**APPENDIX 1** 

**PUBLIC CONSULTATION** 

### **APPENDIX 1-1**

**Public Notices** 



#### COLUMBIA WAY CLASS ENVIRONMENTAL ASSESSMENT STUDY HIGHWAY 50 TO CALEDON KING TOWNLINE

#### The Study

The Town of Caledon has identified a need for improvements to Columbia Way between Highway 50 and Caledon King Townline. Subsequently, the Town has initiated a Municipal Class Environmental Assessment (Class EA) for improvements to the road for various users (motorists, pedestrians and cyclists), intersection alternatives, and drainage for the reconstruction of Columbia Way. Within the study limits, Columbia Way will retain the two general-purpose lanes, however various options will be evaluated to enhance safety, improve traffic operations and to better accommodate all users.



#### **The Process**

The purpose of the study is to identify a recommended design for Columbia Way that enhances road safety, improve traffic operations and connectivity for all users. In identifying the road improvements, the study will consider technical, aesthetic, and structural requirements; as well as socio-economic; cultural heritage, and natural environment factors.

The project is being completed as a **Schedule** "**B**" project in accordance with the *Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011 & 2015).* 

#### Contact

To be added to the project mailing list, and for any questions, comments or concerns, please contact:

Town of Caledon Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Tel: 905.584.2272 x 4073 E-mail: arash.olia@caledon.ca **R.V. Anderson Associates Limited** Andrew McGregor, MCIP, RPP Senior Planner, EA & Approvals Tel: 905-685-5049 x 4211 E-mail: <u>AMcGregor@rvanderson.com</u>

This notice was first issued April 2, 2020.

#### **Connor MacIsaac**

From:	Connor MacIsaac
Sent:	April 2, 2020 3:00 PM
То:	Connor MacIsaac
Cc:	Andrew McGregor (AMcGregor@rvanderson.com); Arash Olia
Subject:	Columbia Way EA - Notice of Commencement
Attachments:	Notice of Commencement - Columbia Way - Final .pdf

Dear Sir/Madam,

On behalf of the Town of Caledon, please find attached the Notice of Study Commencement for the **Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline (Schedule B MCEA)**. The study will review opportunities for improvements to the road between Highway 50 and Caledon King Townline, including improvements to: road geometry and intersections; pedestrian and cyclist amenities; and, stormwater management.

At this point in the study, we are requesting any relevant background information from you as it relates to the study area. Information that would be of interest includes:

- **Contact information** and the identification of individuals that represent your agency or group that we should include as a primary contact throughout the study process;
- Description of the existing conditions or sensitivities within the study area as they relate to your interests; and
- Specific issues, concerns and/or expectations that your agency or group may have.

Please respond to this email with your comments, or contact directly the project team members listed on the attached notice.

The project team values the participation of all stakeholders and wishes to ensure that the community's interests and concerns are taken into consideration. Please contact the project team members listed on the attached notice for further information on this project.

Regards,

Connor MacIsaac Junior Environmental Planner EA & Approvals

Phone: 416-497-8600 Cell: 905-933-5709

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**R.V. Anderson Associates Limited** <u>43 Church Street, Suite 104</u> <u>St. Catharines, ON L2R 7E1</u> <u>website | facebook | twitter | linkedin</u>



*RVA is growing! Our new Halton office is opening this spring.* 



Planning

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Official Plan	>
Projects	>
Source Water Protection	
Transportation Planning	v
Public Transit in Caledon	

Mayor and Council	>
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Development	>
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Forms	
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#### Columbia Way EA

caledon.ca/ColumbiaWayEA

#### Project Description

The Town of Caledon has initiated a Municipal Class Environmental Assessment (Class EA) for Columbia Way between Highway 50 and Caledon King Townline to improve traffic conditions and enhance the safety of all road users, including pedestrians and cyclists, and to identify road drainage and stormwater management improvements.

In developing a recommended design, the study will consider improvements to the road for various users (motorists, pedestrians and cyclists), intersection configurations, and drainage options. Within the study limits, Columbia Way will retain the two general-purpose lanes, however the road will be reconfigured to better accommodate all users depending on the findings of the study. The study is being completed as a Schedule "B" project in accordance with the Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011 & 2015).



#### Potential Benefits

The potential benefits may include:

- · Improving vehicular traffic
- Calming traffic and reducing speed
  - Enhancing the safety of cyclists and neder

#### NOTICE OF STUDY COMMENCEMENT

# **Columbia Way Improvements** Class Environmental Assessment Study

#### THE STUDY

The Town of Caledon has identified a need for improvements to Columbia Way between Highway 50 and Caledon King Townline. Subsequently, the Town has initiated a Municipal Class Environmental Assessment (Class EA) for improvements to the road for various users (motorists, pedestrians and cyclists), intersection alternatives, and drainage for the reconstruction of Columbia Way. Within the study limits, Columbia Way will retain the two general-purpose lanes, however various options will be evaluated to enhance safety, improve traffic operations and to better accommodate all users.



#### THE PROCESS

The purpose of the study is to identify a recommended design for Columbia Way that enhances road safety, improve traffic operations and connectivity for all users. In identifying the road improvements, the study will consider technical, aesthetic, and structural requirements; as well as socio-economic; cultural heritage, and natural environment factors.

The project is being completed as a Schedule "B" project in accordance with the *Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011 & 2015).* 

#### CONTACT

To be added to the project mailing list, and for any questions, comments or concerns, please contact:

#### Town of Caledon

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering

Tel: 905.584.2272 x.4073 Email: arash.olia@caledon.ca R.V. Anderson Associates Limited Andrew McGregor, MCIP, RPP Senior Planner, EA & Approvals

Tel: 905.685.5049 x.4211 Email: AMcGregor@rvanderson.com



6311 Old Church Road Caledon, ON L7C 1J6 www.caledon.ca T. 905.584.2272 | 1.888.225.3366 | F. 905.584.4325

Size: 1/4 Vertical Color: YES Date: April 2, 2020 Distribution: Caledon Citizen Department: Roads Account#:

## Run X1

A6 CALEDON CITIZEN APRIL 9, 2020

#### NOTICE OF STUDY COMMENCEMENT

#### **Columbia Way Improvements Class Environmental Assessment Study**

#### THE STUDY

The Town of Caledon has identified a need for safety and operations improvements to Columbia Way between Highway 50 and Caledon King Townline. Subsequently, the Town has initiated a Municipal Class Environmental Assessment (Class EA) for evaluating traffic safety enhancement, improvements to the road, intersection alternatives and lane reconfigurations, and drainage. Within the study limits, Columbia Way will retain the two general-purpose lanes, however various options will be evaluated to better accommodate all road users, safely and efficiently.



#### THE PROCESS

The purpose of the study is to identify a recommended design for Columbia Way that enhances road safety, improve traffic operations and connectivity for all users. In identifying the road improvements, the study will consider technical, aesthetic, and structural requirements; as well as socio-economic; cultural heritage, and natural environment factors

The project is being completed as a Schedule "B" project in accordance with the Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011 & 2015).

#### CONTACT

To be added to the project mailing list, and for any questions, comments or concerns, please contact:

#### Town of Caledon

Arash Olia, Ph.D., PEng. Manager, Transportation Engineering Tel: 905.584.2272 x 4073

Email: arash.olia@caledon.ca



Tel: 905.685.5049 x 4211 Email: AMcGregor@rvanderson.com

**R.V. Anderson Associates Limited** 

Andrew McGregor, MCIP, RPP Senior Planner, EA & Approvals







Continued from FRONT

tal as being treated.

as of press time.

Within 3 hrs. of pick-up time, orders need to be placed by phone.

Worry Free Pick-up Please park under the overhang by The Consulate Dining Lounge entrance at the Southwest end of our main building, call and our staff will bring the order to your vehicle.



Several more cases of COVID-19

confirmed at Headwaters hospital

SPREADING: 14 staff members and 10 in-patients have tested positive for COVID-19 at Headwaters Health Care Centre.

Visits at our local COVID-19 Assessment tal, stated that everyone needed to work to Centre, situated at Headwates hospital, and the construction of the order of the or measures designed to prevent the spread of Worldwide cases of coronavirus surpassed COVID-19 in our area

wonware cases of coronavirus surpassed CONF15 in four area. the 1.5 million mark on Wednesday afternoon. "Every aspect of our lives has changed. Just From that total, around 310,000 people have think about the last time you went to the gro-recovered from the virus, with 83,476 individ- cery store. You could get angry and frustrated recovered from the virus, with 55,4 to marvia- cery store. Fol could get angly and trustrated uals dying. The United States is now recoge waiting six feet apart outside, but I would en-nized as the official epicentre of COVID-19, courage you to look beyond, and realize this with 400,549 cases as of 11 a.m. on Wednes- inconvenience is an attempt to protect you, day. Spain, Italy, France and Germany round your family and your community in the best out the top five countries for total cases, with way possible."

out the top five countries for total cases, whith the added, "Change is difficult. I understand canada is now ranked 13th on that list, with the added, "Change is difficult. I understand Canada is now ranked 13th on that list, with 17,897 total cases as of end of day Tuesday. Concerns have been escalating locally after is a reaction, courage is a decision. We need to have the courage to stand together.

Concerns have been escalating locally after two Shelburne retirement residences con-firmed cases of COVID-19 this week. Dufferin Daks was already on lockdown after two staff members tested positive for the virus last each and every one of the facility's physicians week. As of Wednesday, the County of Duffer-with his life during this troubling time.

in owner-operator of the facility, confirmed a Thave worked as a physician in this com-third staff member had contracted coronavi-runity for over 25 years. I have watched rus, with two residents also infected. It was countless times as these physicians have had also revealed on Tuesday that Shelburne Res-the courage to change their practice, with the

also revealed on Tuesday that Shelburne Res-tidence Retirement and Nursing Home had its goal of providing the best possible care given first resident test positive for COVID-19. "Dufferin Oaks is continuing to follow the local circumstances. Rest assured, they have acted in the best interest of patients and WDGPH directives. Infectious prevention distributed on Monday reads. "Stolation means are in place and staff in the impacted units are using full personal protective equip-of physician offices in the mediation and the sommunity, real-ment -gowns, masks and gloves. Anyone that is expensioned summaries not able to work on volve and weeks ago that our best chance, our out chance and staff in the impacted is expensioned summaries not able to work our conversion the madical staff to a staff and the some and the or mounting it staff to a staff and the medical staff to the madical staff to a staff and the medical staff to the medical staff to a staff and the staff to the medical staff to a staff and the medical staff to the medical staff to a staff and the staff to the medical staff to a staff to the medical staff to the medical staff to a staff to the medical staff to the medical staff to a staff to the staff to the staff to the medical staff to a staff to the staff to the staff to the medical staff to a staff to the staff is experiencing symptoms is not able to work, our only chance, was for the medical staff to and is to be tested at the an assessment cen- stand together, and we have done this," he stand together, and we have done this," he concluded. "Thank you for the support you In an open letter to the community, Dr. Pe- have shown us, as we lead you straight into ter Cino, Chief of Staff at Headwaters hospi- this battle.

15430 Innis Lake Rd., Caledon (4.3 Km N of King St.)

Wednesdays to Sundays 11:00am to 5:00pm

HEADWATERS



## Notice of Public Meeting Columbia Way Environmental Assessment

A Public Meeting will be held to share information and receive public input on the Municipal Class Environmental Assessment (EA) for Columbia Way between Highway 50 and Caledon King Townline. The EA will improve traffic conditions and enhance the safety of all road users, including pedestrians and cyclists, and to identify road drainage and stormwater management improvements.

Due to continuing efforts to contain the spread of COVID-19 and to protect individuals, Town Hall will not be open for community members to attend Public Meetings until further notice. This meeting will be held electronically.

Date:
-------

February 24, 2021

Time:

5 p.m.

To listen to the Meeting, you may call 1-833-311-4101, Meeting Access Code: 132 982 6233#. You can also watch live from the Town's website. Members of the community are encouraged to submit questions in advance to <u>transportation@caledon.ca</u> to be answered by the consultant during the meeting.

For more information on how to access the meeting details, including background on the project, please visit <u>caledon.ca/ColumbiaWay</u>.

#### CONTACT

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Town of Caledon <u>arash.olia@caledon.ca</u> 905.584.2272 x.4073 Andrew McGregor, MCIP, RPP Senior Planner, EA & Approvals R.V. Anderson Associated Limited <u>AMcGregor@rvanderson.com</u> 905.685.5049

#### ACCESSIBILITY:

If you require an accessibility accommodation in relation to this Public Meeting, or to access any materials related to this project in an alternate format please contact Legislative Services by phone at 905-584-2272 x.2366 or via email at <u>legislative.services@caledon.ca</u>. Requests should be submitted at least 10 days before the Public Meeting.



#### Connor MacIsaac

From: Sent: To: Cc: Subject: Attachments: Connor MacIsaac February 8, 2021 10:14 AM Connor MacIsaac Andrew McGregor; arash.olia@caledon.ca Columbia Way EA - Notice of Public Meeting Notice of Public Meeting.docx

Dear Sir/Madam,

On behalf of the Town of Caledon, please find attached the Notice of Public Meeting for the Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline (Schedule B MCEA). The purpose of this meeting is to share information and receive public input on the to study date, including the problem / opportunity, existing conditions, alternative solutions, and the preliminary preferred solution.

Due to continuing efforts to contain the spread of COVID-19 and to protect individuals, Town Hall will not be open for community members to attend Public Meetings until further notice. Therefore, this meeting will be held electronically. The meeting will be held on February 24, 2021 at 5 p.m. Refer to the attached notice, or visit the Town of Caledon's project website, <u>Columbia Way EA - Town of Caledon (esolg.ca)</u>, for further information on how to participate.

The project team values the participation of all stakeholders and wishes to ensure that the community's interests and concerns are taken into consideration. Please contact the project team members listed on the attached notice if you require a hard copy of the online materials or for further information on this project.

If you would like to be removed from the project mailing list, please let us know by responding to this email.

Regards,



RVA IS GROWING! Our NEW <u>Halton</u> and <u>Halifax</u> offices are now open.



Connor MacIsaac, EPT Junior Environmental Planner, EA & Approvals P: (905) 685-5049 C: (905) 933-5709 R.V. Anderson Associates Limited 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1







# Notice of Public Meeting: Columbia Way EA

Posted on Monday, February 08, 2021



A Public Meeting will be held to share updates and receive input from the public on the study to date, including the problem / opportunity, existing conditions, alternative solutions, and the preliminary preferred solution.

Your input and insight will inform and shape plans that meet the needs of our community.

Due to continuing efforts to contain the spread of COVID-19 and to protect individuals, Town Hall will not be open to the public to attend this meeting. It will be held electronically via WebEx.

February 24, 2021 | 5 p.m.

## How to Participate

Members of the public are welcome to listen via phone or watch the livestrem.

To listen to this meeting you may call the Toll-Free Number at 1-833-311-4101 and when prompted, enter the Meeting Access Code 132 982 6233 followed by the pound (#) key.

#### How to Watch

Livestream on caledon.ca: watch by viewing the HTML version of the agenda

#### How to Submit a Written Comment

You may submit written comments by emailing <u>transportation@caledon.ca</u>.

Note: Submit your written comments prior to the start of the scheduled public engagement session.

## **Public Meeting Materials**

These materials will be presented at the public meeting:

- Presentation
- Road design

Learn more about this project: Columbia Way EA

# Contact

To be added to the project mailing list, and for any questions, comments or concerns, please contact:

## Town of Caledon

Arash Olia, P.Eng., Ph.D. Manger, Transportation Engineering 905.584.2272 x 4073 <u>arash.olia@caledon.ca</u>

## **R.V.** Anderson Associates Limited

Andrew McGregor, MCIP, RPP Senior Planner, EA & Approvals 905-685-5049 x. 4211 <u>AMcGregor@rvanderson.com</u>

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TOWN OF CALEDON





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Your Caledon February 23 at 6:32 AM · 🚷

Due to tech difficulties, last week's e-news wasn't sent out. But, we got you. Here's what's happening in the Town:

#Caledon Testing Centres COVID-19 Virtual Town Hall 2021 Interim Tax Bills ....and more

Town News: http://ow.ly/3VtJ50DHD4R

Sign up here: http://ow.ly/pK1x50DHD4Q





Due to tech difficulties, last week's e-news wasn't sent out. But, we got you. Here's what's happening in the Town:

....

#Caledon Testing Centres COVID-19 Virtual Town Hall 2021 Interim Tax Bills ...and more

Town News: ow.ly/A2iR50DHD4S

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Sign up here: ow.ly/63tm50DHD4T an agai the ARRES News Solscibe adulta. COVID-19 update 410331-00 Virtual Town Hall February 24, 7 p.m. Winter pet safety Columbia Way Environmental Assessment Support local 2021 Interim Property Tax Bills have been mailed out businesses Reference i carlo de Snowplows are busy WANGELS this time of year. CANADA 9:32 AM - Feb 23, 2021 - Hootsuite Inc.

#### **APPENDIX 1-2**

**Public Notices Distribution Area** 



NOTIFICATION DISTRIBUTION AREA

## **APPENDIX 1-4**

**PIC Display Materials** 

**PIC Information Package** 

# **MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**



**COLUMBIA WAY (HIGHWAY 50 TO CALEDON-KING TOWNLINE)** 

## **ONLINE PUBLIC INFORMATION CENTRE**

February 24, 2021 5:00pm to 7:00pm

Please submit any questions you may have during or after the presentation to transportation@caledon.ca.

welcome to



# **PRESENTATION AGENDA**





- Study Area & Project Background
- Existing Conditions
- Evaluation & of Alternative Solutions
- Preliminary Study Recommendations
- Next Steps in the Project
- Question and Answer Period

# **STUDY AREA & BACKGROUND**



The study area consists of **Columbia Way** from Highway 50 to from Highway 50 (Regional Road 50) to Caledon King Townline.

This EA study was initiated to review opportunities within the study area to address:

- Traffic operations and safety
- Active transportation (walking, cycling) needs
- Roadway drainage improvements and stormwater management
- Slope stability issues



# **MUNICIPAL CLASS EA PROCESS**



The Class Environmental Assessment (EA) is undertaken prior to municipal **road**, **water**, **wastewater** and **other municipal** construction projects

Ensures all **reasonable alternatives** including 'Do Nothing' are considered and that a preferred alternative will have **minimal impact on the natural, cultural, social** and **economic environment** 

Input from the public, stakeholders and technical agencies is essential



This project is classified as a **Schedule 'B' Municipal Class EA** and is subject to **Phases 1 and 2** of the **Municipal Class Environmental Assessment** prior to construction.

# **STUDY ORGANIZATION**





## EXISTING CONDITIONS – ACTIVE TRANSPORTATION & TRAFFIC OPERATIONS



- Traffic congestion during peak school hours
- Vehicles using gravel shoulder in front of school to pick-up/drop-off causing congestion and safety concerns
- Excessive vehicle speeds between Regional Road 50 and Forest Gate Avenue
- Lack of pedestrian crossing opportunities at school resulting in pedestrian safety issues (jaywalking)
- Safety concerns in the area of the S-curve between Forest Gate Avenue and Caledon King Townline (11 collisions over the past 5 years)
- Lack of consistent pedestrian accommodation along the corridor
  - Sidewalk from Highway 50 to Kingsview Drive and Westchester Boulevard to Forest Gate Avenue (south side of road only)
  - Gravel path from Kingsview Drive to Westchester Boulevard on south of the road, and from Kingsview Drive to St. Michael Secondary School west driveway on north side of the road



S-bend with limited sightlines



Shoulder in front of school being utilized for student pick-up & drop-off



Intermittent use of sidewalk and gravel path on south side of Columbia Way



## EXISTING CONDITIONS – ARCHAEOLOGICAL & CULTURAL ENVIRONMENT





The Stage 1 Archaeological Assessment determined that some of the undisturbed lands adjacent to Columbia Way exhibit archaeological potential due to:

- Proximity to Water Sources (Cold Creek);
- · Proximity of historic transportation routes based on early mapping; and
- The presence of 25 archaeological sites within 1 kilometer



## **EXISTING CONDITIONS - NATURAL ENVIRONMENT**



Located within the Upper Humber River subwatershed, the study area includes **Toronto and Region Conservation Authority (TRCA) Regulated Areas**, lands designated as **Environmental Policy Area (EPA)** by the Town of Caledon, **Oak Ridges Moraine Conservation Plan Area (ORMCPA)** and **The Greenbelt Plan Area**.



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## **EXISTING CONDITIONS – DRAINAGE & STORMWATER**



## **Stormwater Management & Drainage**

- Roadway drainage is conveyed via roadside grassed ditches throughout the study area
- Drainage features in the area include:
  - 1.2-meter diameter Corrugated Steel Pipe (CSP) culvert west of the school;
  - 2-meter diameter CSP culvert in area of TRCA trail;
  - 450 mm diameter plastic culvert drains to a private pond in area of 9706 Columbia; and
  - Cold Creek Crossing (Coventry Bridge).
- Town of Caledon upsized culvert in area of 9706 Columbia Way from a 300 mm diameter to 450 mm diameter in May 2020, alleviating adjacent flooding issues.
- Each of the culvert crossings as well as the bridge structure along Columbia Way are sufficient to convey existing and future flows, and will not require additional capacity as part of the road improvements



Cold Creek at Coventry Bridge



2-meter diameter CSP culvert



Recently upsized culvert in area 9706 Columbia Way



# **EXISTING CONDITIONS – STRUCTURAL & GEOTECHNICAL**



- The single bridge structure in the study area (Coventry Bridge) spans 10.86 meters across Cold Creek, approximately 0.5 km west of Caledon-King Townline
- Rehabilitation of the Coventry Bridge is recommended within 1-5 years including repairs:
  - o Abutment Walls, Wing Walls, and Soffits
  - o Bridge railings
  - o Guiderails

## **Geotechnical & Subsurface Conditions**

- Slope stability issues identified at two primary locations including:
  - Slope East of Forest Gate Avenue Downslope movement and downward sloping guiderail
  - Cut slope west of Caledon-King Townline Ongoing erosion washout and bank stability issues have created a 7- to 8-meter-high cut slope on north side of the road
- Asphalt recently resurfaced; however deteriorating pavement condition still requires complete reconstruction.





**Coventry Bridge Structure** 



Guardrail and downslope at slope east of Forest Gate Avenue



Bank washout onto roadway at cut slope west of Caledon King Townline



## EXISTING CONDITIONS – SOCIO-ECONOMIC ENVIRONMENT





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# **EVALUATION OF ALTERNATIVE SOLUTIONS**



Alternative Solutions to address the Problem / Opportunity Statement were developed and comparatively evaluated based on the existing conditions within the study area and criteria that represent the broad definition of the environment, as described in the *EA Act*.

(	CRITERIA	DESCRIPTION
A	Technical	Does the alternative adequately address the technical requirements of the project? (Safety, Road Condition, Drainage and Stormwater, Utility Impacts)
	Transportation Performance	How will the alternative serve the existing and future vehicular, pedestrian and cycling traffic needs? (Intersection improvements, Active Transportation, Sightlines)
	Socio- Economic Environment	What impacts will the alternative have on the local community (e.g., compatibility with area land use, impacts on local businesses, property requirements, access restrictions, etc.)?
	Natural Environment	How does the alternative affect existing vegetation, water quality, fisheries/wildlife and habitat? Does the alternative address climate change?
Î	Cultural Heritage	Will the alternative affect archaeological, cultural heritage resources or First Nations communities?
	Costs	What is the capital cost of the alternative? What is the cost for utility relocations and property acquisitions (if required)? What are the operation and maintenance cost impacts?



