRCA approval.

Aquafor's Response (March, 2026):

- Removed from Legend
- Legend Updated
- Legend Updated

TRCA Comment – Development Planning (May 15, 2026):

- Addressed
- Addressed
- Since TRCA's previous comments, Liberty Phase 2 has received TRCA permit approval. If the City permit has also been obtained, the legend can be updated to the more general term "Liberty Development."

Aquafor's Response (May, 2026):

- Section of Comment Closed
- Section of Comment Closed
- Figure 3-1's legend has been updated to say "Liberty Development".

21. **TRCA Comment – Development Planning (January 30, 2026):** Include the Regional Water Surface Elevation figure for Alternative 2 (Offline Pond).

Aquafor's Response (March, 2026): Alternative 2 was ruled out as a considered alternative and was not further progress in modelling. No further modeling edits or results are planned for this scenario.

TRCA Comment – Development Planning (May 15, 2026): No further comment.

22. **TRCA Comment – Development Planning (January 30, 2026):** Erosion Site 2 (Section 3.1.3.2): Under the conditions of approval for subdivision 19TM-18007, Blocks 5 and 6 are subject to a restoration and compensation planting plan. The EA preferred alternative must remain consistent with these previously approved requirements.

Aquafor's Response (March, 2026): Noted. Additional commentary added to the report.

TRCA Comment – Development Planning (May 15, 2026): Not addressed.

Aquafor's Response (May, 2026): Additional commentary added to Section 4.7 of the PFR.

23. **TRCA Comment – Development Planning (January 30, 2026):** Table 4.13 (Evaluation Matrix): Please provide further technical justification regarding flood risk ratings. Specifically, clarify why Alternative 4 is rated as a "minor improvement," while Alternatives 7 and 8 are rated as "high improvement."

Aquafor's Response (March, 2026): Commentary within the evaluation matrix has been updated. We note that all alternatives 4,5,6,7 and 8 all provide sufficient conveyance to safely convey regional peak flows through the project area.

TRCA Comment – Development Planning (May 15, 2026): Addressed.



June 26th, 2026

Should you require any further information or discussion regarding this response letter, please do not hesitate to contact the undersigned at 416-705-2367.

A handwritten signature in black ink, appearing to read 'Rob Amos', is positioned above a horizontal line.

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