# ALTERNATIVE SOLUTIONS – GEOMETRICS AND ACTIVE TRANSPORTATION (HIGHWAY 50 TO EAST OF FOREST GATE)

TOWN OF CALEDON

#### Alternative 1 – Do Nothing



- · Intermittent gravel path and sidewalk combination remains
- Not Compatible with Bolton Transportation Master Plan recommendations
- · No improvements to existing conditions

## Alternative 2 – Shared Lanes / Signed Bike Route



- One lane of traffic in each direction (4.25 meters wide) with signage for vehicles and cyclists to share the roadway (no separation from vehicles)
- Existing combination of off-road gravel path and sidewalk remains
- Not Compatible with Bolton Transportation Master Plan recommendations

### Alternative 3 – On-Road Bike Lanes



- One lane of traffic in each direction (3.5 meters wide) with **1.5 m bicycle lanes** on both sides of road
- No physical separation between vehicles and cyclists
- · Existing combination of off-road gravel path and sidewalk remains
- Compatible with Bolton Transportation Master Plan recommendations

## Alternative 4 – Off-Road Multi-Use Path



- One lane of traffic in each direction (3.75 meters wide) with Continuous Off-Road Multi-use path (pedestrians and cyclists) on the south side of the roadway.
- Provides physical barrier between vehicles and pedestrians & cyclists
- Exceeds Bolton Transportation Master Plan recommendations



# **EVALUATION OF ALTERNATIVE SOLUTIONS – HIGHWAY 50 TO EAST OF FOREST GATE**

forward for the urban portion (Highway 50 to Forest Gate Avenue) of Columbia Way.

TOWN OF CALEDON



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# ALTERNATIVE SOLUTIONS – GEOMETRICS AND ACTIVE TRANSPORTATION (FOREST GATE TO CALEDON KING)





### Alternative 1 – Do Nothing

- · No active transportation facilities are introduced
- Not Compatible with Bolton Transportation Master Plan recommendations
- No improvements to existing conditions

## Alternative 2 – Shared Lanes / Signed Bike Route

- One lane of traffic in each direction (3.75 meters wide) with signage for vehicles and cyclists to share the roadway (single-file)
- Compatible with Bolton Transportation Master Plan recommendations
- · Maintains rural cross section with ditches
- Negligible impact on adjacent properties & natural environment

## **Alternative 3 – Paved Shoulders**

- One lane of traffic in each direction (3.5 meters wide) with paved shoulders on both sides of road (1.5 meters wide)
- Exceeds the Bolton Transportation Master Plan recommendations
- Increased impermeable pavement area contributes to existing drainage issues (10-meter cross-section)
- Moderate encroachment towards properties & natural environment impacts





## **EVALUATION OF ALTERNATIVE SOLUTIONS – FOREST GATE TO CALEDON KING TOWNLINE**

TOWN OF CALEDON

Alternative Solutions	Traffic Operations & Safety	Social Environment	Natural Environment	Heritage / Archaeological / Cultural Impacts	Cost	Evaluation Summary
Alternative 1 - Do Nothing	•	$\bullet$				Not Recommended
Routernative 2 - Shared Lanes / Signed Bike Route	•					Recommended to be Carried Forward
Alternative 3 - Paved Shoulder		•		O	•	Not Recommended

Α carried forward between Forest Gate Avenue and Caledon King Townline

Desirable

Desirable

# ALTERNATIVE SOLUTIONS – MOUNT HOPE ROAD INTERSECTION









## Alternative 1 – Do Nothing

- No improvements to existing conditions
- No improvements to traffic calming, speeding concerns are not addressed

### Alternative 2 – 4-way Stop

- **New stop signs** introduced for vehicles travelling east/west in addition to the existing stop signs for vehicles travelling north / south along Mt Hope Road
- Increased noise and air pollution from increased starts/stops and vehicle idling
- Minimal traffic calming benefits and potential for low compliance to stop signs
- Low cost to implement

#### Alternative 3 – Roundabout

- Effective traffic calming feature with no enforcement required
- · Serves as a gateway into the urban community
- Moderate property impacts to north of intersection
- Highest cost to implement



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### **EVALUATION OF ALTERNATIVE SOLUTIONS – MOUNT HOPE ROAD INTERSECTION**

TOWN OF CALEDON

	Γ	Mount Hope Interes	ction Control			
Alternative Solutions	Traffic Operations & Safety	Social Environment	Natural Environment	Heritage / Archaeological / Cultural Impacts	Cost	Evaluation Summary
Alternative 1 - Do Nothing	O	•				Not Recommended
Alternative 2 - All Way Stop		•	•	•		Not Recommended
Columna way Columna way Colum		•	•	•	0	Recommended to be Carried Forward

intersection is the recommended solution to be carried forward.

# **ALTERNATIVE SOLUTIONS – SCHOOL ACCESS**







#### Alternative 1 – Do Nothing

- · No improvements to existing conditions at school intersection
- Queueing of vehicles making left turn into school continues, blocking eastbound traffic during peak school periods

#### Alternative 2 – New Left Turn Lane into School

• Left turn lane is provided at the school's primary inbound access (centre driveway) to alleviate congestion during peak school periods



#### Alternative 3 – New Access to School via Future Kingsview Extension

- A new access to the school would be provided via an extension of Kingsview Drive north, from future commercial development at 14245 Highway 50 (timing of extension and access dependent on timing of development)
- · School bound traffic would be removed from Columbia Way
- Does not address current congestion (timing is dependent on future development)



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# **EVALUATION OF ALTERNATIVE SOLUTIONS – SCHOOL ACCESS**

TOWN OF CALEDON

Alternative 1 - Do Nothing     Image: Control interview of the second seco			School A	Access			
Image: Constraint of the second se	Alternative Solutions				Archaeological /	Cost	Evaluation Summary
Alternative 2 - Left Turn Lane     Image: Constrainty of the second s	Alternative 1 - Do Nothing	O	•				Not Recommended
Image: Constrained with the constrained of the constr		•	•		•	•	Recommended to be Carried Forward
Alternative 3 - New Access via Kingsview Extension			O	O	·	O	Not Recommended

forward



Desirable

Desirable

# **ALTERNATIVE SOLUTIONS – SCHOOL PEDESTRIAN CROSSING**

TOWN OF CALEDON

#### Alternative 1 – Do Nothing



- Existing crosswalk at Kingsview Drive remains only pedestrian access to north side of Columbia Way
- · No improvements to existing conditions, jaywalking continues

#### Alternative 2 – New Crossing at School Driveway



- · Crosswalk installed at the eastern school driveway
- Students must compete with vehicles entering school property
- · Potential safety/sightline issues for eastbound motorists
- Unsafe jaywalking likely to continue.

#### Alternative 3 – New Crossing at Westchester Intersection



- Crosswalk installed at Westchester Boulevard and Columbia Way, with multi-use path on north side of road from Westchester Boulevard to school property
- Does not address jaywalking issue due to distance from school
- Moderate impacts to natural environment & Stage 2 Archaeological Assessment Required for large area

#### Alternative 4 – New Crossing at Trailhead



- Signalized crossing installed west of existing trailhead
- Mutli-use path on north side of road from new crossing to school property
- Alleviates majority of jaywalking
- · Minor impacts to natural environment & Stage 2 Archaeological Assessment Required for minor area



### **EVALUATION OF ALTERNATIVE SOLUTIONS – PEDESTRIAN CROSSWALK**

TOWN OF CALEDON

		Pedestrian Crosswa	alk			
Alternative Solutions	Traffic Operations & Safety	Social Environment	Natural Environment	Heritage / Archaeological / Cultural Impacts	Cost	Evaluation Summary
Alternative 1 - Do Nothing	0	•	igodot			Not Recommended
St-Michael Secondary School	•	•		•	J	Not Recommended
Potential Mutil-Use Path / Sidewalk to School	0	•	•	•	O	Not Recommended
Columbia way Columbia way Alternative 4 - New Crosswalk at Trailhead		•	•	•	•	Recommended to be Carried Forward
ernative 4 – New signalized crossv ilevard Intersection is the recomm					L L	0 25 50 75 .east sirable

# **ALTERNATIVE SOLUTIONS – S-CURVE ALIGNMENT**



#### Alternative 1 – Do Nothing



- · No improvements to existing conditions
- Safety concerns are not addressed

#### Alternative 2 – Eliminate Curve



- · Existing s-curve is eliminated, and Columbia Way is re-aligned
- Major property & natural environmental impacts
- · Removal of natural traffic calming feature, vehicle speeds increase
- Significant capital costs

#### **Alternative 3 – Operational Improvements**



- Road alignment remains as-is with operational improvements (localized surface widening, additional signage & pavement markings, sightline / vegetation clearing etc.)
- Minor encroachment towards properties & natural environmental impacts associated with grading
- Traffic Calming benefits of S-Curve maintained

#### Alternative 4 – Modify Curve



- Road realigned to reduce the angle of the existing curve
- Traffic calming barrier of s-curve is reduced, but not eliminated
- Moderate property & natural environmental impacts
- · Large cost to implement



## **EVALUATION OF ALTERNATIVE SOLUTIONS – S-CURVE ALIGNMENT**

TOWN OF CALEDON

		S-Curv	ve Alignment	-		
Alternative Solutions	Traffic Operations & Safety	Social Environment	Natural Environment	Heritage / Archaeological / Cultural Impacts	Cost	Evaluation Summary
Alternative 1 - Do Nothing	O	Ð	•			Not Recommended
Alternative 2 - Elimate Curve	•	٠	O	•	O	Not Recommended
Alternative 2 - Elimitate Curve	•		•	•	•	Recommended to be Carried Forward
	•	•	•	•	•	Not Recommended
Alternative 4 - Modify Curve						

Alternative 3 – Maintain Curve With Operational Improvements is the recommended solution to be carried forward for the S-Curve Alignment.



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Grva

# **RECOMMENDATIONS – DRAINAGE & STORMWATER**



- Barrier curb and gutter with curb cutouts to convey runoff to roadside ditches in urban area (Highway 50 to approximately 225 meters east of Forest Gate Avenue).
- Existing grassed roadside ditches to remain from Highway 50 to St. Michael's Secondary School entrance, and Forest Gate Avenue to Caledon King Townline.
- Roadside ditches (no curb and gutter) along both sides of the road west of Forest Gate Avenue to Caledon King Townline).
- The roadside ditches will outlet to existing culverts, minimizing impacts to the watercourse and vegetation.
- Riprap rock to be installed within the roadside ditches to reduce velocity and erosion as required.
- Stormwater management improvements will control roadway runoff in accordance with the *Region of Peel, TRCA, and Town of Caledon* stormwater management requirements.



Example of curb cutout draining to roadside ditch to be installed. *Photo Credit: Pierce County, Washington and AHBL, Inc.* 



Example of rip rap installed at curb cutout inlet to dissipate power and reduce erosion. *Photo credit: CNT*.

# **RECOMMENDATIONS – STRUCTURAL & GEOTECHNICAL**

#### **Coventry Bridge Structure**

- Rehabilitation in accordance with the recent Structural Condition Assessment recommendations (Abutment Walls, Wing Walls, Soffits, Bridge railings and guiderails)
- A detailed structural assessment will be completed during detailed design to confirm the structural rehabilitation requirements.

#### **Slope Stability & Geotechnical Conditions**

- Address slope stability issues at key locations:
  - Slope East of Forest Gate Avenue Flatten the steep section of the downhill slope to establish an inclination no steeper than 2H:1V. This will require removal of the existing vegetation and benching of the existing slope.
  - Cut slope west of Caledon-King Townline Roadway improvements through the cut section include provision of a drainage ditch along both sides of the road and re-establish the slopes at 2H:1V. Slopes greater than 6 m in height will be provided with a 2 m wide mid-height berm.



TOWN OF CALEDON

Soffit of bridge looking north to be repaired



Example Geotextile mat to secure reestablished slope

# SUMMARY OF STUDY RECOMMENDATIONS (PRELIMINARY)



Key elements of the preliminary study recommendations are described below.



Following this Public Consultation, the preliminary recommended solutions for Columbia Way will be confirmed and/or revised, in consideration of the comments received.



### **NEXT STEPS**





- Review and address the comments submitted at this PIC
- Consult with additional stakeholders and technical agencies as required
- Confirm or revise study recommendations (i.e. preliminary preferred solutions)
- Prepare and submit a Project File Report for 30 Day public review
- Proceed to detailed design and construction (tentatively planned for 2021 pending Council approval and budget)



The project team is available to answer your questions until 7 P.M.

You can also provide your feedback on the project, by completing a **Comment Form** on the project website, or by providing your comments directly to the project team by March 11<sup>th</sup>, 2021

### THANK YOU FOR ATTENDING! PLEASE SUBMIT YOUR QUESTIONS AND/OR FILL IN A COMMENT SHEET

Project Team Contacts:

Town of Caledon Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Tel: (905) 584-2272 x 4073 E-mail: <u>arash.olia@caledon.ca</u>



R.V. Anderson Associates Limited Andrew McGregor, MCIP, RPP Senior Planner, EA & Approvals Tel: 905-685-5049 E-mail: <u>AMcGregor@rvanderson.com</u>



**PIC Presentation Materials** 

# **MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**



**COLUMBIA WAY (HIGHWAY 50 TO CALEDON-KING TOWNLINE)** 

## ONLINE PUBLIC INFORMATION CENTRE February 24, 2020 5:00pm to 7:00pm

Please submit any questions you may have to transportation@caledon.ca

welcome to



# **PRESENTATION AGENDA**





- Study Area & Project Background
- Existing Conditions
- Evaluation of Alternative Solutions
- Preliminary Study
   Recommendations
- Next Steps in the Project
- Question and Answer Period

# **STUDY AREA & BACKGROUND**



The study area consists of **Columbia Way** from Highway 50 to from Highway 50 (Regional Road 50) to Caledon King Townline.

This EA study was initiated to review opportunities within the study area to address:

- · Traffic operations and safety
- Active transportation (walking, cycling) needs
- Roadway drainage improvements and stormwater management
- Slope stability issues



# **MUNICIPAL CLASS EA PROCESS**



The Class Environmental Assessment (EA) is undertaken prior to municipal **road**, **water**, **wastewater** and **other municipal** construction projects

Ensures all **reasonable alternatives** including 'Do Nothing' are considered and that a preferred alternative will have **minimal impact on the natural, cultural, social** and **economic environment** 

Input from the public, stakeholders and technical agencies is essential



This project is classified as a **Schedule 'B' Municipal Class EA** and is subject to **Phases 1 and 2** of the **Municipal Class Environmental Assessment** prior to construction.

# **STUDY ORGANIZATION**





### **EXISTING CONDITIONS – ACTIVE TRANSPORTATION & TRAFFIC OPERATIONS**



- Traffic congestion during peak school hours
- Vehicles using gravel shoulder in front of school to pick-up/drop-off causing congestion and safety concerns
- **Excessive vehicle speeds** between Regional Road 50 and Forest Gate Avenue
- Lack of **pedestrian crossing opportunities** at school resulting in pedestrian safety issues (jaywalking)
- Safety concerns in the area of the S-curve between Forest Gate Avenue and Caledon King Townline (11 collisions over the past 5 years)
- Lack of **consistent pedestrian accommodation** along the corridor
  - Sidewalk from Highway 50 to Kingsview Drive and Westchester Boulevard to 0 Forest Gate Avenue (south side of road only)
  - Gravel path from Kingsview Drive to Westchester Boulevard on south of the road, 0 and from Kingsview Drive to St. Michael Secondary School west driveway on north side of the road



S-bend with limited sightlines



Shoulder in front of school being utilized for student pick-up & drop-off



Intermittent use of sidewalk and gravel path on south side of Columbia Way



### **EXISTING CONDITIONS – STRUCTURAL & GEOTECHNICAL**

#### **Coventry Bridge**

- Spans 10.86 meters across Cold Creek, approximately 0.5 km west of Caledon-King Townline
- Rehabilitation is recommended within 1-5 years :
  - o Abutment Walls, Wing Walls, and Soffits
  - o Bridge railings
  - o Guiderails

#### **Slope Stability Issues**

- Slope East of Forest Gate Avenue Downslope movement and downward sloping guiderail
- Cut slope west of Caledon-King Townline Ongoing erosion washout and bank stability issues have created a 7- to 8-meter-high cut slope on north side of the road





**Coventry Bridge Structure** 



Guardrail and downslope at slope east of Forest Gate Avenue



Bank washout onto roadway at cut slope west of Caledon King Townline



### **EXISTING CONDITIONS – DRAINAGE & STORMWATER**



#### **Stormwater Management & Drainage**

- Roadway drainage is conveyed via roadside grassed ditches throughout the study area
- Drainage features in the area include:
  - 1.2-meter diameter Corrugated Steel Pipe (CSP) culvert west of the school;
  - 2-meter diameter CSP culvert in area of TRCA trail;
  - 450 mm diameter plastic culvert drains to a private pond in area of 9706 Columbia; and
  - Cold Creek Crossing (Coventry Bridge).
- Town of Caledon upsized culvert in area of 9706 Columbia Way from a 300 mm diameter to 450 mm diameter in May 2020, alleviating adjacent flooding issues.
- Each of the culvert crossings as well as the bridge structure along Columbia Way are sufficient to convey existing and future flows, and will not require additional capacity as part of the road improvements



Cold Creek at Coventry Bridge



2-meter diameter CSP culvert



Recently upsized culvert in area 9706 Columbia Way



### **SOCIO-ECONOMIC ENVIRONMENT**





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**a**rva

### NATURAL ENVIRONMENT



Located within the Upper Humber River subwatershed, the study area includes **Toronto and Region Conservation Authority (TRCA) Regulated Areas**, lands designated as **Environmental Policy Area (EPA)** by the Town of Caledon, **Oak Ridges Moraine Conservation Plan Area (ORMCPA)** and **The Greenbelt Plan Area**.



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### **ARCHAEOLOGICAL & CULTURAL ENVIRONMENT**





The Stage 1 Archaeological Assessment determined that some of the undisturbed lands adjacent to Columbia Way exhibit archaeological potential due to:

- Proximity to Water Sources (Cold Creek);
- · Proximity of historic transportation routes based on early mapping; and
- The presence of 25 archaeological sites within 1 kilometer



# **ALTERNATIVE SOLUTIONS**

TOWN OF CALEDON





# **EVALUATION OF ALTERNATIVE SOLUTIONS**



Alternative Solutions to address the Problem / Opportunity Statement were developed and comparatively evaluated based on the existing conditions within the study area and criteria that represent the broad definition of the environment, as described in the *EA Act*.

(	CRITERIA	DESCRIPTION
A	Technical	Does the alternative adequately address the technical requirements of the project? (Safety, Road Condition, Drainage and Stormwater, Utility Impacts)
	Transportation Performance	How will the alternative serve the existing and future vehicular, pedestrian and cycling traffic needs? (Intersection improvements, Active Transportation, Sightlines)
	Socio- Economic Environment	What impacts will the alternative have on the local community (e.g., compatibility with area land use, impacts on local businesses, property requirements, access restrictions, etc.)?
	Natural Environment	How does the alternative affect existing vegetation, water quality, fisheries/wildlife and habitat? Does the alternative address climate change?
Î	Cultural Heritage	Will the alternative affect archaeological, cultural heritage resources or First Nations communities?
	Costs	What is the capital cost of the alternative? What is the cost for utility relocations and property acquisitions (if required)? What are the operation and maintenance cost impacts?



# SUMMARY OF STUDY RECOMMENDATIONS (PRELIMINARY)





Urban Reconstruction (Curb/Gutter & Multi-Use Path)
Urban Reconstruction (Curb/Gutter & Shared-Use Lanes)
Rural Reconstruction (No Curbs & Shared-Use Lanes)



## **NEW LEFT TURN LANES & ACCESS**





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# **NEW SCHOOL PEDESTRIAN CROSSING**





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# **ROUNDABOUT AT MOUNT HOPE ROAD**





Roundabout to replace 2~way stop controlled intersection



# **"S" BEND & BRIDGE IMPROVEMENTS**





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### **SLOPE STABILITY IMPROVEMENTS**





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### **IMPROVED DRAINAGE & STORMWATER MANAGEMENT**



- Barrier curb and gutter with curb cutouts to convey runoff to roadside ditches in urban area (Highway 50 to approximately 225 meters east of Forest Gate Avenue).
- The roadside ditches will outlet to existing culverts, minimizing impacts to the watercourse and vegetation.
- Roadside ditches (no curb and gutter) along both sides of the road east of Forest Gate Avenue to Caledon King Townline).
- Riprap rock to be installed within the roadside ditches to reduce velocity and erosion as required.



Example of curb cutout draining to roadside ditch to be installed. *Photo Credit: Pierce County, Washington and AHBL, Inc.* 



Example of rip rap installed at curb cutout inlet to dissipate power and reduce erosion. *Photo credit: CNT*.



### **NEXT STEPS**





- Review and address the comments submitted at this PIC
- Consult with additional stakeholders and technical agencies as required
- Confirm or revise study recommendations (i.e. preliminary preferred solutions)
- Prepare and submit a Project File Report for 30 Day public review
- Proceed to detailed design and construction (tentatively planned for 2021 pending Council approval and budget)



Please email your questions or comments following the meeting to transportation@caledon.ca

The project team is available to answer your questions until 7 P.M. but will respond to all questions following the meeting.

You can also provide your comments directly to the project team by March 11<sup>th</sup>, 2021.

#### Project Team Contacts:

Town of Caledon Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Tel: (905) 584-2272 x 4073 E-mail: <u>arash.olia@caledon.ca</u>



R.V. Anderson Associates Limited Andrew McGregor, MCIP, RPP Senior Planner, EA & Approvals Tel: 905-685-5049 E-mail: <u>AMcGregor@rvanderson.com</u> Preliminary Recommended Design Plans & Typical Cross-Sections


# **APPENDIX 1-5**

**Public Comments Received** 

To: Subject: Andrew McGregor

RE: Comments on Columbia Way Class EA study - Highway 50 to Caledon King Townline

From:

Sent: April 8, 2020 2:01 PM

To: arash.olia@caledon.ca; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>

Cc:

Subject: Re: Comments on Columbia Way Class EA study - Highway 50 to Caledon King Townline

#### [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Dear Arash and Andrew,

I have received the Town of Caledon notice of study commencement regarding the improvements of Columbia Way. We are residing in the adjacent Bolton north hill neighborhood and I am interested to participate in the EA review cycle. Please add me to the Project Mailing list.

As a frequent user of Columbia way my concerns are listed below - please refer to red circle markings on the key map of the Notice page 2.

Area 1

This school zone is a known problem. The eastbound cars attempting a left hand turn to the school entrance are being blocked by westbound traffic causing a huge traffic back-up up to Highway 50. Car users are riding on the right lane shoulder to go around the problem which is a safety concern for pedestrians and cyclists. Secondly, there is an high number of students trespassing the road and not using the existing pedestrian crossing at the light.

Area 2

At this road curve, there is a bad line of sight with trees on the north west side corner of Mt Hope/Columbia, especially with full tree foliage it is obstructing views looking westbound to the intersection. The stop sign is also not easily visible. My friend Pascal Gosselin (copied to this email) had a terrible motorcycle accident causing permanent injuries several years ago at Mt Hope road attempting to make a left turn onto Columbia. Much improvements on the intersection visibility are required in this area to increase user safety.

Area 3

Obvious issues in this area are blind horizontal and vertical curves, high road grades, dangerous winter driving, poor night visibility, poor drainage causing road shoulder erosion issues, pavement degradation and potholes. Also, we would welcome the addition of bike lanes and sidewalks in the ravine to Caledon King-Townline accessing the TRCA Bolton camp.

Other general observations/suggestions

-The guardrail on the south side of Columbia way installed a few years ago to separate pedestrian walkways to traffic is effective, we feel safer walking or biking behind it. More guardrail is welcome

-Overall poor road drainage and pavement deterioration all over Columbia way

-Speeding and road noise is an issue; need more speed traps, photo radar or other permanent deterrent measures

-Increase signage visibility

Please feel free to contact me anytime to discuss the above, looking forward to participate in the EA study to improve safety for our families in our road neighborhood.

Best regards,





#### COLUMBIA WAY CLASS ENVIRONMENTAL ASSESSMENT STUDY HIGHWAY 50 TO CALEDON KING TOWNLINE

#### The Study

The Town of Caledon has identified a need for improvements to Columbia Way between Highway 50 and Caledon King Townline. Subsequently, the Town has initiated a Municipal Class Environmental Assessment (Class EA) for improvements to the road for various users (motorists, pedestrians and cyclists), intersection alternatives, and drainage for the reconstruction of Columbia Way. Within the study limits, Columbia Way will retain the two general-purpose lanes, however various options will be evaluated to enhance safety, improve traffic operations and to better accommodate all users.



#### The Process

The purpose of the study is to identify a recommended design for Columbia Way that enhances road safety, improve traffic operations and connectivity for all users. In identifying the road improvements, the study will consider technical, aesthetic, and structural requirements; as well as socio-economic; cultural heritage, and natural environment factors.

The project is being completed as a **Schedule "B"** project in accordance with the *Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011 & 2015).* 

#### Contact

To be added to the project mailing list, and for any questions, comments or concerns, please contact:

Town of Caledon Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Tel: 905.584.2272 x 4073 E-mail: arash.olia@caledon.ca

This notice was first issued April 2, 2020.

R.V. Anderson Associates Limited Andrew McGregor, MCIP, RPP Senior Planner, EA & Approvals Tel: 905-685-5049 x 4211 E-mail: <u>AMcGregor@rvanderson.com</u>

\*Information collected will be used in accordance with the Freedom of Information and Protection Privacy Act. With the exception of personal information, all comments will become part of the public record

×.

To: Subject: Andrew McGregor RE: RVA 195072 - Columbia Way

-----Original Message-----

From: Sent: April 8, 2020 5:00 PM To: Andrew McGregor <AMcGregor@rvanderson.com> Subject: RVA 195072 - Columbia Way

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Andrew,

Please keep me up to speed on this study - as there are several inputs we would appreciate providing on the project. cheers





From: Sent: To: Cc: Subject: Arash Olia <Arash.Olia@caledon.ca> April 9, 2020 1:01 PM Andrew McGregor Connor MacIsaac FW: Columbia Way Class assessment study

#### [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Please add him to the mailing list.

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Finance & Infrastructure Services

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From: Sent: Thursday, April 9, 2020 12:41 PM To: Arash Olia <Arash.Olia@caledon.ca> Subject: Columbia Way Class assessment study

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Hi,

I am a resident of Bolton and use Columbia Way road multiple times a day to commute and also use as a pedestrian. Can I please be added to the project mailing list with the email **second second second** I would like to get more details around the scope and options that will be considered.

1

From: Sent: To: Cc: Subject: Arash Olia <Arash.Olia@caledon.ca> April 9, 2020 4:21 PM Andrew McGregor Connor MacIsaac FW: Columbia way

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Please include her in our mailing list.

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Finance & Infrastructure Services

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: arash.olia@caledon.ca

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-----Original Message-----

From: Sent: Thursday, April 9, 2020 3:31 PM To: Arash Olia <Arash.Olia@caledon.ca> Subject: Columbia way

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Hi Arash,

Could you please add me to the mailing list for the Columbia Way construction project? I'm looking forward to seeing the improvements of this stretch of road. I'm an avid cyclist and use Columbia Way to get to various roads. I would like to see an extended shoulder or even a bike lane.

Good luck with the project.

From: Sent: To: Cc: Subject: Arash Olia <Arash.Olia@caledon.ca> April 12, 2020 1:14 PM Andrew McGregor Connor MacIsaac RE: Columbia Way Class EA Study

#### [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Please add the resident to the mailing list.

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Finance & Infrastructure Services

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: arash.olia@caledon.ca

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From:

Sent: Sunday, April 12, 2020 10:42 AM To: Arash Olia <Arash.Olia@caledon.ca>; AMcGregor@rvanderson.com Subject: Columbia Way Class EA Study

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Hello:

#### Please add our names to the mailing list for this study.

Our home backs onto Columbia Way so we will be directly affected by any changes to the existing conditions. Our primary concerns are protection of the wetland habitat and excessive motor vehicle speeds / pedestrian safety. Also, another traffic circle would be better than a set of stop lights.

Thank you,





To: Subject: Arash Olia RE: Columbia Way (Between Hwy 50 & Caledon King Townline)

From:

Sent: Monday, April 13, 2020 7:03 PM To: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: Columbia Way (Between Hwy 50 & Caledon King Townline)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Dear Arash,

We are the owners of the residence at

I have received the notice and would like to be added to the mailing list for this project.

Additionally, we would like to include our concerns with drainage. Over the past 7 years that since we have lived at this property, we have made several claims with the Town of Caledon for service regarding the culvert and terrible drainage. Several times over the years we have had flooding on the property. Earlier this year in January, during a heavy rainfall, the flooding was so bad that our basement was flooded as well.

Of course road safety improvements are desired, but drainage is our main concern here and we would like that to be considered seriously.

I included a picture of what happens on our property every year during spring thaw and heavier rainfalls.

We are looking forward to hearing from you.

Thank you kindly,



From: Sent: To: Cc: Subject: Arash Olia <Arash.Olia@caledon.ca> April 15, 2020 9:56 AM Andrew McGregor Connor MacIsaac FW: Columbia Way

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Hi Andrew - please note his comments and add him to the mailing list.

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Finance & Infrastructure Services

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: arash.olia@caledon.ca

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-----Original Message-----

From: Sent: Wednesday, April 15, 2020 9:55 AM To: Arash Olia <Arash.Olia@caledon.ca> Subject: Columbia Way

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Suggestions.

The road needs a sidewalk on the north side to accommodate St Michaels' students. Whether we like it or not, they are going to walk on that side and it is a matter of time before there is an accident. Reminder: two students were seriously hurt crossing hw 50 not that long ago.

There should be wider shoulders to accommodate cyclists. The path on south side is cute but it is not nor will be used by road cyclists

Thank you

Neutrality helps the oppressor, never the victim. Silence encourages the tormentor, never the tormented. -Elie Wiesel "This message (and any associated files) is intended only for the use of the individual or entity to which it is addressed. The content of the message is the property of the Corporation of the Town of Caledon. The message may contain information that is privileged, confidential, subject to copyright and exempt from disclosure under applicable law. If the

To: Subject: Andrew McGregor RE: Notice of Study

From: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Sent: April 16, 2020 8:07 PM To: Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>> Subject: RE: Notice of Study

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Thanks for your email and interest.

This study takes about 15 months. Even though the school is close, we have historical traffic data before the school being closed, indicating left-turn traffic into Harvest moon drive. The study will also look into other improvements such as sidewalk, multi-use trail, pedestrian crossing, intersection improvement, and drainage issue.

What types of improvements or issues do you recommend for this project?

Thanks again,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Finance & Infrastructure Services

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From:

Sent: Thursday, April 16, 2020 7:51 PM To: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: Notice of Study

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Good Evening Arash,

I just received the letter regarding the Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline. I do have a couple questions,

1. When are you planning on starting this study?

2. How long is this study running for?

As someone who drives this road on a daily basis, and now with the Corona Virus outbreak and us all on quarantine, this study would honestly be invalid as the biggest problem with Columbia Way are the parents/ buses turning into or dropping off their children at St. Michael's Highschool, and cars/ buses attempting to turn left onto Kingsview Drive.

Also, why the town added a random 40km/hr right at the highschool, when school is not in session. Why can't there be a sign that states "When lights are flashing" and have us reduce our speed to 40km/hr.

Thank you for taking the time to read and hopefully respond to my email,

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To: Subject: Andrew McGregor RE: Comments on Columbia Way Study

From: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Sent: April 22, 2020 9:51 PM To: \_\_\_\_\_\_\_> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>

Subject: Re: Comments on Columbia Way Study

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Thank you for sharing your comments and feedback. The project team will review and look into them.

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

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Finance & Infrastructure Services

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From:

Sent: Wednesday, April 22, 2020 12:07:02 PM To: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Cc: <u>amcgregor@rvanderson.com</u> <<u>amcgregor@rvanderson.com</u>> Subject: Comments on Columbia Way Study

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Good afternoon

I received a notice from the Town of Caledon in the mail regarding a study to improve Columbia Way in Bolton. Please add me to the project mailing list.

I also have some suggestions to improve the use and safety along Columbia Way

- A left turn lane for St Michael's Secondary School is required. During the school year, there are frequent traffic backups due to vehicles waiting to turn into the school. These backups can stretch back as far as Highway 50.
- The sidewalk and streetlights between Kingsview and Highway 50 are in good condition and used by residents. The sidewalks along the rest of Columbia Way are less appealing, a paved asphalt path behind a guardrail.
- Bike lanes along the length of Columbia Way. These could be integrated in the road, or there is space to have a separate bike/pedestrian path beside the road.
- Plan ahead for the new shopping plaza proposed on the north east corner of Columbia Way and Highway 50. Use the existing lights at Kingsview as one of the main entrances to the plaza. This requires widening Columbia Way for a left-turn lane at the lights.
- Columbia Way used to be 60 km/h the entire length. There is now a 40 km/h zone at the high school. Could this be changed to a timed 40 km/h, so that the reduced speed was only applicable during school times? On evenings and weekends, the 60 km/h speed limit has smoother traffic flow.
- The pavement is broken and worn out between Mount Hope Rd and Caledon-King Townline. I'm told that there is a current project to repave this section.
- It would be nice to smooth out the curves & hills between Mount Hope & Caledon-King, but this is likely not feasible.
- A flashing overhead caution light on Caledon-King Townline would make the intersection more visible at night and in bad weather. There was such a light at the driveway to the former Montessori School (which has finally been disabled over a decade after the school burnt down).

To: Subject: Andrew McGregor RE: Missed Opportunity on Columbia Way

From: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Sent: Wednesday, June 3, 2020 10:01:59 PM To: Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>> Subject: RE: Missed Opportunity on Columbia Way

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Thanks for your email. Re-paving of Columbia Way is a separate project from the EA study, which is underway.

Please let me know if you have any questions.

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Finance & Infrastructure Services

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From:

Sent: Wednesday, June 3, 2020 9:56 PM To: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: Missed Opportunity on Columbia Way

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

With the re-paving of Columbai Way between Hwy 50 and Caledon King Townline, was there ever consideration to widen the road in front of St Michaels SS?

An extra lane to allow eastbound travellers to pass around the countless vehicles waiting to enter(make a left turn)into the school each morning in the winter or when the weather is inclement?

It seems every student is driven to school and countless times I've witnessed deadlock traffic as cars cannot exit or enter the school parking lot.

Cars lined right back Columbia Way onto Hwy 50, and down Hwy 50 in front of the Caledon center.



It does not effect my commute regularly but I am surprised this has not been raised as a safety concern by any other residents?

The NOTICE OF STUDY mentions other factors/designs will be considered.

How was this not considered?



From:	
Sent:	February 8, 2021 3:32 PM
То:	Transportation
Subject:	Notice of Public Meeting for the Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline
Importance:	High

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

To whom it may concern

For your consideration

We desperately need a stop sign on Columbia Way at Forest Gate Ave. If you live in the first 4 or 5 houses it is almost impossible to get in and out of our driveways without getting rear ended. People speed around the corner and you can't see them coming especially in winter with the snow piles at the end of each driveway. Thank you

From:
Sent:
To:
Cc:
Subject:

February 8, 2021 6:29 PM Transportation

Columbia Way Class EA

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Hello:

My home is on **Example 1** and my back yard borders Columbia Way. I am in favour of any method of reducing speed of vehicles travelling on Columbia Way and improving safety for cyclists and pedestrians. A crosswalk across Columbia Way, east of St. Michael school would be a good idea since most students walking east do not go out of their way to cross at the traffic light.

Another significant concern is the preservation of the wetland immediately east of St. Michael school on the north side of Columbia Way. We are losing wetlands at an alarming rate and we must ensure that the species that inhabit these wetlands are protected for future generations.



From: Sent: To: Subject:

February 10, 2021 1:28 PM Transportation Columbia Way

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Hello, I received a Notice of Public Meeting which encourages to ask questions. I only have one question.

Why is Columbia Way a

40 km/hr zone 24 hrs a day in front of

St Michael's CSS?

Would it not be better to have a flashing 40 during school hours? There are no residential homes facing Columbia Way in that area and no other reason to have the lower speed limit around the clock. Thanks



From:
Sent:
To:
Subject:

February 13, 2021 10:54 AM Transportation Columbia Way EA Comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

#### Good morning

I live at **Example 2010**. It is with pleasure that I've been reading the proposed improvements along Columbia Way and I would like to offer some comments.

- Adding turn lanes for St Michael's Secondary School is long overdue. In normal times the traffic jam on Columbia Way can stretch west-wards back to Highway 50. Waiting for the new plaza to eventually be developed at Highway 50 and Columbia Way is not effective.
- I support the off-road multi-use path as the option with the greatest potential use and enjoyment by the community.
- The plan shows a round-a-bout at Mt Hope with a multi-use path on the south side from Highway 50 to Forest Gate. Then bike lanes on the road from Forest Gate east. How do west-bound cyclists transition from the on-road bike lane, ending at Forest Gate, to the multi-use path on the south side? Do they cross the road with no intersection at Forest Gate? I propose extending the on-road bike lanes to Mt Hope Road, in addition to the multi-use path. This provides a safe transition for cyclists along the length of Columbia Way, utilizing the round-a-bout intersection when they must cross the road.
- The off-road multi-use path along Highway 50 to Forest Gate should be extended 150m south along Highway 50, or 300m south on Kingsview, to connect to the Caledon Centre for Recreation. This provides a destination and hub for those using the path. Local residents may use the path to walk or bike from their neighbourhood to the Rec Centre amenities, or anyone may park at the Rec Centre and then use the path for walking, running or biking. This connection is necessary to maximize the use of the new pathway.
- Creating this new multi-use path has the potential to create drainage issues for local homes. When the current sidewalk between Highway 50 and Kingsview was installed pre 2010, many of the houses on Alderbrook that back on to Columbia Way began to experience significant flooding in their rear yards. Building up the base for the current sidewalk created a barrier to water moving from the yards to the ditch. In some areas, the sidewalk is higher than the yard, creating a depression for water to pool, become swampy and a breeding ground for mosquitos. Consideration and engineering is required for drainage of all properties that will back onto this path. If possible, improved draining for these significantly affected properties should be implemented.
- The proposed pedestrian crossing at the trailhead between Westchester and Kingsview is an excellent idea. The walkway along the new multi-use path will be easy for the students and public. However,

the pathway from that point south is in poor condition and not maintained in the winter. Will this path be improved?

- The recent asphalt resurfacing has greatly improved conditions along Columbia Way. The report highlights some underlying structural issues that still need to be addressed.
- The recommendation for the S-curve Alignment is to make minor operational improvements. Will maintenance of the slope and vegetation clearing be maintained in the future? Many years' worth of neglect has contributed to a crumbling slope and limited sightlines.
- Where Columbia Way meets Caledon-King, there is little signage or lighting. Ideally, a left turn lane on Caledon-King for vehicles turning onto Columbia Way would be an improvement, but likely out of the scope of this project. A flashing yellow/red light would improve the visibility of the intersection at night, similar to the one at the former Montessori School site, which has been gone for over a decade, but the left turn lane and light remain.

I would be pleased to discuss any of the above with the project team. Thank you for the opportunity to provide some input.



From: Sent: To: Subject:

February 16, 2021 12:18 PM Transportation Columbia Way Environmental Assessment

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

To whom it may concern,

This is a question for the Public Meeting scheduled for Feb. 24, 2021 regarding the above item.

Question : Has street lighting been considered for improvements to Columbia Way? This would be a safety improvement.

Thank You,

From:
Sent:
To:
Subject:

February 17, 2021 6:57 AM Transportation Columbia Way Environmental Assessment Feb 24th Questions.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

#### Good morning,

Hopefully these are relevant questions for the public meeting, but regardless they are some concerns we had that can hopefully be addressed in this setting.

My questions address the valley houses in particular. I wanted to know if a rest-stop of any kind can be put it for a new or future community mailbox for the houses in the valley. Currently our mailbox is in the neighboring suburb which is ok if you drive, but there is no option to safely walk to the mailbox. In addition when it snows, due to the large icy snowbanks, it can be hard to access the mailbox without walking in the road to get all the way around to the sidewalk. These are small issues but can present a much bigger problem to older people.

My other question is if there will be any coordination with any telecommunications company to update broadband in the valley in conjunction with the road work? It is my understanding that it is Caledon's mandate to provide high speed internet to everyone anyways, so to us it seems efficient to do both at the same time to avoid disturbing the land any more than necessary. Specifically because high speed internet already exists for half the street already, so why not the rest of it? (I understand this is not a specifically transportation-related problem but it seems like a good opportunity to look into that issue).

But overall our main concern is the speeds people take on that road so this household is not against measures that can be taken to address this. We are very pro-roundabout if that option is on the table :)

Thank you for your time

From:
Sent:
To:
Cc:
Subject:

February 18, 2021 9:18 PM Transportation

Columbia Way Municipal Assessment

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Dear Madam/Sir,

I would like to share the following comments in advance of the Feb 24 Public Meeting.

- 1. A left turn lane into St Michael's CSS is a required change. Current frequent and high-risk road shoulder passing during high traffic volume is unacceptable.
- 2. A round-about at Mt Hope is recommended. Traffic speeds at this intersection are perhaps the highest along all of Columbia Way.

Regards



From: Sent: To: Subject:	February 20, 2021 4:17 PM Transportation Columbia Way Road Assessment Public Input
Follow Up Flag:	Follow up
Flag Status:	Flagged

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My question for the assessment of traffic flow along Columbia Way pertains to the 40 Km speed limit: *Will the reduced speed limit for the portion of Columbia Way in front of the high school be reconsidered?* 

I understand the lower speeds in and around school areas where children are the main safety concern, however, 1) these are high school students (which half are old enough to drive) and 2) there is no possibility of a child running out of the residential property and onto the road as there are no properties facing the school. The entire strip of housing have backyards facing the school, a solid 6" fence along the back of the properties, a gully, a walking path and median fencing along the road. A child/student must walk thru the residential area to the corner where they can safely cross at a crosswalk.

There are several elementary schools in Caledon that have signs posted where the speed is reduced during school hours.

I recommend the assessment include a review of the reduced speed limit to at least consider posting new signage: 40 Km speed limits are in affect 8 am to 5 pm, on weekdays from September to June OR when flashing.

Respectfully,

From:	
Sent:	February 21, 2021 1:57 PM
To:	Transportation
Cc:	arash.olia@caledon.ca; Andrew McGregor
Subject:	Columbia Way Environmental Assessment - Public Meeting February 24th

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Hello,

Thank you for the opportunity to input & provide observations / comments.

I have a few questions regarding this proposed Columbia Way EA & its objectives.

I am a resident of Beehive Drive, & use the entrance from Columbia Way either from Mount Hope or Forest Gate, pending the direction travelled on Columbia Way to access my home.

There a few overarching questions that merit consideration:

- What are the development plans for property on the north side & adjacent to Columbia Way from immediately east of the school to the east side of the Forest Gate intersection at CW? Further residential (or commercial) development would play a major impact & drive the proposed & recommended options.
- What studies & counts have been undertaken in the consideration of bike travel along CW? Have these been done on a month by month basis to determine the needs & overall benefits which will drive the recommendations?

There are a number of key areas of concern identified in Slide 6, & addressed in the presentation files; <u>Existing Conditions – Active Transportation & Traffic Operations</u>

- The 1<sup>st</sup> 2 points have been a matter of record for several years; congestions occurs 2X daily during school hours. The recent re-paving was disappointing in that this specific area at Kingsview Drive westbound along CW, & turning south into Kingsview & concurrently, Eastbound on CW & turning north into the school = were not addressed; the distance between these 2 points is short & creates unnecessary congestions due to poor flow design.
- Point 3 Excessive speeds between RR50 & Forest Gate; can U pls confirm the metrics used to raise this point? Other than the school safety zone which stipulates 40km, CW is signed at 50km/hr. East of the school, & until Westchester, there are no driveways or other access points to CW, & east of Westchester to Mount Hope, the same.
- Point 4 good reco, as the zone is already 40km, & large percentage of students who walk come only from the south side of CW, & from the North Hill residential area (there is none on the north side hence the question on the north side development plans)
- Point 5 Safety concerns in the S curve; looking for clarification of the 11 collisions & need to make changes; any structural changes that would widen that section will serve to severely impact the environment on both sides, not to mention raise the possibility that Columbia Way becomes a short cut into Bolton from Albion Trail to RR50.
- Point 6 agreed

# Alternative Solutions – Geometrics & Active Transportation

• Alternative 4 seems the best option – what are the cost differences between south & north side implementation?

Alternative Solutions – Forest Gate to Caledon King Townline

• Alternative 2 seems the best option.

Alternative Solutions – Mount Hope Intersection

 Alternative 3 seems best option; also addresses noted speeding issues (tbc) along CW & will force slowing to enter & egress from the round-a-bout;

# Alternative Solutions – School Access

- Alternative 3 seems considerably more appropriate than #2:
  - The distance between Kingsview Dr & the school center entrance is minimal, & insufficient to address the vehicle congestion turning into the school (eastbound) & that of "returning" traffic (westbound) & turning left (southbound)
  - Alternative 3 will provide for easier access via the proposed Kingsview extension & into the school for traffic coming eastbound from RR50 without interfering with the vehicles turning south into Kingsview (westbound)
  - Alternative 3 relieves Columbia Way from the bulk of the traffic in either direction directly in front of the school between Kingsview & both the centre & far eastern school entrances.

# Alternative Solutions – School Pedestrian Crossing

• Alternative 4 seems a good compromise;

Alternative Solutions – S-Curve Alignment

• Alternative 3 is a sound option

I anticipate joining the 5PM meeting on the 24<sup>th</sup>; pls reach out if there are any clarifications on the above. Cheers,



From: Sent: To: Subject: Transportation <Transportation@caledon.ca> February 24, 2021 6:06 PM Connor MacIsaac FW:

#### [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Engineering Services Department

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From:

Sent: Wednesday, February 24, 2021 5:53 PM To: Transportation < Transportation@caledon.ca> Subject:

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Hello,

I joined a bit late so this may have been discussed. Are there any stop signs or intersection improvements recommended for the interaction of Forest Gate and Columbia Way?

Thank you

From: Sent: To: Subject: Transportation <Transportation@caledon.ca> February 24, 2021 5:23 PM Connor MacIsaac FW: Columbia Way

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-----Original Message-----From: Sent: Wednesday, February 24, 2021 1:05 PM To: Arash Olia <Arash.Olia@caledon.ca> Subject: Re: Columbia Way

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Would also ask why traffic circle is not at Westchester to divide the distance between forest gate and 50



> On Feb 24, 2021, at 11:49 AM, Arash Olia < Arash.Olia@caledon.ca> wrote:

- > thanks for your email.
- >

>

> Comments should be sent to transportation@caledon.ca

>

> Thanks,

- >
- > Arash Olia, Ph.D., P.Eng.
- > Manager, Transportation Engineering
- > Engineering Services Department
- >
- > Office: 905.584.2272 x.4073
- > Cell: 416.452.7091
- > Email: arash.olia@caledon.ca
- >
- > Town of Caledon | www.caledon.ca | www.visitcaledon.ca | Follow us @YourCaledon
- > -----Original Message-----
- > From:

<sup>&</sup>gt; Sent: Wednesday, February 24, 2021 11:07 AM

> To: Arash Olia < Arash.Olia@caledon.ca>

> Cc:

> Subject: Columbia Way

>

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>

> Good morning Arash.

>

> Was reviewing material for tonight's meeting and cannot find comment form on web. Can you send me link?

> I cannot tell if parking will be maintained at trailhead near the planned pedestrian crossing. I think it should be maintained but off road way.

>

> I can't tell if sidewalks are planned for S curve. The current situation makes this unwalkalbe and needs to be addressed. This is biggest gap in presentation.

>

> Can't tell what is planned for cut slope at Townline, presentation should address.

>

> The TRCA is building new paths on the property south and west of Columbia Way and Townline.

> Have the been consulted. Is a trailhead going to come out near Columbia Way and if so can some of the land south of Columbia Way be used for parking, say four to six parallel spaces.

>

- > Thank you
- >
- >

> >

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From: Sent: To: Subject: Arash Olia <Arash.Olia@caledon.ca> February 24, 2021 6:24 PM Connor MacIsaac FW: Columbia Way traffic for meeting Feb24/2021

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Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Engineering Services Department

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From:

Sent: Wednesday, February 24, 2021 6:24 PM To: Transportation <Transportation@caledon.ca> Cc: Arash Olia <Arash.Olia@caledon.ca> Subject: Re: Columbia Way traffic for meeting Feb24/2021

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Along with this improvement are you considering natural gas line to east side of Columbia Way?

On Mon, 22 Feb 2021 at 8:10 AM, wrote:

We are living on 9797 Columbia Way and we would like to address some concerns. Please see below the following questions:

- After the last year road pavement the ditch was covered, after heavier rain the water is going on the road, no
  proper drainage.
- Daily lots of heavy trucks and dump trucks are using this road even if it posted that they are not allowed
- How is the new plan improvement will affect our property line and access to the driveway?

Thank you and we are looking forward to the meeting!

From: Sent: To: Subject: Transportation <Transportation@caledon.ca> February 24, 2021 6:31 PM Connor MacIsaac FW: Kingsview drive safety

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Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Engineering Services Department

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From:

Sent: Wednesday, February 24, 2021 6:28 PM To: Transportation < Transportation@caledon.ca> Subject: Fwd: Kingsview drive safety

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Begin forwarded message:

From: Date: February 24, 2021 at 5:53:52 PM EST To: <u>transportation@caldeon.ca</u> Subject: Fwd: Kingsview drive safety

> To: <u>transportation@caldeon.ca</u> Subject: Kingsview drive safety

A couple of years ago, the town mentioned the widening of Kingsview drive sidewalks. Where are we on this product
Many students use Kingsview drive and pedestrian safety is necessary especially since these same students walk on the road What is the town doing to Kingsview drive to compliment the construction on Columbia way?

From: Sent: To: Subject: Transportation <Transportation@caledon.ca> February 24, 2021 5:23 PM Connor MacIsaac FW: Columbia Way EA.

#### [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Engineering Services Department

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From:

Sent: Wednesday, February 24, 2021 8:26 AM To: Transportation < Transportation@caledon.ca> Subject: Columbia Way EA.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Hi

My house is on Columbia way in the Coventry area just east of bridge. Currently our community mail box is located on Forest Gate Ave. I've walked there a few times but it's safer to drive. Are there any plans to make a closer spot for the mailbox?

Also our area is an internet dead zone. I'm not sure if this is the right forum to talk about high speed Internet but are there any plans to upgrade any service while the road is being re-built.

#### Thanks

From:	Transportation < Transportation@caledon.ca>
Sent:	February 24, 2021 6:06 PM
То:	Connor MacIsaac
Subject:	FW: COLUMBIA WAY (HIGHWAY 50 TO CALEDON-KING TOWNLINE)

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Engineering Services Department

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

Town of Caledon | www.caledon.ca | www.visitcaledon.ca | Follow us @YourCaledon

From:

Sent: Wednesday, February 24, 2021 5:49 PM To: Transportation <Transportation@caledon.ca> Subject: COLUMBIA WAY (HIGHWAY 50 TO CALEDON-KING TOWNLINE)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Good evening

Existing signage is inadequate - can you address plans for new signage such as speed limits etc.

Regards

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From:	
Sent:	
To:	
Subject:	

Transportation <Transportation@caledon.ca> February 24, 2021 5:24 PM Connor MacIsaac FW: COLUMBIA WAY EA study

#### [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Engineering Services Department

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

Town of Caledon | www.caledon.ca | www.visitcaledon.ca | Follow us @YourCaledon

From:

Sent: Wednesday, February 24, 2021 5:22 PM To: Transportation < Transportation@caledon.ca> Subject: COLUMBIA WAY EA study

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Question:

What are the plans for future development for the lands north of Columbia Way and impacts to local traffic, pedestrian safety - and is this being considered in the various alternative solutions?

From: Sent: To: Subject: Transportation <Transportation@caledon.ca> February 24, 2021 6:39 PM Connor MacIsaac FW: Columbia Way

#### [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Engineering Services Department

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From:

Sent: Wednesday, February 24, 2021 6:36 PM To: Transportation < Transportation@caledon.ca> Subject: RE: Columbia Way

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Re: Kingsview & school access:

Major traffic congestion occurs 2X daily during school hours. in that this specific area – at Kingsview Drive – westbound along CW, & turning south into Kingsview & concurrently, Eastbound on CW & turning north into the school; I am not sure the proposed left turn lane solution leaves sufficient distance between these 2 points & will likely create unnecessary congestion.

Has there been any thought to the northern extension of Kingsview as the option to enter into the school – which will leave the cars only exiting school grounds.. Thoughts??

From:

Sent: February 24, 2021 6:26 PM To: <u>transportation@caledon.ca</u> Subject: Columbia Way

Hello,

What is the timetable for the proposed round-a-bout at Mt Hope; & length of construction?



From: Sent: To: Cc: Subject: Connor MacIsaac April 19, 2021 11:19 AM

Andrew McGregor; arash.olia@caledon.ca RE: Columbia Way EA.

Thank you very much for your continued interest and input in the Columbia Way EA. The project team has reviewed and incorporated your comments into the recommended design developed for the corridor.

Specifically, the preliminary study recommendations presented at the PIC did not include pedestrian accommodation through the "S" bend. Following input received from the public, a 1.5m wide paved shoulder on the south side of the roadway from Forest Gate Ave. to the Bridge just to the north of the "S" bend is recommended to accommodate pedestrians and cyclists. Due to the constraints through the s-bend, it was determined that separated active transportation facilities (i.e. sidewalks or Multi-use Paths) would not be feasible.

The location of the mailbox will be further considered during detailed design.

Regards,



#### From:

Sent: Monday, March 1, 2021 6:02 PM To: Transportation <<u>Transportation@caledon.ca</u>> Subject: Re: Columbia Way EA.

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Nice presentation guys.

You mentioned you wanted to know the exact location where that mailbox is. It's in front of 18 Forest Gate Avenue, which means we need to walk over the bridge Any chance of moving it to the other side of the bridge?



On Wed, Feb 24, 2021 at 8:25 AM

wrote:

# Hi

My house is on Columbia way in the Coventry area just east of bridge. Currently our community mail box is located on Forest Gate Ave. I've walked there a few times but it's safer to drive. Are there any plans to make a closer spot for the mailbox?

Also our area is an internet dead zone. I'm not sure if this is the right forum to talk about high speed Internet but are there any plans to upgrade any service while the road is being re-built.

# Thanks

From: Sent: To: Cc: Subject: Connor MacIsaac April 19, 2021 11:18 AM

Andrew McGregor; Arash Olia RE: Columbia way question follow up.

Thank you very much for your continued interest and input in the Columbia Way EA. The project team has reviewed and incorporated your comments into the recommended design developed for the corridor.

Specifically, the preliminary study recommendations presented at the PIC did not include pedestrian accommodation through the "S" bend. Following input received from the public, a 1.5m wide paved shoulder on the south side of the roadway from Forest Gate Ave. to the Bridge just to the north of the "S" bend is recommended to accommodate pedestrians and cyclists. Due to the constraints through the s-bend, it was determined that separated active transportation facilities (i.e. sidewalks or Multi-use Paths) would not be feasible.

The location of the mailbox will be further considered during detailed design.

Regards,



#### From:

Sent: Thursday, March 4, 2021 12:32 PM To: Transportation <<u>Transportation@caledon.ca</u>> Subject: Columbia way question follow up.

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Good afternoon,

I was watching the recording of the town hall and there was a request for clarification about my question about the mailboxes.

Our property is on the rural stretch, to the East of the S bend. Currently our community mailbox is on Forest Gate ave, which you know to be to the West of the S bend. So as it stands residents can't safely walk up that S bend to get to the community mailbox.

If safe pedestrian access is being implemented up that curve that would certainly be an improvement, but it would be preferable to have a space for something on the rural section accessible to the residents by a proper sidewalk and crossing.

Do let me know if this helped clarify our concern and if you needed any further clarification.

Thank you,

### Get Outlook for Android

From: Sent: To: Subject:

March 4, 2021 9:01 AM Transportation COLUMBIA WAY DESIGN

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Hi there,

Will there be any traffic speed maximum changes to Columbia Way under the new planned changes.

Thanks,

To: Subject: Transportation RE: Columbia way question follow up.

From:

Sent: Thursday, March 4, 2021 12:32 PM To: Transportation <<u>Transportation@caledon.ca</u>> Subject: Columbia way question follow up.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Good afternoon,

I was watching the recording of the town hall and there was a request for clarification about my question about the mailboxes.

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If safe pedestrian access is being implemented up that curve that would certainly be an improvement, but it would be preferable to have a space for something on the rural section accessible to the residents by a proper sidewalk and crossing.

Do let me know if this helped clarify our concern and if you needed any further clarification.

Thank you,

#### Get Outlook for Android

From:
Sent:
To:
Cc:
Subject:

April 29, 2021 12:03 PM Andrew McGregor; Connor MacIsaac arash.olia@caledon.ca; 'Tony Rosa'; Adam Mildenberger RE: Columbia Way - Comments

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Gentlemen, thank you again for taking the time to meet with me today. Likely saved a lot of emails and frustrations.

After the call I was doing some thinking and I would like to raise one more concern. In particular I think this impacts the school.

I know everyone wants a safe road and u-turns are not desirable, especially on this narrow street. The plan calls for temporary parking on the north side of Columbia Way at the high school.

I would like to understand how drivers coming from Regional Rd 50 will enter this parking. There is no way to use school property so that leaves two options, u-turns or large sweeping turns to enter street parking or go past the school and turn around in the east most driveway where students who walk will be exiting.

The bolt on question if using the parking and coming from the east how will they exit the parking and head east. Again this is a u-turn.

I would suggest that while the some street parking is a proposed benefit it will create a very unsafe uturning situation. I would like to understand from the planners how they proposed these two situations would be dealt with in their existing plan.



From: Andrew McGregor <AMcGregor@rvanderson.com> Sent: April 26, 2021 3:50 PM To: Connor MacIsaac <cmacIsaac@rvanderson.com> Cc: arash.olia@caledon.ca; Tony Rosa <tony.rosa@caledon.ca>; Adam Mildenberger <AMildenberger@rvanderson.com> Subject: RE: Columbia Way - Comments

Perhaps it would be best to have a brief discussion to go over your concerns and the Town's preliminary recommendations. If you could provide a few times later this week that work I could send you a digital "Teams" meeting request with instructions. This Thursday is looking pretty open from our end. Kindly advise re you availability and if the digital meeting format is acceptable.

Kind regards,



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From:



**P:** (905) 685-5049 ext. 4211 **C:** (905) 964-4056

R.V. Anderson Associates Limited 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1



Sent: April 26, 2021 9:54 AM To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; <u>arash.olia@caledon.ca</u>; Tony Rosa <<u>tony.rosa@caledon.ca</u>> Subject: RE: Columbia Way - Comments

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Thank you.

What is the process for the public to disagree with the findings. I have read your comments and while most make sense I'm really in disagreement with the lack of a walkway / path / paved shoulder through the "S" bend.

If I read your comments in numerous place it mentions safety, even that U-turns aren't safe, yet perfectly legal, yet it is okay for people and cyclists to share this S bend with traffic on the roadway.

People walk and cycle through these turns and it is absolutely crazy to say no. Why is it not feasible?

As well we all know people will park on Columbia Way to enter the trail, just as they do everywhere else in Caledon. Not accommodating this in the design is a safety mistake. People will park on the side of the road which will no doubt cause safety issue.

One last question, the cut hill at the town line, at least that is what I call it, how will it be treated. Today you see natural erosion. Will that be allowed to continue. I assume from your response the answer is yes.

Thank you.



From: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Sent: April 26, 2021 9:34 AM

To:

Cc: Tony Rosa <<u>Tony.Rosa@caledon.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; <u>arash.olia@caledon.ca</u> Subject: RE: Columbia Way - Comments

Thank you for your continued interest and input to the Columbia Way Class EA Study. The project team has reviewed and incorporated your comments into the recommended design developed for the corridor. Please see the responses prepared for each of your questions provided below in red:

1) What is being proposed for the drainage along the south side of Columbia Way from Regional Rd 50 to Forest Gate. Currently this is an open ditch with tall grasses growing in it. Litter accumulates and there is little to no way to clean, certainly not by machine. As well some people living along the fence dump yard waste over the fence which is also not cleaned up. I would like to see the area properly finished which would allow machine or easy access for humans to clean. It would also say don't dump your yard waste here.

The existing ditch is proposed to be replaced with an engineered swale, which is similar in shape but has a wider base and is covered by grass vegetation. The alignment of the swale has been changed in sections along the south-side of the road to follow the order Road, Swale, Multi-use path. Therefore, the multi-use path would be closest to the property fences. Our project team does not imagine that property owners will dump yard waste onto a 3 m wide asphalted multi use path under proposed design conditions.

2) I see a traffic circle has been proposed at Mount Hope. Has any consideration been given to move this to Westchester Blvd. I make this suggestion as it would break up the long stretch of road from Mount Hope to the light at Kingsview Dr.. I did see the pedestrian crossing at the trailhead to the ravine, this is still a long stretch from Mount Hope to the crossing.

The Mount Hope Road intersection was selected as the preferred roundabout location, compared to Westchester Boulevard or Forest Gate Avenue, as this intersection represents a more centre position within the corridor between the S-bend to the east (natural traffic calming feature) and the proposed signalized pedestrian crosswalk to the west at the trailhead (which will include a raised centre island a deflection of lanes around the island as a traffic calming feature). Furthermore, with the Mount Hope Road intersection being a 4-legged intersection, the proposed roundabout will reduce the number of conflict points from 32 points to 8 points (reduction of 24 points), whereas the T-intersection locations would experience a reduction from 9 points to 6 points (reduction of 3 points); therefore, introducing the roundabout at the Mount Hope Road intersection is expected to reduce a greater number of conflict points, adding to the overall safety benefit. With the Westchester Boulevard intersection being situated in close proximity to the proposed roundabout to the east and the proposed pedestrian crosswalk to the west, this T-intersection is expected to benefit from both improvements to reduced operating speeds and improved safety.

3) If relocating the traffic circle can't be dome what other "Traffic Calming" measures are planned. I know Queensgate on the south hill is already an issue and I do not want a repeat of that situation. The neighbourhood is going to get one crack at "designing" this road. I've lived here twenty years so I speak from experience.

With the proposed signalized pedestrian crosswalk at the trailhead just west of Westchester Boulevard, the proposed roundabout at Mount Hope Road, and the existing S-bend just east of Forest Gate Avenue, all three intersections on this corridor (Westchester Boulevard, Mount Hope Road, Forest Gate Avenue) are expected to benefit from operational and safety standpoints. This section of the corridor is also proposed to be urbanized with curb-and-gutter, which is also expected to have a traffic calming effect on motorists, as well as the introduction of Multi-Use Path on the south boulevard that will take most recreational cyclists off the roadway. Additional stop controls/signals along this section of Columbia Way is not recommended due to the impacts on east-west traffic flows and increased air/noise pollution with additional stop/go movements required by traffic, and the recommendation of 1 new roundabout (as opposed to 2 or 3) considers the cost-implications of constructing these facilities by the Town.

4) Currently there is parking at the trailhead into the Ravine and I see you are planning a pedestrian crossing at this point. I would like to see the off road parking that is present today stay in some form. While encouraging people to drive to ravine is not desirable the reality is at every entrance way into the ravine we see cars parked and must accommodate this reality.

The project team has completed further investigating regarding the inclusion of lay-by parking at this location and has concluded that formalized lay-by parking is not recommended as described below.

Given the wide gravel shoulders are on both sides of the roadway, and given there is no break in the guiderail to accommodate passage by pedestrians between the roadway and the trailhead, the wide gravel shoulder on the south side was intended to accommodate parking. As you can see on Columbia Way east of Westchester Boulevard, the wide gravel shoulders are also on both sides of the roadway. I believe the wide gravel shoulders are part of the typical rural cross-section for Columbia Way here, but the south shoulder narrows just east and west of the trailhead to accommodate the MUP and open ditch. Therefore, I do not consider this wide shoulder on the south side of the road at the trailhead as a "bump-out" intended for parking/access to the trailhead, although some trail users may be using it as such.

Introducing formalized lay-by parking in the gravel should may pose some safety and operational issues:

It will only be easily accessible for vehicles travelling eastbound (coming from the west, and leaving to the east). Otherwise, vehicles will have to make a u-turn in the roadway, which will be difficult as we are introducing barrier curb as we urbanize this section, and therefore a u-turn would likely need to be completed in a 3-point-turn, which is not desirable here given the 60 km/h posted speed limit. The situation is generally different at the school, where vehicles are typically dropping student off on their way to work/home, therefore continuing in the same direction they were initially travelling. In this case, you may have an increased prevalence of 3-point-turns in the roadway as motorists travel back to the direction from which they arrived.

A signalized crossing with a raised centre island is proposed for students travelling to and from the school just west of this location. Therefore, having vehicles turning in/out of the parking and completing u-turns in such close proximity to this location is not desirable from a safety standpoint, for the safety of crossing pedestrian as well as motorists accessing/egressing the layby parking.

Furthermore, the proposed raised centreline island recommended to be situated just west of this location will require the eastbound and westbound lanes to diverge from the road centreline, around the median. Therefore, you may actually lose much of this wide gravel shoulder you see today as the eastbound lane is shifted south around the proposed island. You would have to widen the shoulder much more to accommodate the layby parking, given the eastbound lane will shift south to accommodate the raised centre island, resulting in impacts to the trail alignment, drainage, and there is a notable grade difference in this location between the shoulder and the trail below to the south.

For these reasons, if formalized layby parking in not recommended at this location, given the anticipated operational and safety concerns, and the anticipated costs associated with having to widen the gravel shoulder given the eastbound lane will likely be shifted southwards when the signalized PXO is constructed.

It is noted that there are currently multiple access points to the trail from the surrounding local road network, which accommodate on-street parking available to trail users.

5) From the drawings I could not tell if there is a sidewalk through the notorious "S" curve. This is a must for bikes and pedestrians. Walking through the "S" curve when there is no snow is extremely dangerous and once snow is present impossible. I should be able to walk this road to the Townline and beyond.

The preliminary study recommendations presented at the PIC did not include pedestrian accommodation through the "S" bend. Following input received from the public, a 1.5m wide paved shoulder on the south side of the roadway from Forest Gate Ave. to the Bridge just to the north of the "S" bend is recommended to accommodate pedestrians and cyclists. Due to the constraints through the s-bend, it was determined that separated active transportation facilities (i.e. sidewalks or Multi-use Paths) would not be feasible.

6) The TRCA is expanding it's trails to the west of the town line and to the south of Columbia Way. Have they been consulted about their plans. I seen trails that extend up near Columbia Way. It would be nice to see a trailhead over near the Townline that people could access from Columbia Way. For the industrious you could enter by the propose Pedestrian crossing and then follow the trail all the way down and the back up terminating on Columbia Way at the Townline.

The TRCA has been consulted throughout the study as the majority of the study area falls within the TRCA Regulated Area. The TRCA has not discussed the construction of these trails with the project team at this time.

As there are no trails built at this location today, there is no parking required. However, the recommended improvements do not inhibit future inclusion of pedestrian or other accommodation at future trailhead if required.

- 7) I did not see in the presentation how the cut hill on Columbia Way at the Townline will be treated. As well are there any plans to reduce the blind hill. People come over the hill heading to the Townline at a great rate of speed only to find two cars waiting to turn. The brakes are applied in a emergency stop. As volume increases on the road this will become more of an issue. I can see the day where Columbia Way and the Townline become a Bolton bypass. I know people living on the Townline line and Mount Pleasant are trying to reduce the northern flow.
- The recommended solution has been updated to include prepare to stop warning signage for vehicles travelling eastbound, prior to the Mount Hope Road intersection. Lowering the vertical profile of the road to allow vehicles travelling eastbound to see the intersection would require the roadway lowered by up to 2 m. This would require the side slopes to be cut back significantly, or alternatively, retaining walls installed. This would be very expensive and create significant property impacts.

Thank you again for your valuable input into the study recommendations.

Kind Regards,

**a**rva

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Connor MacIsaac, EPt Junior Environmental Planner, EA & Approvals P: (905) 685-5049 ext. 4218

**R.V. Anderson Associates Limited** 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1





From: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>> Sent: March 19, 2021 9:56 AM To: <u>arash.olia@caledon.ca</u>; Cc: Tony Rosa <<u>Tony.Rosa@caledon.ca</u>>; Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Subject: RE: Columbia Way - Comments

My apologies for the delay in responding.

Right now we are reviewing the comments received for incorporation into the recomended design developed for the corridor. WE are also in the process of preparing a summary of the recent webinar Presentation and comments received. Once complete, this document will be uploaded to the Project Website and included in the Overall Project File Report, which will also be available for public review. You will be notified of the completion of the Project File report when its available.

Please note that comments regarding the project can still be submitted to the project contacts at any time during the study, prior to completion.

Kind regards,



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# Andrew McGregor, MCIP, RPP

Senior Planner, EA & Approvals

**P:** (905) 685-5049 ext. 4211 **C:** (905) 964-4056

R.V. Anderson Associates Limited 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1



From: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Sent: March 13, 2021 3:00 PM To: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Cc: Tony Rosa <<u>Tony.Rosa@caledon.ca</u>>; Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Subject: FW: Columbia Way - Comments

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- Thanks for your email. Andrew from our consulting team will advise.

Hi Andrew – please advise.

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Engineering Services Department

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From:

Sent: Saturday, March 13, 2021 10:29 AM To: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Cc: Tony Rosa <<u>Tony.Rosa@caledon.ca</u>> Subject: Columbia Way - Comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Good morning Arash

It is my understanding that the comment collection period completed on March 11, 2021 for Columbia Way road project.

As per my email with my comments I would like to understand how all the comments gathered will be shared with the stakeholders?

I also want to understand how these will be processed but for today I will focus on how they will be shared.

Can you please advise.



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# **MEETING NOTES**

# **COORDINATION MEETING WITH RESIDENT**

#### TOWN OF CALEDON, Project # 2019-104 Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline

- **DATE:** April 29, 2021
- PLACE: Online Conference Call
- **PROJECT NO.:** 195072

 PRESENT:
 Arash Olia, Town of Caledon (TOWN)

 Andrew McGregor, RV Anderson Associates (RVA)

 Adam Mildenberger, RV Anderson Associates (RVA)

 Connor MacIsaac, RV Anderson Associates (RVA)

**PURPOSE:** Meeting with resident to discuss recommended solution developed for the Columbia Way Environmental Assessment Study.

#### **DISCUSSION:**

- 1. Introductions.
- 2. Class EA Public Consultation Process
  - Resident inquired how comments received will be shared with the public and incorporated into the study recommendations.
  - The resident was advised that the Project File Report will include a summary of all comments received throughout the PIC, and how the comments were considered in the EA.

#### 3. Pedestrian accommodation through S-Curve

- Resident noted safety concerns of travelling through s-curve.
- The resident was advised that following consideration for the comments received following the PIC, the project team has incorporated a 1.5 meter paved shoulder to the south side of the road between Forest Gate Avenue and the Coventry Bridge structure to accommodate pedestrians through the s-bend.
- Resident was informed that Town operations will be responsible for maintaining vegetation to maintain improved sightlines associated with vegetation cut-backs recommended through the s-curve.
- 4. Traffic Calming measures

#### **ACTION BY:**

INFO

INFO

#### DISCUSSION:

- Resident inquired whether any additional traffic calming measures could be incorporated between the proposed roundabout and pedestrian crossing.
- RVA and Town transportation staff explained the traffic calming benefits of an urbanized cross section, roundabout, raised pedestrian island, and school section in close proximity to one another.
- Following implementation of study recommendations, it is recommended that the Town complete a follow up speed study to confirm effectiveness of traffic calming measures.
- Additional traffic calming measures will be evaluated as required following the results of the speed study.
- 5. Parking in front of the school
  - Resident expressed concerns related to parking occurring on both sides of the road during school peak hours.
  - RVA explained the study recommendations including barrier curb will eliminate existing gravel shoulders utilized by vehicles. The recommendations are expected to force vehicles to either utilize formalized lay-by parking recommended in front of the school, or enter the school property to complete pick-ups and drop-offs.

**Post Meeting Note**: Resident provided additional comment inquiring how eastbound drivers will utilize recommended lay-by parking and potential for uturns. Resident stated he is also concerned about those exiting and trying to head east. Town's consultant to provide a response to resident's concerns.

- 6. Parking at trail head
  - RVA Transportation Planner explained that the gravel shoulder utilized today as informal parking will be eliminated with barrier curb and gutter, and no parking will be available at the trail head.
- 7. Roadway Drainage
  - Resident inquired what the roadside ditches are recommended to be planted with, and how the ditches will be maintained with a particular concern for garbage.

**Post Meeting Note:** RVA Stormwater Management engineer confirmed that engineered swales / ditches are recommended to include amended soil to improve infiltration and filtration, and be planted with MTO's standard grass mix 'Salt Tolerant Mix'- (To be confirmed during Detailed Design in consultation with TRCA).

The recommended maintenance of these swales / ditches would likely include grass cutting, weed control, removal of accumulated sediments, and trash removal, approximately 4 times per year.

Example of recommended swale provided below.

### **DISCUSSION:**

**ACTION BY:** 



- 8. Cut Slope in proximity of Caledon King Townline
  - RVA explained to resident that as part of the geotechnical investigation completed during the study, improvements to the eroded cut slope in this area were developed, including regrading the exposed slope at 2:1, and re-vegetating the slope to minimize erosion.

Notes prepared by: Connor MacIsaac

Distribution: All present

\\NIAGARAFS01\Projects\\_2019\195072 - Columbia Way Class EA - Prelim. Des\D Meetings\01 External\20210429-MeetingWithResident

PLEASE ADVISE THE WRITER OF ANY ERRORS OR OMISSIONS WITHIN 1 WEEK OF RECEIPT OF THESE NOTES

From: Sent: To: Cc: Subject: Attachments: Andrew McGregor May 13, 2021 9:38 AM

'Tony Rosa'; Connor MacIsaac; Adam Mildenberger; arash.olia@caledon.ca RE: Columbia Way Discussion 195072-20210217-MeetingwithResident-Notes-vf.pdf

Please see the finalized minutes for your records, with the noted revision attached. A key recommendation developed for the Columbia Way study area includes maintaining and improving the existing roadside ditches for the purpose of water quantity, quality, and erosion control measures for the project area.

Standard concrete barrier curbs, narrow gutters, and intermittent curb cuts to provide surface runoff outlets into the ditches will be provided for all the urban section of Columbia Way. This will provide the safety and traffic-calming benefits of an urbanized roadway cross-section, with the water quantity, quality and erosion benefits of a roadside ditch. Furthermore, by maintaining the roadside ditches, and placing the proposed multi-use path behind the roadside ditches, safety for pedestrians will be further improved.

As the existing ditches have enough capacity to capture minor (10-year) and major (100-year) storm events to control flooding along the corridor, maintaining these ditches as drainage conveyance features will minimize flooding risks to downstream properties and/or infrastructure. The proposed stormwater Management systems will control the site's runoff in accordance with the Region of Peel, TRCA, and Town of Caledon's stormwater management requirements.

Additionally, by improving the existing ditches and modifying the bottom width to be at least 1m, they can be used as enhanced swales/bioswales and provide further water quality treatment. This will allow the ditches to be used as water quality and erosion control measures for roadway runoff. In order to reduce the velocity of conveyed water, the use of check dams, such as the rock barriers you have suggested, will be incorporated to create ditch compartments in appropriate intervals (more details will be provided in the detailed design stage).

As noted previously, the recommended maintenance of these swales / ditches would likely include grass cutting, weed control, removal of accumulated sediments, and trash removal, approximately 4 times per year. The ditches are recommended to be planted with MTO's standard grass mix 'Salt Tolerant Mix', with the exact mix be confirmed during Detailed Design in consultation with TRCA.

For further information on the recommended roadside ditches, the Preliminary Drainage and Stormwater Management Report completed as part of the Columbia Way EA Study will be included as an appendix in the Project File Report.

Thanks for the continued interest in the project.

Kind regards,



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#### Andrew McGregor, MCIP, RPP Senior Planner, EA & Approvals

Senior Planner, EA & Approvais

**P:** (905) 685-5049 ext. 4211 **C:** (905) 964-4056

**R.V. Anderson Associates Limited** 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1



#### From:

Sent: May 7, 2021 9:41 AM

To: arash.olia@caledon.ca

Cc: 'Tony Rosa' <Tony.Rosa@caledon.ca>; Connor MacIsaac <cmacIsaac@rvanderson.com>; Adam Mildenberger <AMildenberger@rvanderson.com>; Andrew McGregor <AMcGregor@rvanderson.com> Subject: RE: Columbia Way Discussion

# [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Looking forward to additional response.

Minutes say I was concerned about how drivers will enter the lay over parking coming from the east. I'm also concerned about those exiting and trying to head east.

Basically there will be two groups performing U-turns, those entering coming from Regional Rd 50 and those exiting trying to return back to the east.

Extremely disappointed in ditch, if picture is to be an example.

The large rocks and bull rushes will mean garbage collection cannot be machined. I understand the TRCA would like filtering, I agree, but there has to be a happy median.

This will simply be a ditch, filled with litter, one the Town will be reluctant to clean. You need look no further than the exiting ditches or the exiting ditches any where in the town.

Rock barriers every 100 meters that would provide filtering while leaving the rest of ditch machinable would be an improvement. Then staff would be able to handpick garbage at specific points.

These tall bull rush weeds and large rocks I see make cleaning impossible.

Can I ask why normal storm sewers like any urbanized road was not chosen?



Cc: Tony Rosa <<u>Tony.Rosa@caledon.ca</u>>; 'Connor MacIsaac' <<u>cmacIsaac@rvanderson.com</u>>; 'Adam Mildenberger' <<u>AMildenberger@rvanderson.com</u>>; 'Andrew McGregor' <<u>AMcGregor@rvanderson.com</u>> Subject: RE: Columbia Way Discussion

Minutes and answers to your questions are attached. As discussed at the meeting with you, public will receive a notice and will be advised that the project file is ready for their review in 30days. No decision will be finalized without public consultation.

Answer to your question 3 below, the rationale and benefits, will be provided shortly.

I hope this helps.

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Engineering Services Department

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From:

Sent: Friday, May 7, 2021 8:58 AM To: 'Andrew McGregor' <<u>AMcGregor@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>>; 'Adam Mildenberger' <<u>AMildenberger@rvanderson.com</u>>; 'Connor MacIsaac' <<u>cmacIsaac@rvanderson.com</u>> Cc: Tony Rosa <<u>Tony.Rosa@caledon.ca</u>> Subject: RE: Columbia Way Discussion

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Morning gentlemen

Awaiting on

- 1) Minutes
- 2) Actual definition of what an engineered swale (ditch) is. Want something that can be easily cleaned, mowed / maintained

 Answer to my question as to how people will enter and exit lay over parking at school <u>without</u> U-turns

As I have to believe the clock is running I would like to get these answers soon so if needed the public can react before final decisions are made. I think these are all extremely easy to answer.

Tony, I've copied you as I believe the councillors need to be part of this discussion.

-----Original Appointment-----

From: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>> Sent: April 27, 2021 3:03 PM To: arash.olia@caledon.ca</u>; Adam Mildenberger; Connor MacIsaac Subject: Columbia Way Discussion When: April 29, 2021 12:00 AM to April 30, 2021 12:00 AM (UTC-05:00) Eastern Time (US & Canada). Where: Microsoft Teams Meeting

Please click on the *Microsoft Teams* link below to join the meeting. Your computer must have a microphone for you to participate. Once you click on the link, if you do not have Microsoft Teams on your computer the system will prompt you to either download or use web version.

Select "use web Version". Click "JOIN" Microsoft Teams once it starts

Make sure once you're in that the microphone icon (See below) <u>does not</u> have a slash through it that implies muted. Also please ensure that your speaker volume on your computer is turned up and not muted. If you have problems connecting please call my cell 905-964-4056.



# Microsoft Teams meeting

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# **APPENDIX 1-6**

Technical Agency and Key Stakeholder Consultation

From: Sent: To: Cc: Subject: Attachments:	Arash Olia <arash.olia@caledon.ca> April 24, 2020 4:24 PM Andrew McGregor Connor MacIsaac FW: Columbia Way EA - Notice of Commencement As-builts Columbia Way Hwy50-Townline.zip; HWY 50 @ COLUMBIA WAY - 5 years collision history.xls; NETWORK SCREENING.docx; Project Sheet for Queen St and Columbia Way.pdf</arash.olia@caledon.ca>
Categories:	Technical Agency Comments

### [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Please see the Region's response.

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Finance & Infrastructure Services

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: arash.olia@caledon.ca

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From: Saddi, Asha <asha.saddi@peelregion.ca> Sent: Friday, April 24, 2020 4:01 PM To: Arash Olia <Arash.Olia@caledon.ca> Subject: Columbia Way EA - Notice of Commencement

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

#### Hi Arash,

Please find attached some information from our Water/Wastewater, Development Services and Traffic teams. If you have any questions on the information please let me know.

#### Water/Wastewater

Attached is a package of as-built drawings for water/wastewater infrastructure along the project corridor. Water/Wastewater infrastructure ends at Forest Gate Avenue.

#### Traffic

• Attached are the collision history

- Please reference the Bolton Transportation Master Plan, a joint study from the Region of Peel and Town of Caledon. It would be best to include any recommendations at Hwy/Columbia Way intersection from the study to Columbia Way EA.
- As part of Columbia Way EA, we would like Highway 50 and Columbia Way intersection to comply with AODA standards: full pads, tactile plates, pedestrian/bike signals for north/south crorssrides etc.

Please see attached STS project sheet 160 for proposed facilities on Highway 50 and the timing for this project is 2023-2031. We would like to ensure Highway 50/Columbia Way intersection design ties in the existing paved shoulders on both sides and include provisions of the future cycle track.

# **Development Services**

There are no current ongoing applications along Columbia Way.

There was an old application on the north east corner of highway 50 and Columbia Way (RZ-16-002C) which is an approved zoning bylaw (June 26, 2017) to re designate the north east corner of highway 50 and Columbia way to permit the development of a Public Self Storage Warehouse.

The permitted uses in the Commercial Exception 564 (CHB-594) was later changed with the severance. A Severance B-18-007C was approved (August 15, 2018) to create a commercial lot zoned general commercial exception 55 (C-577). The permitted uses on the current designation are listed below:

- Animal Hospital
- Business Office
- Clinic
- Convenience Store (4)
- Drive-Through Service Facility (13)
- Dry Cleaning or Laundry Cleaning
- Financial Institution
- Fitness Centre
- Grocery Store
- Laundromat
- Personal Service Shop
- Restaurant Retail Store
- Video Outlet/Rental Store (3)

Due to the potential for this site to be developed as of right, additional infrastructure may be required to service lands if a development application is filed in the future. There have been discussions about future development coming forward however, no formal submission has yet been received by planning.

Through the RZ process, we have received the daylight triangle at the corner intersection and noted that during the future site plan process highway 50 widenings would have to be received.

Regional Official Plan:

- The <u>east portion of the study area</u> is designated as part of the Core Area of the Region of Peel Greenlands System (ROP 2.3.2.6.) where environmental protection policies apply. As the proposed development is a permitted use, the limit of development and storage of construction materials should be planned to avoid the removal of trees and other negative impacts on the Greenlands system.
- The area of study bisects a tributary of the Humber Watershed and portion of it is within the Core Areas of the Greenlands System in Peel (ROP Schedule A). It is also a part of the Natural Heritage System as identified by the Green Belt Plan. This is an area of provincial interest (figure 2) and part of the River Valley Connection (outside greenbelt).
- The portion of the study area falls under ROPA 30 as identified by Schedule D in Effect.

- Under the Regional Official Plan, the core area as identified in Schedule A, (section 2.3.2.2) prohibits development and site alterations within Core Areas of the Greenlands System except for (2.3.2.2.c) essential infrastructure exempted, pre-approved or authorized under an environmental assessment process.
  - These exceptions may be permitted in consultation with the Region, conservation authorities, and other relevant agencies provided that the policies permit such uses and activities are in conformity with the policies and objectives of the regional official plan.
- A portion of the study area is within the ORMCPS landform conservation area as identified in figure 12.
  - Under the Regional Official Plan, we encourage the area municipalities to protect significant landforms (2.3.2.23), as appropriate and promote practices which conserve landform, particularly within the ORM and to protect ecological features, forms and or functions from the disruption or destruction of landform (2.3.2.24).

Asha Saddi, BA(Hons), PMP Technical Analyst, Infrastructure Programming & Studies Transportation Division Public Works, Region of Peel Tel: 905-791-7800 x7794 Fax: 905-791-1442 <u>Asha.Saddi@peelregion.ca</u>



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To: Subject: Arash Olia RE: Columbia Way EA

From: Arash Olia <Arash.Olia@caledon.ca> Sent: May 12, 2020 12:14 PM To: Connor MacIsaac <cmacIsaac@rvanderson.com> Cc: Andrew McGregor <AMcGregor@rvanderson.com> Subject: RE: Columbia Way EA

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Hi Connor,

I had a discussion regarding the timing of the construction. I mentioned it is hard to say when construction exactly will start as it depends on the finding from the study and detail design, e.g., land acquisitions, permits, etc.

Please add him as well as Sally from the Region to the project mailing list.

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Finance & Infrastructure Services

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: arash.olia@caledon.ca

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From: Smith, Neal <<u>neal.smith@peelregion.ca</u>> Sent: Thursday, April 16, 2020 4:10 PM To: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: Columbia Way EA

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Hi Arash, I am the PM from the Sustainable Transportation assigned to your Columbia Way EA. I would like to sent up a call with you to discuss the project as it relates to our timing of our project on Hwy 50. When is a good time to give you a call? Can you provide your cell number. You can also reach me at the number below.

Thanks,

Neal Smith, C.E.T. Project Manager, Sustainable Transportation Public Works, Transportation Division 10 Peel Centre Drive | Suite B | 4<sup>th</sup> Floor Brampton | ON | L6T 4B9 Phone: 905-791-7800 x5638 Cell: 905-866-3796 R E G I O N O F P E E L

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From:	Arash Olia <arash.olia@caledon.ca></arash.olia@caledon.ca>
Sent:	February 9, 2021 4:35 PM
To:	Andrew McGregor
Cc:	Connor MacIsaac
Subject:	FW: Columbia Way EA - Notice of Public Meeting
Categories:	Technical Agency Comments

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Hi Andrew,

Please see below. The Region would like to have a meeting. Can you please recommend a few dates and times?

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Engineering Services Department

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From: Saddi, Asha <asha.saddi@peelregion.ca> Sent: Tuesday, February 9, 2021 4:25 PM To: Arash Olia <Arash.Olia@caledon.ca> Cc: Lee, Arthur <arthur.lee@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca> Subject: RE: Columbia Way EA - Notice of Public Meeting

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Hi Arash,

The Region was not aware of your approach for this EA and had the expectation that a TAC meeting would take place before the PIC/Public Meeting. We would want to meet with the project team to review and comment on the study recommendation/preliminary design ahead of the PIC/Public Meeting on February 24.

In time, we also look forward to the opportunity to review and comment on the draft PFR before it is submitted for public review.

In the meantime, however, we look forward to meeting with the project team and receiving some tentative dates and times from you.

Thanks,

Asha Saddi, BA(Hons), PMP Technical Analyst, Infrastructure Programming & Studies Transportation Division Public Works, Region of Peel <u>Asha.Saddi@peelregion.ca</u>



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From: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Sent: February 9, 2021 10:54 AM To: Saddi, Asha <<u>asha.saddi@peelregion.ca</u>> Subject: RE: Columbia Way EA - Notice of Public Meeting

# CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Asha,

It is up to the Municipality to determine if a Technical Agency Committee meeting is required and is by a project by project basis. They are not required through the EA process. For this assignment, we have reached out to relevant technical agencies and interest groups at key points in the study for their input via mail outs, emails and request for meetings where required (e.g. TRCA, School board, Town Operations, etc.). I know that you provided some valuable information on Regional infrastructure at the start of the project which we've incorporated into our design.

We would be happy to meet to discuss our preliminary design for the corridor at a time that is convenient for the Region (before or after the PIC). We would also be happy to provide a draft of the Project File report for their review and input prior to submitting for public review.

Please let me know.

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Engineering Services Department

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From: Saddi, Asha <<u>asha.saddi@peelregion.ca</u>> Sent: Tuesday, February 9, 2021 10:03 AM To: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: RE: Columbia Way EA - Notice of Public Meeting

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Hi Arash, Why is a TAC meeting not being held prior to the PIC?

Thanks,

Asha Saddi, BA(Hons), PMP Technical Analyst, Infrastructure Programming & Studies Transportation Division Public Works, Region of Peel <u>Asha.Saddi@peelregion.ca</u>



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From: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Sent: February 9, 2021 9:42 AM To: Saddi, Asha <<u>asha.saddi@peelregion.ca</u>> Subject: RE: Columbia Way EA - Notice of Public Meeting

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If the Region has any questions or feedback please provide to the project team. No TAC meeting has been scheduled.

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Engineering Services Department

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From: Saddi, Asha <<u>asha.saddi@peelregion.ca</u>> Sent: Tuesday, February 9, 2021 9:35 AM To: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: RE: Columbia Way EA - Notice of Public Meeting

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Thanks Arash. Is a TAC meeting being held?

Asha Saddi, BA(Hons), PMP Technical Analyst, Infrastructure Programming & Studies Transportation Division Public Works, Region of Peel <u>Asha.Saddi@peelregion.ca</u>



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From: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Sent: February 9, 2021 9:33 AM To: Saddi, Asha <<u>asha.saddi@peelregion.ca</u>> Subject: RE: Columbia Way EA - Notice of Public Meeting

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Hi Asha,

Yes it is a PIC for the EA. The materials are on the project website as outline on the notice. Here is the direct <u>link</u>.

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Engineering Services Department

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From: Saddi, Asha <<u>asha.saddi@peelregion.ca</u>> Sent: Tuesday, February 9, 2021 9:29 AM To: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: FW: Columbia Way EA - Notice of Public Meeting Importance: High

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Hi Arash,

Please confirm if this is the PIC for the EA. Was a TAC meeting held?

Would you be able to send me the materials for the Public Meeting. Thanks.

Kind regards,

Asha Saddi, BA(Hons), PMP Technical Analyst, Infrastructure Programming & Studies Transportation Division Public Works, Region of Peel <u>Asha.Saddi@peelregion.ca</u>



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From: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Sent: February 8, 2021 10:34 AM To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; <u>arash.olia@caledon.ca</u> Subject: Columbia Way EA - Notice of Public Meeting

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Dear Sir/Madam,

Please disregard my previous email, as it contained the incorrect link to the Project Website. Thank you.

On behalf of the Town of Caledon, please find attached the Notice of Public Meeting for the Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline (Schedule B MCEA). The purpose of this meeting is to share information and receive public input on the to study date, including the problem / opportunity, existing conditions, alternative solutions, and the preliminary preferred solution.

Due to continuing efforts to contain the spread of COVID-19 and to protect individuals, Town Hall will not be open for community members to attend Public Meetings until further notice. Therefore, this meeting will be held electronically.

The meeting will be held on February 24, 2021 at 5 p.m. Refer to the attached notice, or visit the Town of Caledon's project website, caledon.ca/ColumbiaWay, for further information on how to participate.

The project team values the participation of all stakeholders and wishes to ensure that the community's interests and concerns are taken into consideration. Please contact the project team members listed on the attached notice if you require a hard copy of the online materials or for further information on this project.

If you would like to be removed from the project mailing list, please let us know by responding to this email.

Regards,



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automatically monitored and recorded and the content may be required to be disclosed by the Town to a third party in certain circumstances). Thank you."

# arva

# **MEETING NOTES**

# PRESENTATION TO TOWN OF REGION OF PEEL (PEEL)

#### TOWN OF CALEDON, Project # 2019-104 Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline

- DATE: February 17, 2021
- PLACE: Online Conference Call
- **PROJECT NO.:** 195072
- PRESENT: Arash Olia, Town of Caledon (TOWN) Andrew McGregor, RV Anderson Associates (RVA) Stanley Pijl, RV Anderson Associates (RVA) Adam M, RV Anderson Associates (RVA) Oliver Olberg, RV Anderson Associates (RVA) Connor MacIsaac, RV Anderson Associates (RVA) Heather Crawford, Region of Peel (PEEL) Denise Dang-Williams, Region of Peel (PEEL) Iwona Frandsen, Region of Peel (PEEL) Len Gardiner, Region of Peel (PEEL) Kiran Ghai, Region of Peel (PEEL) Hashim Hamdani, Region of Peel (PEEL) Nishat Hassan, Region of Peel (PEEL) Justin Lee, Region of Peel (PEEL) Sandy Lovisotto, Region of Peel (PEEL) Bob Nieuwenhuysen, Region of Peel (PEEL) Dylan Prowse, Region of Peel (PEEL) Brandon Quiglev, Region of Peel (PEEL) Sabbir Saiyed, Region of Peel (PEEL) Kyle Van Boxmeer, Region of Peel (PEEL)
- **PURPOSE:** Meeting with the Region of Peel (PEEL) to present and discuss the Environmental Assessment and Preliminary Solutions developed by RVA for Columbia Way between Highway 50 and Caledon King Townline, prior to presentation to the general public at the PIC.

#### DISCUSSION:

#### **ACTION BY:**

Introductions.
 RVA staff presented key study findings of the study to date, including a summary of the existing conditions & background reports completed as part of the study, the evaluation of alternative solutions, the preliminary preferred solution(s), and other study recommendations.

**ACTION BY:** 

#### DISCUSSION:

- 3. RVA staff provided a walkthrough of the roll plan of the preliminary INFO recommended design for Town staff, delivering commentary on key aspects of the recommended design, and answering questions as required. Comments provided by Region for consideration in the EA and/or detailed design during the presentation include:
  - Confirm 3.75-meter-wide travel lanes are in line with the goals for the corridor including traffic calming;
  - Potential to provide continuous active transportation facilities (Multiuse path or sidewalk) in front of school;
  - Review approach roads at proposed Mount Hope Road intersection roundabout, specifically the westbound approach to ensure traffic calming goals are met;
  - Review recommended interactive warning signage against latest OTM;
  - Ensure shared-use lanes are appropriate based on the projected road speeds and volumes, in consideration of latest OTM;
- 4. Region staff to review recommended design plans previously provided by RVA / PEEL RVA and provide any comments for consideration.

Notes prepared by: Connor MacIsaac

Distribution: All present

NIAGARAFS01\Projects\\_2019\195072 - Columbia Way Class EA - Prelim. Des\D Meetings\01 External\20210217-PresentationtoRegion

PLEASE ADVISE THE WRITER OF ANY ERRORS OR OMISSIONS WITHIN 1 WEEK OF RECEIPT OF THESE NOTES

- 2 -

# Connor MacIsaac

From:Connor MacIsaacSent:April 15, 2021 1:36 PMTo:rvanstone@sixnations.caCc:Andrew McGregor; arash.olia@caledon.ca; Tisha DoucetteSubject:RE: Columbia Way Class EA - Draft Natural Environment Report

Hi Robin,

I wanted to follow-up with regards to the Draft Natural Environmental Assessment Report. Did you have any comments?

Thanks,



RVA IS GROWING! Our NEW <u>Halton</u> and <u>Halifax</u> offices are now open.



Connor MacIsaac, EPt Junior Environmental Planner, EA & Approvals

P: (905) 685-5049 ext. 4218

**R.V. Anderson Associates Limited** 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1

rvanderson.com



From: Connor MacIsaac Sent: March 30, 2021 12:52 PM To: rvanstone@sixnations.ca Cc: Andrew McGregor <AMcGregor@rvanderson.com>; arash.olia@caledon.ca; Tisha Doucette <TDoucette@rvanderson.com> Subject: RE: Columbia Way Class EA - Draft Natural Environment Report

HI Robin,

Thanks for returning my call, it looks like we had the wrong email address on file for you. Please find attached the Draft Natural Environmental Assessment Report for your review and comment as requested.

Regards,



RVA IS GROWING! Our NEW <u>Halton</u> and <u>Halifax</u> offices are now open.



#### **Connor MacIsaac, EPt**

Junior Environmental Planner, EA & Approvals P: (905) 685-5049 ext. 4218

R.V. Anderson Associates Limited 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1

rvanderson.com



From: Connor MacIsaac Sent: March 30, 2021 10:59 AM To: Robin Linn <<u>rlinn@sixnations.ca</u>> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; <u>arash.olia@caledon.ca</u>; Tisha Doucette <<u>TDoucette@rvanderson.com</u>> Subject: RE: Columbia Way Class EA - Draft Natural Environment Report

Hi Robin,

As discussed, please find attached the Draft Natural Environmental Assessment Report for your review.

Regards,

**a**rva

RVA IS GROWING! Our NEW <u>Halton</u> and <u>Halifax</u> offices are now open.





Junior Environmental Planner, EA & Approvals P: (905) 685-5049 ext. 4218

R.V. Anderson Associates Limited 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1

rvanderson.com



From: Blake Williams <<u>bwilliams@asiheritage.ca</u>> Sent: February 5, 2021 10:38 AM To: Robin Linn <<u>rlinn@sixnations.ca</u>>; Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; <u>arash.olia@caledon.ca</u> Subject: RE: Columbia Way Class EA - Notice of Commencement

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Hi Robin,

Great thank for letting me know. I will raise your comments about Stage 2 FLR involvement with our client and the Town. I will also raise the issue of the Natural Environment Assessment report, however, we don't have any involvement with that process.

Thanks again.

Blake Williams, MLitt Lead Archaeologist | Project Manager • Environmental Assessment Division



**ASI** • Providing Archaeological & Cultural Heritage Services BWilliams@asiheritage.ca • 416 966 1069 x 258 • Fax: 416 966 9723 528 Bathurst Street, Toronto, Ontario, M5S 2P9 • asiheritage.ca

From: Robin Linn <<u>rlinn@sixnations.ca</u>> Sent: Friday, February 5, 2021 10:30 AM To: Blake Williams <<u>bwilliams@asiheritage.ca</u>>; Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: RE: Columbia Way Class EA - Notice of Commencement

Good Morning Blake,

Our Archaeology Supervisor, Tanya Hill-Montour has read the report and she is pleased with the methodology employed and has not expressed any concerns regarding this project. She has indicated that we would like to be involved with the Stage 2 process. Also, as a follow up, it was indicated in a previous email that there was also an Natural Environment Assessment underway. We have not yet received that report.

Regards,

Robbin Vanstone

*Consultation Supervisor Lands and Resources Six Nations of the Grand River 519-753-0665 ext. 5433 rlinn@sixnations.ca* 



Please consider the environment before printing this e-mail

From: Blake Williams <<u>bwilliams@asiheritage.ca</u>> Sent: February 4, 2021 3:06 PM To: Robin Linn <<u>rlinn@sixnations.ca</u>>; Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: RE: Columbia Way Class EA - Notice of Commencement

Hi Robin,

I am just touching base to see if you or your team had a chance to review our Columbia Way report that was sent over November last year. Cheers,

Blake Williams, MLitt Lead Archaeologist | Project Manager • Environmental Assessment Division



From: Blake Williams Sent: Friday, November 13, 2020 3:58 PM To: Robin Linn <<u>rlinn@sixnations.ca</u>>; Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: RE: Columbia Way Class EA - Notice of Commencement

Hi Robin,

Please see the attached Stage 1 report for your review.

Cheers,

Blake Williams, MLitt Lead Archaeologist | Project Manager • Environmental Assessment Division



From: Robin Linn <<u>rlinn@sixnations.ca</u>> Sent: Tuesday, July 28, 2020 8:09 AM To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: RE: Columbia Way Class EA - Notice of Commencement

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Good Morning Connor,

That would be great to see a copy of those reports.

Thanks Robin. From: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Sent: July 27, 2020 3:50 PM To: Robin Linn <<u>rlinn@sixnations.ca</u>> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: RE: Columbia Way Class EA - Notice of Commencement

Hi Robin,

To give you some additional background, a Natural Environment and Stage 1 Archaeological Assessment are currently underway. If you'd like, we'd be happy to provide a copy of the draft report(s) to you for your comments, once it's completed. In the event a Stage 2 archaeological Assessment is required we will also notify you prior to undertaking any fieldwork.

On behalf of the Town, thank you for your comments and your interest in the Class EA study. Please let us know if you have any additional comments or concerns.

Regards,



RVA celebrates the summer season from June 26th to September 4th. Our offices will be closed at 2 pm each Friday.

From: Robin Linn <<u>rlinn@sixnations.ca</u>> Sent: July 27, 2020 3:39 PM To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Subject: Columbia Way Class EA - Notice of Commencement

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Dear Mr. MacIsaac,

Please find attached my response to your email dated July 27, 2020 addressed to Lonny Bomberry.

Robbin Vanstone

Lands and Resources Six Nations of the Grand River



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July 27, 2020

Via Email

Connor MacIsaac, EPt Junior Environmental Planner, EA & Approvals R.V. Anderson Associates Limited 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1

Dear Mr. MacIsaac:

My name is Robbin Vanstone and I have been asked to review the Notice of Study Commencement for the Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline (Schedule B MCEA). The aspect of any project that concerns us the most is the impacts on the natural environment.

Six Nations of the Grand Rivers' Aboriginal and Treaty Rights throughout Southern Ontario are well documented through archaeological findings, historical facts and written Treaty Agreements. The Haldimand Treaty and the 1701 Fort Albany/Nanfan Treaty have been recognized in past court proceedings and are presented as factual evidence in the ongoing litigation from 1995 between Six Nations of the Grand River and the provincial and federal Crowns.

Six Nations of the Grand River is concerned about any development relating to air, land, water, wildlife, and resources which occur throughout their treaty territory and any archeological issues associated with such development(s).

The notice that you sent to us does not include any information as to how this project may affect the natural environment, nor does it indicate whether any archaeological work is planned for the study site. I understand that this is what the Municipal Class EA will determine and I will be in a better position to comment on the project once I have that information.

Looking forward to hearing from you soon.

Thank you,

**Robbin Vanstone** 

Lands Use Office, Lands and Research Six Nations of the Grand River

# Connor MacIsaac

From:	Annette Lister <annette.lister@trca.ca></annette.lister@trca.ca>
Sent:	April 8, 2020 3:51 PM
То:	arash.olia@caledon.ca; Connor MacIsaac
Cc:	Andrew McGregor; Estephan, Therese; Brandon Hester; Alistair Jolly; Suzanne Bevan
Subject:	63058 Columbia Way Improvements, Hwy 50 to Caledon King Townline - TRCA response to Notice of Commencement and Data Request
Attachments:	63058 Columbia Way Improvements EA - TRCA response to NOC - April 8, 2020.pdf
Categories:	Technical Agency Comments

# [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Hello Arash and Connor,

TRCA staff received the Notice of Study Commencement and natural heritage data request for the above named project on April 2, 2020. Please see the attached letter for TRCA staff response.

I will also submit a data request and will get back to you when the information has been compiled. Please note that TRCA has some data available to the public through our Open Data and Information Portal (<u>https://data.trca.ca/</u>).

Should you have any questions, please do not hesitate to contact me.

Thank you, Annette

### Annette Lister, M.A.Sc.

Planner Infrastructure Planning and Permits | Development and Engineering Services

T: (416) 661-6600 ext. 6443

E: annette.lister@trca.ca

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Sent: Thursday, April 2, 2020 3:03 PM To: Sharon Lingertat <<u>Sharon.Lingertat@trca.ca</u>> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; <u>arash.olia@caledon.ca</u> Subject: Columbia Way EA - Notice of Commencement Dear Sir/Madam,

On behalf of the Town of Caledon, please find attached the Notice of Study Commencement for the Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline (Schedule B MCEA). The study will review opportunities for improvements to the road between Highway 50 and Caledon King Townline, including improvements to: road geometry and intersections; pedestrian and cyclist amenities; and, stormwater management.

A desktop review of the following applicable information sources has been completed, as per the Natural Heritage Information Request Guide (MNRF, December 2018) and Draft Guide to Preliminary Screening for SAR (MECP, May 2019): NHIC, DFO Aquatic SAR, OBBA, iNaturalist, Herp Atlas, LIO – ARA, and AgMaps.

At this time, we would like to request the following additional information, as available:

- 1) Site-specific SAR records within the study limits
- 2) Wildlife species lists, including fish, mussels, birds, reptiles, birds, amphibians, and insects
- 3) Vegetation community information, including ELC mapping if available, and species lists
- 4) Information on significant wildlife habitats within the study area
- 5) Watercourse information including thermal regimes, sensitivities, fish habitats, fisheries management plans

Additional information requests will be sent to MECP and MNRF directly.

Please respond to this email with your comments, or contact directly the project team members listed on the attached notice.

The project team values the participation of all stakeholders and wishes to ensure that the community's interests and concerns are taken into consideration. Please contact the project team members listed on the attached notice for further information on this project.

Regards,

Connor MacIsaac Junior Environmental Planner EA & Approvals

Phone: 416-497-8600 Cell: 905-933-5709

**a**rva

R.V. Anderson Associates Limited <u>43 Church Street, Suite 104</u> <u>St. Catharines, ON L2R 7E1</u> <u>website | facebook | twitter | linkedin</u>



RVA is growing! Our new Halton office is opening this spring.

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CFN 63058

#### BY E-MAIL ONLY (arash.olia@caledon.ca)

Arash Olia Manager, Transportation Engineering Town of Caledon 6311 Old Church Road Caledon, ON L7C 1J6

Dear Mr. Olia,

#### Re: Notice of Study Commencement Columbia Way Improvements, Highway 50 to Caledon King Townline Municipal Class Environmental Assessment – Schedule B Humber River Watershed; Town of Caledon; Regional Municipality of Peel

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Study Commencement for the above noted Environmental Assessment (EA) on April 2, 2020. As a recognized commenting agency under the Ontario Environmental Assessment Act, TRCA has interests in this project.

#### **PROJECT OVERVIEW**

It is our understanding that this undertaking involves the identification of a recommended design for the reconstruction of Columbia Way, between Highway 50 and Caledon King Townline, that includes improvements for various users (motorists, pedestrians and cyclists), intersection alternatives, and drainage. It is understood that the Columbia Way will retain the two general purpose lanes within the study limits; however, various options will be evaluated to enhance safety, improve traffic operations and to better accommodate all users.

TRCA staff has completed a preliminary review of the EA study area and identified the following:

- 1. Watercourse and wetland crossing between Kingsview Drive and Westchester Boulevard
- 2. Watercourse and wetland crossing, and TRCA property west of Caledon King Townline

Please note that other natural features and hazards may be present within the EA study area, and will require on-site field verification.

#### **TRCA COMMENTING ROLES**

As detailed in TRCA's 2014 <u>The Living City Policies</u> (LCP), TRCA has a number of commenting roles relative to its review of this environmental assessment, including:

- 1. Regulatory Authority
- 2. Delegated Provincial Interests
- 3. Public Commenting Body
- 4. Resources Management Agency
- 5. Service Provider
- 6. Land Owner

These are further detailed in Appendix A: TRCA Commenting Roles.

#### TRCA AREAS OF INTEREST

In relation to this application, TRCA staff has identified a number of areas of interest within the study area related to these various commenting roles, including:

- 1. TRCA Program and Policy Areas
  - a. Natural System Programs and Policies
  - b. Sustainability Programs and Policies
- 2. Provincial Program Areas
- 3. Federal Program Areas

#### Further details are provided in Appendix B: TRCA Areas of Interest.

In relation to these areas of interest, please be advised that TRCA has select digital data available through an open data platform on the <u>TRCA website</u> that should be used to supplement the existing conditions analysis in the development of the environmental assessment. Upon request, TRCA can provide additional data for areas of interest not available on the web. Please contact the undersigned as needed.

#### **ASSESSMENT OF ALTERNATIVES**

In developing, evaluating and selecting alternatives, staff require the LCP policies be considered. TRCA staff recommends the preferred alternative meets the policies of Section 7. In particular, impacts to and opportunities for the following should be addressed:

- 1. Flooding, erosion or slope instability
- 2. Existing landforms, features and functions
- 3. Aquatic and terrestrial habitat and functions, including connectivity
- 4. TRCA property and heritage resources
- 5. Environmental best management practices that support climate change mitigation and adaptation
- 6. Community and public realm benefits

TRCA requires that the preferred alternative considers avoiding, minimizing, mitigating, and compensating impacts to the ecosystem, and avoid, mitigate or remediate hazards, in that order. In order to fulfil requirements of Ontario Regulation 166/06 at the detailed design stage, staff also requires that the preferred alternative meets LCP policies in Section 8.

In order to ensure TRCA concerns are addressed early in the review process, it is recommended that the TRCA planner be contacted when key project milestones are reached, as detailed in **Appendix C: Recommended Contact Points.** Please contact the planner to discuss the appropriate time for a site visit, and ensure the TRCA planner is included in the technical advisory committee.

#### SUBMISSION REQUIREMENTS

As this project proceeds through the various stages of the environmental assessment process, please ensure the following is provided to TRCA for review and comment as the appropriate time:

#### **Digital Submissions**

- 1. All technical advisory committee meeting agendas, as well as draft and final meeting minutes
- 2. All TRCA technical meeting agendas, as well as draft and final meeting minutes
- 3. Draft public information boards, prior to public review
- 4. Notices of public meetings, including final display material and handouts
- 5. Draft technical reports and associated materials, including a covering letter that outlines the project purpose and lists the reports enclosed for review
- 6. Draft evaluation criteria and matrices, including a summary that details how the criteria and weighting (if applicable) were established

- 7. Draft EA document, including a covering letter that outlines how previous TRCA comments have been addressed
- 8. Final EA document, including a covering letter that outlines how previous TRCA comments have been addressed

Please ensure all materials are submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages. Materials submitted through e-mail must be less than 25 MB. Materials submitted through a file transfer protocol (FTP) site must be posted a minimum of two weeks.

Please note, prior to submitting the technical reports and materials, as well as appendices related to the draft and final EA documents, it is recommended that the project manager be contacted so that review requirements can be scoped to the TRCA areas of interest.

#### **REVIEW FEES**

Please be advised that this application is subject to a **\$10,300.00** application review fee as per our 2018 <u>Fee Schedule</u>. Please note:

- 1. To ensure accurate processing of your fee, <u>please ensure your accounting department</u> <u>references CFN 63058</u> when making any payments.
- 2. Payment method and timing must be noted in your covering letter response.
- 3. Additional fees are applied as per the fee schedule for reviews beyond two (2) three (3) submissions, including the final.
- 4. Payments can be made by:
  - a. <u>Cheque</u>: please attach the cheque to your resubmission. Alternatively, if sending separately through your accounting department, please request your accounting department submit the cheque to the attention of Oxana Stanisklavskaya, Accounting Clerk, Finance Corporate Services, TRCA.
  - b. <u>Credit Card</u>: please contact Rina Bhagat, at extension 5681 for payments made over the phone.
  - c. <u>Electronic Fund Transfer</u>: this option may be available through your accounting department.

Should you have any questions, please contact me at extension 6443 or at annette.lister@trca.ca.

Regards,

Annette Lister Planner, Infrastructure Planning and Permits Development and Engineering Services

Attached:	Appendix A:	TRCA Commenting Roles
	Appendix B:	TRCA Areas of Interest
	Appendix C:	Recommended TRCA Contact Points

#### BY E-MAIL

CC:	
Consultant:	Andrew McGregor, R.V. Anderson Associates Limited ( <u>amcgregor@rvanderson.com</u> )
	Connor MacIsaac, R.V. Anderson Associates Limited ( <u>cmacisaac@rvanderson.com</u> )
Region of Peel:	Therese Estephan, Risk Management Official ( <u>therese.estephan@peelregion.ca</u> )
TRCA:	Brandon Hester, Senior Property Agent, Property and Risk Management
	Alistair Jolly, Supervisor, Archaeology (Field)
	Suzanne Bevan, Senior Planner, Infrastructure Planning and Permits

### APPENDIX A: TRCA COMMENTING ROLES

TRCA COMMENTING ROLES		
Public Commenting Bo	ody	
Environmental Assessment Act	Pursuant to the federal and provincial <b>Environmental Assessment</b> (EA) <b>Acts</b> , conservation authorities are a commenting body. Conservation authorities are also responsible for comments made under environmental assessment (EA) exemption regulations, and the Ontario and National Energy boards. TRCA reviews and comments on environmental assessment that occur within TRCA's jurisdiction under these various forms of legislation.	
Delegated Provincial Ir	nterests	
Hazard Lands	As outlined in the Conservation Ontario/ Ministry of Natural Resources and Forestry/ Ministry of Municipal Affairs and Housing Memorandum of Understanding on CA Delegated Responsibilities, CAs have been delegated the responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the PPS 2014.	
Conservation Authoriti	es Act	
Regulatory Authority		
<b>Ontario Regulation</b> <b>166/06</b> , Development, Interference with Wetlands and Alterations to Shorelines and Watercourses	In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), a permit is required from the TRCA prior to any development (e.g. construction) if, in the opinion of TRCA, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected. The Regulation Limit defines the greater of the natural hazards associated with Ontario Regulation 166/06 (listed below). NOTE: The Regulation Limit provides a geographical screening tool for determining if Ontario Regulation 166/06 will apply to a given proposal. Through site assessment or other investigation, it may be determined that areas outside of the defined Regulation Limit require permits under Ontario Regulation 166/06. In these instances, it is the text of the regulation that will prevail; modifications to the regulation line may be required. Any development within the Regulation Limit must comply with the applicable sections of The Living City Policies (2014).	
Resources Managemen	nt Agency	
TRCA Programs	In accordance with Section 20 and 21 of the <b>Conservation Authorities Act</b> , CAs are local watershed-based natural resource management agencies that develop programs that reflect local resource management needs within their jurisdiction. TRCA has developed programs and policies related to our role as a resource management agency that include, but are not limited to, watershed plans, fisheries management plans, land management plans, ecosystem restoration programs, and <b>The Living City Policy</b> (2014), which are approved by the TRCA Board. Please confirm that the preferred alternative design for this project addresses TRCA concerns related to its program areas. These will be further defined through the EA review process.	

Land Owner	
TRCA Property	TRCA is a major landowner in the GTA, owning close to 18,000 hectares of land. TRCA comments provided as a landowner are separate from comments provided under a technical, advisory or regulatory role.
Acquisition and Easement	If TRCA property land transfer or easement is required for the implementation of the preferred alternative, permission and approval from TRCA and the Minister of Natural Resources and Forestry are required. The design must demonstrate that TRCA program and policy objectives are met. Formal approval typically takes 12 to 18 months from the completion of the EA document.
	Please contact Brandon Hester, Property Agent at <a href="mailto:brandon.hester@trca.ca">brandon.hester@trca.ca</a> for additional information.
Permission to Enter	If TRCA property access is required for the purpose of completing technical studies associated with this project, a Permission To Enter (PTE) must be obtained from TRCA Property staff prior to entry.
	Please contact Brandon Hester, Property Agent at <a href="mailto:brandon.hester@trca.ca">brandon.hester@trca.ca</a> for additional information.
Archaeological Resources	An archaeological review by TRCA's archaeological staff must precede any disturbance to TRCA property. If an archaeological assessment is required, scheduling will be subject to weather, seasonal programs and other field work and are at additional cost to the proponent.
	Please contact Alistair Jolly, Archaeologist at ajolly@trca.ca for additional information.
Service Provider	
Memorandum of Understandings	<b>Memorandum of Understandings:</b> The provision of planning advisory services to municipalities is implemented through a Memorandum of Understandings (MOU) with participating municipalities or as part of a CA's approved program activity. In this respect, the CA is essentially acting as a technical advisor to municipalities. The agreements cover the CA's areas of technical expertise such as water management, natural hazards, and natural heritage.
Restoration	TRCA requires that the preferred alternative considers avoiding, minimizing, mitigating, and compensating impacts to ecosystems in that order. In areas where impacts are unavoidable, mitigation or compensation will be required. It is recommended that the costs associated with these impacts be factored into decisions made during the EA.
Opportunities	TRCA has identified opportunities for habitat restoration and enhancement on TRCA property and some privately owned lands, targeted to improve natural form and function based on goals in the watershed strategies. Should ecosystem restoration or compensation be required for this project, TRCA may be able to provide both restoration opportunities and restoration field services on a project specific basis. This will be further discussed through the EA review process.

#### APPENDIX B: TRCA AREAS OF INTEREST

<b>TRCA PROGRAM AND POLICY AREAS</b> Note: Additional program and policy information may be available at <u>www.trca.ca</u> , or by request.		
Natural System Program	ns and Policies	
Systems Approach	TRCA follows a systems approach in which the natural features and water resources are considered in relation to each other and the broader landscape in which they occur. The systems approach recognizes the role that linkages and connectivity within the natural system has in supporting ecological and hydrologic processes and functions that are vital to maintaining a healthy and robust natural system that is resilient against the impacts of urbanization and climate change. TRCA may require an assessment of the existing systems, together with an evaluation as to how the proposal may impact the systems.	
Aquatic Systems, Species and Habitat	<ul> <li>The aquatic system includes watercourses, wetlands, and flora and fauna species. Aquatic species and habitat should be assessed based on their conservation status according to sensitivity to disturbance and specialized ecological needs, as well as rarity.</li> <li>TRCA has prepared watershed plans or strategies, as well as fisheries management plans for some watersheds. The proposal must prevent negative impacts to the aquatic system, and as such, TRCA may require an assessment of the existing aquatic system, an evaluation as to how the proposal will meet the objectives articulated in the watershed plan or strategy, and/or an evaluation as to how the proposal will meet the objectives of the fisheries management plan.</li> </ul>	
Terrestrial System, Species and Habitat	The terrestrial system includes landscape features, vegetation communities, and flora and fauna species. Terrestrial species and habitat should be assessed based on their conservation status according to sensitivity to disturbance and specialized ecological needs, as well as rarity. TRCA has identified the need to improve both the quality and quantity of terrestrial habitat. TRCA's <b>Terrestrial Natural Heritage System Strategy</b> sets measurable targets for attaining a healthier natural system by creating an expanded and targeted land base. It includes strategic directions for stewardship and securement of the land base, a land use policy framework to help achieve the target system, and other implementation mechanisms. TRCA may require an assessment of the existing terrestrial species and habitat, together with an evaluation as to how the proposal will meet the objectives articulated in the watershed plan or terrestrial natural heritage strategy, as well as prevent negative impacts to the terrestrial system.	
Groundwater Systems		
Aquifers and Hydrogeological Features and Functions	Groundwater systems include aquifers and their functional connections to surface water. The extraction and discharge of groundwater has the potential to negatively impact surrounding natural features and their functions. Even small amounts of groundwater extraction may reduce contributions to groundwater dependent features such as wetlands, springs, or fish spawning habitat. In addition, the discharge of groundwater must be controlled to avoid impacts to watercourses and fish habitat from temperature, erosion and sedimentation, as well other water quantity and quality issues. TRCA may require geotechnical or hydrogeological investigations to confirm	

r	
	dewatering and discharge requirements, and to identify appropriate mitigation measures with respect to potential impacts to natural features and functions.
Surface Water Systems	
Watercourses	Typically, watercourses are associated with aquatic species, and direct or indirect habitat. Any alteration or interference to a watercourse (e.g., straightening, diverting, realigning, altering baseflow) has the potential to impact fish communities, but may also affect the Regulatory Flood Plain, erosion or other natural channel processes. TRCA may require an environmental study or site confirmation of watercourse locations.
Meander Belt	Channel migration has a significant impact on infrastructure, structures and property located near river systems. Determining channel stability is important to ensure that damage from erosion, down-cutting or other natural channel processes is avoided. TRCA may require a meander belt delineation study or fluvial geomorphology analysis to confirm that any development does not conflict with natural channel processes.
Regulatory Flood Plain	The Regulatory Flood Plain is the approved standard used in a particular watershed to define the limit of the flood plain for regulatory purposes. Within TRCA's jurisdiction, the Regulatory Flood Plain is based on the greater of the regional storm, Hurricane Hazel, and the 100-year flood. TRCA's framework for Flood Plain Management is the LCP. TRCA may require a flood study or hydraulic update to confirm that there will be no impacts to the storage or conveyance of flood waters.
Wetlands	Wetlands are sensitive natural habitats that play an important role in numerous physical, chemical and biological processes, including storm water control, natural habitat and water quality improvement. Most wetlands are designated by the Ministry of Natural Resources and Forestry as Provincially Significant or Locally Significant. Other wetlands have also been identified on a site specific basis by TRCA. All wetlands are regulated under Ontario Regulation 166/06. TRCA may require
Storm Water Management, including Green Infrastructure	<ul> <li>an environmental study or site confirmation of wetland locations.</li> <li>Stormwater management is integral to the health of streams, rivers, lakes, fisheries and terrestrial habitats, and source water protection is integral for managing the quality and quantity of drinking water at its source.</li> <li>TRCA requires all development, infrastructure and site alteration meet the criteria in the TRCA 2012 <u>Stormwater Management Criteria</u> document for water quantity, water quality, erosion control, discharge water temperature, and water balance for groundwater recharge and natural features.</li> <li>Green Infrastructure techniques, including Low Impact Development (LID) measures should be used to address issues related to stormwater management, as well as maximize ecosystem services and mitigate the impacts of urbanization and climate change.</li> </ul>
	For further information, please refer to the <u>TRCA Introduction to Green</u> <u>Infrastructure</u> , the Sustainable Technologies Evaluation Program (STEP) - <u>Urban</u>

	Runoff Green Infrastructure and the STEP 2010 Low Impact Development Stormwater Management Planning and Design Guide.
Valley Slopes	
Crest of Slope	Valley and stream corridors are dynamic systems that provide important natural functions and linkages for the physical, chemical and biological processes of wildlife, watercourses, and other natural features. The crest of slope identifies the physical limit of these corridors; however, due to ecological sensitivities, development restrictions typically extend beyond the actual crest of slope. TRCA may require the determination of the long term stable crest of slope (or toe
	of slope) through a staking with TRCA staff, as well as a geotechnical assessment.
Sustainability Programs	
Climate Change	In October 2017, MECP released a guideline under the Ontario environmental assessment legislation directing that all projects going through the EA process, including IEAs, Class EAs, and those governed by EA regulations, must consider impacts to and opportunities for climate change mitigation and adaptation, and consider the vulnerability of projects to climate change. It was further recommended that applicable policies in the 2014 <b>Provincial Policy Statement</b> be addressed, including but not limited to encouraging green infrastructure and strengthening stormwater management requirements; requiring consideration of energy conservation and efficiency, reduced greenhouse gas emissions and climate change adaptation (e.g. tree cover); and consideration of the potential impacts of climate change that may increase the risk associated with natural hazards (e.g. flooding due to severe weather).
Sustainable Communities	Building, Green Infrastructure, and Sustainable Energy Design in Evaluation         Matrix       be included in the EA document.         The TRCA Living City vision is based on a foundation that includes Sustainable         Communities. Planning for community sustainability requires the identification of         the complex and inter-related social, economic and ecological systems involved;         TRCA supports a systems approach to developing integrative and adaptive         solutions to improve community sustainability. Key socio-economic systems         include: transportation facilities (including trails, sidewalks & multi-use pathways),         community greenspaces (including parks), urban forests, cultural heritage         resources, and the local economy. For transportation projects, a context sensitive
Archaeological and Heritage Resources	design/solutions framework are encouraged. TRCA watershed strategies include recommendations for the management of archaeological and heritage resources in accordance with Ministry of Culture and Municipal standards. The project should aim to preserve, protect and celebrate archaeological and heritage resources where possible.
PROVINCIAL PROGRAM AREAS	
Credit Valley - Toronto & Region - Central Lake Ontario (CTC)	The Clean Water Act, 2006 ensures communities protect their drinking water supplies through prevention by developing collaborative, watershed-based source protection plans that are locally driven and based on science.
Source Protection Plan	Please be advised that the subject property appears to fall within the Significant Groundwater Recharge Area (SGRA) vulnerable area under the <u>Credit Valley -</u>

	<u>Toronto and Region - Central Lake Ontario Source Protection Plan</u> (CTC SPP). Please confirm that the preferred alternative design for this project conforms with the CTC SPP. For additional support, please consult with the Risk Management Official as copied on this letter.
	Please note that in accordance with Ontario Regulation 166/06, permits from TRCA may be required for mitigation solutions that are designed to ensure conformity with the CTC SPP.
DDOVINCIAL DDOCDAM	

#### PROVINCIAL PROGRAM AREAS

Please contact the Ministry of Natural Resources and Forestry (MNRF) to confirm if there are program interests related to this project for:

- Areas of Natural and Scientific Interest (ANSI)
- **Provincially Significant Wetlands** (PSW)

Please contact the Ministry of Environment, Conservation and Parks (MECP) to confirm if there are program interests related to this project for:

• Provincially Endangered Species under the Endangered Species Act (ESA)

Please be advised that this list is not inclusive and the onus is on the proponent and it consultants to consult with other provincial agencies, as required, to ensure that requirements of their respective legislation is met. **FEDERAL PROGRAM AREAS** 

#### FEDERAL PROGRAM AREAS

Please contact the relevant federal agency to confirm if there are issues related to:

- Federally Endangered Species under the Species at Risk Act (SARA)
- The Fisheries Act

Please be advised that this list is not inclusive and the onus is on the proponent and it consultants to consult with other provincial agencies, as required, to ensure that requirements of their respective legislation is met.



#### Appendix C: Recommended TRCA Contact Points in the Municipal Class EA Process

Toronto and Region Conservation Authority |11



# MEETING NOTES

#### COORDINATION MEETING WITH TORONTO AND REGION CONSERVATION **AUTHORITY (TRCA)**

#### TOWN OF CALEDON, Project # 2019-104 **Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline**

- June 17, 2020 DATE:
- **Online Conference Call** PLACE:
- **PROJECT NO.:** 195072
- PRESENT: Arash Olia, Town of Caledon (TOWN) Margi Sheth, Town of Caledon (TOWN) Bruna Peloso, Toronto and Region Conservation Authority (TRCA) Jairo Moreilli, Toronto and Region Conservation Authority (TRCA) Annette Lister, Toronto and Region Conservation Authority (TRCA) Andrew McGregor, RV Anderson Associates (RVA) Tisha Doucette, RV Anderson Associates (RVA) Paul Mikoda, RV Anderson Associates (RVA) Courtney Beneteau, RV Anderson Associates (RVA) Oliver Olberg, RV Anderson Associates (RVA) Connor MacIsaac, RV Anderson Associates (RVA)
- PURPOSE: Initial meeting with the Toronto and Region Conservation Authority (TRCA) to discuss the Environmental Assessment being carried out by the Town of Caledon for Columbia Way between Highway 50 and Caledon King Townline.

# Introductions. Background of project need, key issues and goals were summarized. Natural Heritage Background Information and Work Plan was summarized. TRCA Regulated Lands & permitting requirements as it relates to potential amphibian habitat adjacent to the corridor, and how this habitat will be evaluated as part of the EA was discussed. RVA explained that based on preliminary review and the scope of the project, significant encroachment into TRCA lands / amphibian habitat is not anticipated, however any impacts to the natural environment will be identified and confirmed through the EA study. TRCA identified the area to the east of the culvert water crossing as a

5. RVA headwater drainage feature (HDF) and wetland, not identified in current TRCA regulation mapping. RVA to verify extent of natural heritage features

#### ACTION BY:

INFO

**INFO** 

INFO

**RVA** 

**DISCUSSION:** 

1.

2.

3.

4.

#### DISCUSSION:

#### ACTION BY:

through field confirmation throughout the EA. Please note that a full HDF assessment, as per TRCA guidelines and OSAP S4.M10, should be undertaken during the spring freshet, prior to vegetation growth that would obscure the HDFs. At this time, RVA will review ArchHydro and attempt to identify noted drainage features, including those mentioned in the meeting, in the field. Further study may be warranted for detail design, this will be determined and identified during the environmental assessment.

- 6. Existing and planned stormwater drainage discharge points were discussed INFO including the privately owned pond located to the east of Senator Way, and Town of Caledon SWM ponds to be built in 2021 adjacent to the corridor. Town of Caledon staff mentioned the future Town owned facilities have additional capacity from a water quantity perspective, pending final design.
- 7. TRCA provided the Crossings Guideline for Valley and Stream Corridors INFO Guidelines and Evaluation, Classification and Management of Headwater Drainage Features Guidelines to be consulted in the EA planning process, as well as the CVC Fish and Wildlife Crossing Guidelines to be incorporated in detailed design.
- 8. Stormwater Management Key Issues, Outlets, and Work Plan summarized. INFO
- 9. RVA requested the HEC-Ras model for watercourses within the study area if TRCA available. TRCA to confirm availability and provide to RVA.TRCA indicated that the TRCA SWM Criteria should be followed to meet water quality, quantity and erosion control.
- Key drainage design considerations to be evaluated through the EA were discussed, including an urban or semi-urban cross section west of Forest Gate Ave, and a rural/natural cross section east of Forest Gate Ave. TOWN SWM requested consistent cross section along both sides of roadway if possible.
- 11. TRCA inquired about changes to the horizontal alignment to the existing Scurve (to be determined through EA) at the east end of the study area. TRCA property and sensitive natural features are located on either side of the Scurve. As such, TRCA staff has concerns with any potential impacts to property and features because of any changes. Impacts to property and features should be avoided and minimized to the extent feasible. TRCA to be contacted should any TRCA regulated lands / property be impacted to implement the preferred solution. RVA also identified that the S-bend is a natural traffic calming feature.
- 12. RVA to schedule next meeting with TRCA upon completion of the Draft RVA Project File Report as per TRCA's request.
- 13. The scheduling for the PIC was discussed, with a tentative date of November RVA 2020. TRCA to be provided draft PIC boards for review prior to the PIC.

Notes prepared by: Connor MacIsaac

PLEASE ADVISE THE WRITER OF ANY ERRORS OR OMISSIONS WITHIN 1 WEEK OF RECEIPT OF THESE NOTES

# Connor MacIsaac

From:	Shirin Varzgani <shirin.varzgani@trca.ca></shirin.varzgani@trca.ca>
Sent:	March 23, 2021 3:14 PM
То:	Connor MacIsaac
Cc:	arash.olia@caledon.ca; Andrew McGregor; Tisha Doucette; Oliver Olberg
Subject:	RE: Columbia Way EA - Preliminary Recommended Design TRCA

#### [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Hi Connor,

Thank you for your email below, staff has received the PIC materials. Typically staff does not provide comments on the PIC materials, however, staff has expressed interest in this project as per correspondence of April 8, 2020. Our staff looks forward to reviewing and providing comments on the Draft PFR, once available and to schedule a meeting upon completion of the Draft PFR.

Should you have any further questions, please do not hesitate to contact me.

Thank you and regards, **Shirin Varzgani,** MIP, MES (PI.) Planner Infrastructure Planning and Permits | Development and Engineering Services

T: (416) 661-6600 ext. 5785

E: shirin.varzgani@trca.ca

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: Connor MacIsaac <cmacIsaac@rvanderson.com> Sent: March 19, 2021 9:25 AM To: Shirin Varzgani <Shirin.Varzgani@trca.ca> Cc: arash.olia@caledon.ca; Andrew McGregor <AMcGregor@rvanderson.com>; Tisha Doucette <TDoucette@rvanderson.com>; Oliver Olberg <OOlberg@rvanderson.com> Subject: RE: Columbia Way EA - Preliminary Recommended Design TRCA

Hi Shirin,

Thank you for this update. You have been included as the TRCA contact for this project. RVA is involved in several projects throughout Caledon, we look forward to working with you!

As TRCA staff has previously provided background information and data required to complete the supporting studies (SWM and Natural environment) following our meeting with TRCA staff June 17<sup>th</sup>, 2020, no additional data is required at this time. We haven't scheduled a meeting with TRCA to discuss the Preliminary Design as it was Annette's request to schedule a meeting with TRCA upon completion of the Draft Project File Report. We would be happy to meet with TRCA staff to discuss the recommendations and TRCA requirements related to the Preliminary Design recommendations prior to the filing of the PFR as required.

If there is any other information we can provide to assist in TRCA's review of the Preliminary Design, please let me know.

Thanks,



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Connor MacIsaac, EPt Junior Environmental Planner, EA & Approvals P: (905) 685-5049 C: (905) 933-5709

R.V. Anderson Associates Limited 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1



From: Shirin Varzgani <<u>Shirin.Varzgani@trca.ca</u>> Sent: March 19, 2021 8:18 AM To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Cc: <u>arash.olia@caledon.ca</u>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Tisha Doucette <<u>TDoucette@rvanderson.com</u>>; Oliver Olberg <<u>OOlberg@rvanderson.com</u>>;

Subject: FW: Columbia Way EA - Preliminary Recommended Design TRCA

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Hi Connor,

Annette is no longer with TRCA and there has been some changes in our teams. I am the contact staff for projects in Caledon and am new to projects in Caledon. I am looking into this project file at TRCA and will get back to you early next. Apologies for the delay. However, should you have any questions, please do not hesitate to contact me or forward me any submission materials or further information or request for meetings with regards to the above-noted project or data requests (if needed).

Thank you and regards, Shirin

# Shirin Varzgani, MIP, MES (PI.)

Planner Infrastructure Planning and Permits | Development and Engineering Services



From: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Sent: Tuesday, March 16, 2021 10:24 AM To: Annette Lister <<u>Annette.Lister@trca.ca</u>> Cc: <u>arash.olia@caledon.ca</u>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Jairo Morelli <<u>Jairo.Morelli@trca.ca</u>>; Bruna Peloso <<u>Bruna.Peloso@trca.ca</u>>; Tisha Doucette <<u>TDoucette@rvanderson.com</u>>; Oliver Olberg <<u>OOlberg@rvanderson.com</u>> Subject: RE: Columbia Way EA - Preliminary Recommended Design TRCA

Hello Annette,

I wanted to give you an update on the Columbia Way EA progress, and follow-up with you and the TRCA staff we met with back in June with regards to TRCA input.

The project team presented the preliminary preferred solution and preliminary design to the public at the public meeting on February 24<sup>th</sup>. Subsequently, the public review and comment period concluded March 11<sup>th</sup> and the project team is now working to review and address the comments submitted following the public meeting. Materials presented at the meeting including the Meeting Displays and Preliminary Design PDF is available for download and your review at the link below.

Columbia Way PIC Materials

We are now moving forward with our consultation with technical agencies, including the TRCA, on the study recommendations and preliminary design (see attached). While we noted from our meeting on June 17, 2020, that RVA is to schedule a meeting with TRCA upon completion of the Draft Project File Report as per TRCA's request, we wanted to confirm whether TRCA had any comments on the preliminary study recommendations, prior to completion of the Draft PFR. We would be happy to meet with TRCA staff to discuss the recommendations and TRCA requirements as required.

Please also advise whether TRCA would like to review any supporting documentation such as the draft natural heritage report, draft stormwater management report and/or the Project File Report so that we can arrange for TRCA review.

Thanks, Connor



RVA IS GROWING! Our NEW <u>Halton</u> and <u>Halifax</u> offices are now open.



Connor MacIsaac, EPT Junior Environmental Planner, EA & Approvals P: (905) 685-5049 C: (905) 933-5709 R.V. Anderson Associates Limited

43 Church Street, Suite 104, St. Catharines, ON L2R 7E1





From: Connor MacIsaac Sent: February 10, 2021 11:44

AM To: <u>annette.lister@trca.ca</u> Cc: Arash Olia <<u>Arash.Olia@caledon.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>> Subject: RE: Columbia Way EA - Notice of Public Meeting

Hello Annette,

To follow-up from the notice sent out to the project stakeholder list earlier this week, and in recognizing the TRCA's advanced involvement in the Columbia Way EA study, kindly find the PIC/Public Meeting Displays and Preliminary Design PDF available for download and your review at the link below.

# Columbia Way PIC Materials

Further details on the project can be found at the Town's Project Website at caledon.ca/ColumbiaWay

Please let us know if you have any questions or concerns related to the study recommendation/preliminary design ahead of the PIC/Public Meeting, scheduled for February 24<sup>th</sup> at 5 p.m.

Regards, Connor



From: Connor MacIsaac Sent: February 8, 2021 10:34 AM To: Connor MacIsaac

<<u>CMacIsaac@rvanderson.com</u>> Cc: Andrew McGregor (<u>AMcGregor@rvanderson.com</u>) <<u>AMcGregor@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: Columbia Way EA - Notice of Public Meeting

Dear Sir/Madam,

Please disregard my previous email, as it contained the incorrect link to the Project Website. Thank you.

On behalf of the Town of Caledon, please find attached the Notice of Public Meeting for the Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline (Schedule B MCEA). The purpose of this meeting is to share information and receive public input on the to study date, including the problem / opportunity, existing conditions, alternative solutions, and the preliminary preferred solution.

Due to continuing efforts to contain the spread of COVID-19 and to protect individuals, Town Hall will not be open for community members to attend Public Meetings until further notice. Therefore, this meeting will be held electronically.

The meeting will be held on February 24, 2021 at 5 p.m. Refer to the attached notice, or visit the Town of Caledon's project website, <u>caledon.ca/ColumbiaWay</u>, for further information on how to participate.

The project team values the participation of all stakeholders and wishes to ensure that the community's interests and concerns are taken into consideration. Please contact the project team members listed on the attached notice if you require a hard copy of the online materials or for further information on this project.

If you would like to be removed from the project mailing list, please let us know by responding to this email.

Regards,



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R.V. Anderson Associates Limited has been engaged in the provision of professional engineering, operations, and management services since 1948. This message is intended only for the use of the individual(s) to whom it is addressed. If you are not the intended recipient(s), disclosure, copying, distribution and use are prohibited; please notify us immediately and delete this email from your systems. Please see <u>http://www.rvanderson.com</u> for Copyright and Terms of Use.

### **Connor MacIsaac**

From: Sent: To: Cc: Subject:	Shirin Varzgani <shirin.varzgani@trca.ca> October 4, 2021 4:38 PM Arash Olia Connor MacIsaac; Andrew McGregor RE: Columbia Way Environmental Assessment - Draft Project File Report - TRCA Responses</shirin.varzgani@trca.ca>
Categories:	Technical Agency Comments

#### [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Hi Arash,

On September 28, 2021 TRCA received the Appendix A – September 9, 2021 RVA Response, Preliminary SWM Report – Final pdf, Cold Creek Models for Pre- and Post- Development (Final) via 2 emails. When TRCA staff receives a submission, we typically review the submission. In order to review any submission, staff typically requires sufficient time – typically based on our service delivery timelines. As such, I circulated the above-noted submission to our staff for review with the timelines I mentioned in my email below. The Town can go ahead and issue the Notice of Completion whenever you want to.

I will provide comments (if any) on the submitted materials related to item #s 1 - 5 once available. Please note that our staff are ok with the commitments and the responses to the following comments that will be addressed during the detailed design stage: #6, #7, #8, #9 and #10. Item #s 1 - 5 are currently under review.

As well, please note the following comment from our Development Planning section:

 The Region is undertaking its growth analysis for the 2051 planning horizon. An urban expansion is proposed (in draft) at two locations north of Columbia Way. While these two "finger" community expansions to the north of Bolton are dependent on the ability of the Region to service these areas, it would be prudent to ensure that the improvements proposed at this time account for potential population growth and associated traffic (both vehicular and multi-use) increases to avoid additional disturbance to the natural heritage/hazard features in the next 30 years.

Please do not hesitate to contact me if you have any further questions.

Thank you and regards, **Shirin Varzgani,** MIP, MES (PI.) (she, her) Planner Infrastructure Planning and Permits | Development and Engineering Services

T: (416) 661-6600 ext. 5785

E: <u>shirin.varzgani@trca.ca</u>

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca


From: Arash Olia <Arash.Olia@caledon.ca>
Sent: October 4, 2021 2:49 PM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Cc: Connor MacIsaac <cmacIsaac@rvanderson.com>; Andrew McGregor <AMcGregor@rvanderson.com>
Subject: RE: Columbia Way Environmental Assessment - Draft Project File Report - TRCA Responses

Hi Shirin – I hope you had a great weekend.

I am following up on the email below. May you please clarify?

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Engineering Services Department

Office: 905.584.2272 x.4073 Email: arash.olia@caledon.ca

Town of Caledon | www.caledon.ca | www.visitcaledon.ca | Follow us @YourCaledon

From: Arash Olia
Sent: Thursday, September 30, 2021 9:53 AM
To: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Shirin Varzgani <<u>Shirin.Varzgani@trca.ca</u>>
Cc: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>
Subject: RE: Columbia Way Environmental Assessment - Draft Project File Report - TRCA Responses

Hi Shirin,

As we are planning to issue the Notice of Completion (30 days review), may you please advise on the email below?

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Engineering Services Department

Office: 905.584.2272 x.4073 Email: arash.olia@caledon.ca

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From: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>
Sent: Tuesday, September 28, 2021 4:08 PM
To: Shirin Varzgani <<u>Shirin.Varzgani@trca.ca</u>>
Cc: Arash Olia <<u>Arash.Olia@caledon.ca</u>>; Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>
Subject: RE: Columbia Way Environmental Assessment - Draft Project File Report - TRCA Responses

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Hi Shirin,

I was under the impression that the noted 30 day review had to do with the Draft Project File and SWM report submitted to TRCA for review on *Aug. 9, 2021*. Could you please clarify whether it is the TRCA's expectation that the Town incorporates an additional round of comments, following the TRCA's "original" 30-day review period, prior to proceeding with the filing of the Notice of Study Completion? Notwithstanding an additional round of TRCA comments, the Town is ready to proceed with the filing of the Notice of Study Completion and publishing the final Project File Report for 30-day public review by late next week.

Based on the nature of the comments provided by TRCA, it is our understanding that any outstanding comments would be addressed through detailed design, as they are not likely to result in changes to the planning level alternative solutions set out in the Schedule B Municipal Class EA.

Thanks and kind Regards,



Andrew McGregor, MCIP, RPP SENIOR PLANNER, EA & APPROVALS

t 905 685 5049 ext. 4211 | m 905 964 4056

a 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1





From: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Sent: September 28, 2021 3:24 PM To: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>> Subject: FW: Columbia Way Environmental Assessment - Draft Project File Report - TRCA Responses



### Connor MacIsaac, EPt

JUNIOR ENVIRONMENTAL PLANNER, EA & APPROVALS

t 905 685 5049 ext. 4218

a 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1





From: Shirin Varzgani <<u>Shirin.Varzgani@trca.ca</u>>
Sent: September 28, 2021 3:22 PM
To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>
Cc: Arash Olia <<u>arash.olia@caledon.ca</u>>
Subject: RE: Columbia Way Environmental Assessment - Draft Project File Report - TRCA Responses

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Hi Connor,

This is to confirm that I have received and downloaded the submission material via a file Newforma Info Exchange File Transfer as per the transmittal and the Appendix A with your responses.

# Kindly confirm that this is the case so that the Town may proceed with finalizing the Project File Report for public review.

Please can you provide me the Town's timelines and how soon you are expecting our comments to the above-noted submission. Based on the TRCA service delivery timelines, TRCA staff requires 30 business days for their review of a submission. I will be circulating the above-noted submission to our staff for review keeping this timeline. Should you have any concerns, please let me know.

Thank you and regards, **Shirin Varzgani,** MIP, MES (PI.) (she, her) Planner Infrastructure Planning and Permits | Development and Engineering Services

T: (416) 661-6600 ext. 5785

E: shirin.varzgani@trca.ca

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>

Sent: September 28, 2021 10:14 AM

To: Shirin Varzgani <<u>Shirin.Varzgani@trca.ca</u>>

**Cc:** Arash Olia <<u>arash.olia@caledon.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Estephan, Therese <<u>therese.estephan@peelregion.ca</u>>; Suzanne Bevan <<u>Suzanne.Bevan@trca.ca</u>>; Brandon Hester

<<u>Brandon.Hester@trca.ca</u>>; Alistair Jolly <<u>Alistair.Jolly@trca.ca</u>>; Victoria Kramkowski <<u>Victoria.Kramkowski@trca.ca</u>>; Naomi Vaset <<u>nvaset@rvanderson.com</u>>; Oliver Olberg <<u>OOlberg@rvanderson.com</u>>

Subject: RE: Columbia Way Environmental Assessment - Draft Project File Report - TRCA Responses

Hi Shirin,

On behalf of the Town of Caledon, please find attached our responses to the TRCA's comments. We trust that the responses provided adequately address the TRCA's concerns for the Municipal Class EA phase, as the Town continues to work with the TRCA through detailed design and construction. Kindly confirm that this is the case so that the Town may proceed with finalizing the Project File Report for public review.

As requested, I have also forwarded through the updated SWM Report, including the modelling files, via a file Newforma Info Exchange File Transfer (transmittal record attached). Please confirm that you have received the transfer.

Thank you again for the TRCA's timely input throughout this study. The Notice of Study Completion and final Project File Report will also be distributed to you upon study completion, which will include detailed design commitments to continue working with the TRCA as the Town proceeds through detailed design and construction, as described in the attached.

Kind Regards,



Connor MacIsaac, EPt JUNIOR ENVIRONMENTAL PLANNER, EA & APPROVALS

t 905 685 5049 ext. 4218 a 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1





From: Shirin Varzgani <<u>Shirin.Varzgani@trca.ca</u>>
Sent: September 22, 2021 4:42 PM
To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>
Cc: Arash Olia <<u>arash.olia@caledon.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Estephan, Therese
<<u>therese.estephan@peelregion.ca</u>>; Suzanne Bevan <<u>Suzanne.Bevan@trca.ca</u>>; Brandon Hester
<<u>Brandon.Hester@trca.ca</u>>; Alistair Jolly <<u>Alistair.Jolly@trca.ca</u>>; Victoria Kramkowski <<u>Victoria.Kramkowski@trca.ca</u>>
Subject: RE: Columbia Way Environmental Assessment - Draft Project File Report

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Hi Connor,

Please find attached the TRCA comments letter (final version) and Appendix A (word format) for the above noted project.

Any further comments (if any) from our Development Planning staff will be provided under a separate cover letter. However, please note that our Development Planning staff have been working with the Town staff on the Secondary Plan in the subject area and may have provided comments previously. Furthermore, Town staffs may have coordinated internally regarding this project site.

Thank you and regards,

**Shirin Varzgani,** MIP, MES (PI.) (she, her) Planner Infrastructure Planning and Permits | Development and Engineering Services

T: <u>(416) 661-6600</u> ext. 5785 E: <u>shirin.varzgani@trca.ca</u>

A: <u>101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca</u>



From: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>
Sent: September 22, 2021 10:08 AM
To: Shirin Varzgani <<u>Shirin.Varzgani@trca.ca</u>>
Cc: Arash Olia <<u>arash.olia@caledon.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>
Subject: RE: Columbia Way Environmental Assessment - Draft Project File Report

Hi Shirin,

Could you please confirm whether the TRCA has any additional comments? We would also like to request that you provide a word document of the TRCA comments for ease of providing responses.

We expect to provide you with our responses early next week. Once TRCA confirms that the responses are adequate, we will move forward with the filing of the Notice of Study Completion and final PFR. We are hoping for a relatively quick turnaround on this once we provide comments next week so the sooner the better!

Thanks,



From: Shirin Varzgani <<u>Shirin.Varzgani@trca.ca</u>>
Sent: September 14, 2021 10:52 AM
To: Arash Olia <<u>arash.olia@caledon.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>
Cc: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>
Subject: RE: Columbia Way Environmental Assessment - Draft Project File Report

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Hi Arash

Our staff requested until midweek next week (next Wednesday), if I get their comments (if any) earlier, I will definitely forward the final version of the letter before then. I sincerely apologize if this is causing an inconvenience.

Thanks, Shirin

From: Arash Olia <<u>Arash.Olia@caledon.ca</u>>
Sent: September 14, 2021 10:01 AM
To: Shirin Varzgani <<u>Shirin.Varzgani@trca.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>
Cc: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>
Subject: RE: Columbia Way Environmental Assessment - Draft Project File Report

Hi Shirin,

Thanks for your email and comments. With respect to the timeframe, may I kindly ask to have your further comments (if any), by no later than the end of this week?

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Engineering Services Department

Office: 905.584.2272 x.4073 Email: arash.olia@caledon.ca

Town of Caledon | www.caledon.ca | www.visitcaledon.ca | Follow us @YourCaledon

From: Shirin Varzgani <<u>Shirin.Varzgani@trca.ca</u>>
Sent: Tuesday, September 14, 2021 8:56 AM
To: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>
Cc: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>>
Subject: FW: Columbia Way Environmental Assessment - Draft Project File Report

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Good morning, Andrew,

It is a Secondary Plan that our staff are working on for the area on the NE corner of Highway 50 and Columbia Way and not a subdivision plan. Thanks, Shirin Varzgani

From: Shirin Varzgani
Sent: September 13, 2021 4:01 PM
To: 'Andrew McGregor' <<u>AMcGregor@rvanderson.com</u>>; Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>
Cc: Arash Olia <<u>arash.olia@caledon.ca</u>>
Subject: RE: Columbia Way Environmental Assessment - Draft Project File Report

Hi Andrew,

I am waiting for comments (if any) from our staff on the Development Planning side – they are working on a subdivision in this area (NE corner of Highway 50 and Columbia Way) and will be providing comments early next week. There may or may not be additional comments.

Thanks and kind regards, Shirin

From: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>
Sent: September 13, 2021 10:42 AM
To: Shirin Varzgani <<u>Shirin.Varzgani@trca.ca</u>>; Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>
Cc: Arash Olia <<u>arash.olia@caledon.ca</u>>
Subject: RE: Columbia Way Environmental Assessment - Draft Project File Report

Thanks Shirin,

Do you anticipate any additional comments in the Final version?

Kind regards,

From: Shirin Varzgani <<u>Shirin.Varzgani@trca.ca</u>>
Sent: September 10, 2021 2:32 PM
To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>
Cc: Arash Olia <<u>arash.olia@caledon.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>
Subject: RE: Columbia Way Environmental Assessment - Draft Project File Report

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Hi Connor,

Please find attached draft TRCA comments for the above-noted project. I will send you the final version early next week. Should you have any questions, please do not hesitate to contact me.

Thank you and regards,

Shirin Varzgani, MIP, MES (Pl.) (she, her) Planner Infrastructure Planning and Permits | Development and Engineering Services

T: <u>(416) 661-6600</u> ext. 5785 E: <u>shirin.varzgani@trca.ca</u> A: <u>101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca</u>



From: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>
Sent: September 10, 2021 1:18 PM
To: Shirin Varzgani <<u>Shirin.Varzgani@trca.ca</u>>
Cc: Arash Olia <<u>arash.olia@caledon.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>
Subject: RE: Columbia Way Environmental Assessment - Draft Project File Report
Importance: High

Hi Shirin,

To follow-up from my phone message I left with you this this morning, please confirm whether TRCA will be providing comments on the draft PFR by **EOD today.** The final Project File Report will also be made available for your review.

Kind Regards,



From: Shirin Varzgani <<u>Shirin.Varzgani@trca.ca</u>>
Sent: September 7, 2021 9:56 AM
To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>
Cc: Arash Olia <<u>arash.olia@caledon.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>
Subject: RE: Columbia Way Environmental Assessment - Draft Project File Report

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Hi Connor,

The above-noted project is under review and further comments may follow. I will forward you the comments soon.

Thank you and regards,

**Shirin Varzgani,** MIP, MES (PI.) (she, her) Planner Infrastructure Planning and Permits | Development and Engineering Services

T: (416) 661-6600 ext. 5785

- E: shirin.varzgani@trca.ca
- A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>
Sent: September 7, 2021 9:53 AM
Cc: Arash Olia <<u>arash.olia@caledon.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>
Subject: RE: Columbia Way Environmental Assessment - Draft Project File Report
Importance: High

Hello,

This is a friendly reminder to provide your comments by **September 9, 2021,** so that they can be adequately addressed prior to publishing the Final Project File Report and Notice of Study Completion.

If we do not receive any comments from your agency prior to this deadline, it will be assumed that your agency does not have any comments on the draft project file report provided, and the Town will proceed with the filing of the final report and notice of study completion. The final Project File Report will also be made available for your review.

On behalf of the Town of Caledon, I would like to thank you again for your involvement in the Columbia Way Class EA Study. Please reach out to myself and/or the project team members cc'd on this email should you have any questions.

Kind Regards,



Connor MacIsaac, EPt JUNIOR ENVIRONMENTAL PLANNER, EA & APPROVALS

t 905 685 5049 ext. 4218 a 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1





From: Connor MacIsaac Sent: August 9, 2021 5:01 PM Cc: Arash Olia <<u>Arash.Olia@caledon.ca</u>>; Andrew McGregor (<u>AMcGregor@rvanderson.com</u>) <<u>AMcGregor@rvanderson.com</u>> Subject: Columbia Way Environmental Assessment - Draft Project File Report

Hello,

On behalf of the Town of Caledon, please use the link below to review and provide comment on the draft Project File Report and associated appendices for the Columbia Way Environmental Assessment.

Columbia Way Draft PFR - Technical Agency Review

Please provide your comments within one month of receipt of this email, by **September 9, 2021,** so your comments can be adequately addressed prior to publishing the Final Project File Report and Notice of Study Completion.

Please let me know if anyone else within your organization requires access to the link and I can provide them access.

Thanks,



Connor MacIsaac, EPt

JUNIOR ENVIRONMENTAL PLANNER, EA & APPROVALS

- t 905 685 5049 ext. 4218
- a 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1





SUMMER HOURS: RVA celebrates the summer season from June 4th to September 3rd. Our offices will be closed at 2 PM each Friday.

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# APPENDIX A: TRCA COMMENTS AND PROPONENT RESPONSES

ITEM	TRCA COMMENTS (September 10, 2021)	PROPONENT/CONSULTANT RESPONSE (INSERT DATE)
Storm	water Management	
1.	The SWM memo is intended to show the feasibility of the proposed Columbia way improvements. Staff consider the proposed methodology feasible. However, further information and supporting calculations and/or hydrologic modeling should be provided at this stage. The proponent must ensure the proposed road improvement allows for the implementation of the proposed water quantity, quality, erosion and water balance control measures within the Road Right of Way (ROW) or adjacent lands owned by the Region/Town.	Hydrologic Modelling files for pre and post- development conditions from a PCSWMM model will be provided, as requested. The report flow summary table (Table 5-2 in Appendix F) outlines the results of the contributing area and peak discharge flows for existing vs. proposed comparison for 100 Yr- Storm Event. The design confirmed that water quality and quantity control will be within ROW, i.e., Bioswales. No additional storage to control the peak flow discharge is required; see also response 2.
2.	Please provide further details/calculations that demonstrate the post-development peak flow will be lower than those of the existing conditions. Please note that a storm distribution (6 & 12 hours AES) consistent with table 3.1 (page 12) of the TRCA SWM Criteria document should be used in the hydrologic modelling. Further, please provide supporting information/calculations that demonstrate the post-development peak flow can be	Hydrologic Modelling for pre and post-development conditions has been done using PCSWMM software

ITEM	TRCA COMMENTS (September 10, 2021)	PROPONENT/CONSULTANT RESPONSE (INSERT DATE)
	controlled to the required level within the proposed upgraded swales or any other low-impact development	based on 6 & 12 hours AES
	measure. The consultant may refer to the TRCA's Low Impact Development Stormwater Management Planning	storm distribution, as
	and Design Guide (2010) for further information. Please provide preliminary swale conveyance capacity, facility	requested. According to the
	sizing, locations, cross-sections, etc.	simulation results, 6 hours
		AES storm generated the
		highest peak flows
		compared to the 12 hours
		as such 6-hours AES storm
		has been utilized for
		simulation in this study.
		The peak flows produced
		by a 100-Year storm event
		have been compared at 6
		identified outlet locations
		that are summarized in the
		Table 5-2 of Appendix F. As
		shown in the table 5-2,
		there is a slight decrease in
		peak flows compared to the
		pre-development
		conditions, due to widening
		being only proposed as
		paved shoulder over only
		portion of predominantly
		existing gravel shoulders
		and the remainder gravel
		area will be replaced by
		pervious surface as a result
		of the roadside ditches
		(swales) improvement.
		Therefore no quantity
		control targets are
		necessary regarding the
		intents and purpose of this
		project. The preliminary

ITEM	TRCA COMMENTS (September 10, 2021)	PROPONENT/CONSULTANT RESPONSE (INSERT DATE)
		swale conveyance capacity,
		including swales hydraulic
		analysis results (done using
		PCSWMM software) have
		been provided in Tables 5-3
		through 5-6 of Appendix G.
3.	Please provide further details/calculations on how the water quality, erosion and water balance control will be	As per TRCA water quality
	achieved. It should be noted that water quality control consistent with Section 5.0 (page 21) of the TRCA's SWM	control criteria, an
	criteria should be provided for the entire road and not only for the additional areas required for the proposed	enhanced level of TSS
	improvements. Typically, a treatment train is recommended for urbanized areas and enhanced swales among	removal (80%) is required.
	other measures for rural sections of the roads.	Water quality control
		measures based on the
		proposed road design and
		site conditions are
		described below:
		The proposed SWM
		strategy avoided using the
		typical storm sewer and
		catchbasin approach along
		the urban section of the
		road and instead offered
		keeping/relocating the
		roadside ditches to be
		placed along the road.
		Where the roadside is
		confined by curbs, road
		discharge points to the
		ditches will be directed
		through dropped curb
		sections with vegetated
		filter strips or other pre-
		treatment measures at the
		inlet. The original roadside
		ditches will not just be
		kept/relocated but also

ITEM	TRCA COMMENTS (September 10, 2021)	PROPONENT/CONSULTANT RESPONSE (INSERT DATE)
		improved into bioswales
		throughout the entire
		section of the road to
		manage stormwater. The
		25 mm 4-hour storm event
		has been used to design
		bioswales. Please refer to
		table 5-7 of Appendix G for
		the Swales PCSWMM
		hydraulic analysis summary
		output for 25mm 4 hour
		Chicago storm. More
		design details of bioswales
		will be provided during the
		detailed design stage. We
		understand that the TRCA's
		water balance and erosion
		control criteria is providing
		on-site retention of the
		minimum 5 mm of every
		rainfall event; However, -
		since the proposed road
		configuration includes
		more pervious cover
		compared to the pre-
		development conditions,
		and it's due to widening
		being proposed as paved
		shoulder over only portion
		of predominantly existing
		gravel shoulders and the
		remainder gravel area will
		be replaced by pervious
		surface as a result of the
		roadside ditches (swales)

ITEM	TRCA COMMENTS (September 10, 2021)	PROPONENT/CONSULTANT RESPONSE (INSERT DATE)
		improvement. Therefore no specific water balance targets are needed. Additionally, the proposed roadside bioswales will promote infiltration along the entire section of the road.
4.	Where culverts or bridges are replaced or extended, the peak flows included within the HEC RAS model or provided to the consultant back in July 2021 can be used in the hydraulic assessment. Please provide a Digital copy of the HEC RAS model and assessment consistent with the Technical Guideline for Flood Hazzard Mapping (March 2017). It should be noted that for the replacement of culverts where the drainage areas are larger than 100 hectares a fluvial-geomorphic assessment may be required. Please refer to Appendix 1. B (page 30) of the TRCA's Crossing Guideline (February 2015) for further details and guidance.	We have received the engineered HEC-RAS model for the Coventary bridge, and checked the conveyance capacity of the structure. As per the HEC- RAS modelling results, the bridge has enough capacity to convey the flows up to 500-Year storm events without flow overtopping the roadway. In regards to the second major crossing, We have received an estimated HEC- RAS model for the 2m diameter CSP culvert. We updated the parameters, included the culvert structure and checked the conveyance capacity. We have used the provided peak flow by TRCA in the HEC-RAS simulations. Please refer to section 2.2.2 of the report for the hydraulic analysis and

ITEM	TRCA COMMENTS (September 10, 2021)	PROPONENT/CONSULTANT RESPONSE (INSERT DATE)
		Appendix D for the HEC- RAS summary output. Modelling files will also be provided. It should also be noted that none of the above-
		mentioned structures will be extended or replaced.
5.	Erosion prevention and sediment control measures shall be implemented to mitigate erosion and sediment processes during construction. At the detailed design stage, please provide an Erosion and Sediment Control (ESC) report along with plans and drawings. Please provide ESC details, locations and supporting calculations in the plans/report. The mitigation measures shall conform with the Erosion and Sediment Control Guide for Urban Construction (2019), available at <u>www.sustainabletechnologies.ca</u> .	As requested, it will be provided during the detailed design stage.
Veget	ation Removals and Compensation	
6.	Please note that it appears that vegetation removals are anticipated for the preferred s-curve alignment due to grading of the shoulders of the road. TRCA staff recommend that the TRCA Guideline for Determining Ecosystem Compensation is used to document and compensate for any unavoidable loss to the Natural System. This guideline is available at: https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2019/11/27105627/TRCA- Guideline-for-Determining-Ecosystem-Compensation-June-2018_v2.pdf. Moreover, staff expect that any compensatory plantings be located within proximity of the removal. Please also see TRCA Forest Edge Management Plan Guideline for further assistance to help mitigate impacts to the remaining forest community, this guideline is available at: https://trcaca.s3.ca-central- 1.amazonaws.com/app/uploads/2016/02/17185406/Forest_Edge_Management_Plan_Guidelines_July_2004.pdf.	We note the requirement for compensation for the loss of vegetation associated with the preferred S-curve alignment. Refinement of the full extent of removals, and the development of a compensation plan for the loss of vegetation will be noted as an EA commitment and determined during the Detailed Design phase. We note that the area in the vicinity of the proposed loss is dominated by cultural communities that would benefit ecologically from the addition of native plant

ITEM	TRCA COMMENTS (September 10, 2021)	PROPONENT/CONSULTANT RESPONSE (INSERT DATE)
<b>ТЕМ</b>	With reference to TRCA correspondence dated April 8, 2020, staff reiterates that during the preliminary review of the EA study area the following were identified:         • Watercourse and wetland crossing between Kingsview Drive and Westchester Boulevard         • Watercourse and wetland crossing between Mount Hope and Coventry Bridge         Please note that as per the above noted correspondence, other natural features and hazards may be present within the EA study area and will require on-site field verification. Please ensure that TRCA staff are consulted for on-site field verification of all of these features.	-

ITEM		TRCA COMMENTS (September 10, 2021)	PROPONENT/CONSULTANT RESPONSE (INSERT DATE)
Geote	chnical		
8.	TRCA defers to the Town and their consultant to implement all the recommendations in the geotechnical report in the detailed design stage as geotechnical due diligence. For TRCA regulatory purpose, TRCA geotechnical staff would like to see section 6.5, 6.6 and 6.9 of the report to be implemented.		Geotechnical recommendations outlined in the report, incluind additional investigation during detailed design are recommended to be carried forward.
TRCA I	Property		1
9.	a. b. c. d.	<ul> <li>Based on Appendix 12, it appears that anticipated impacts to TRCA-owned property for the preferred alternative include grading, ditching, and widening of the bridge. Please note that any proposed interests or uses of TRCA-owned property require TRCA technical staff sign-off. Any uses that include permanent infrastructure or will have long-term maintenance requirements are considered long term or permanent interests.</li> <li>Long term or permanent interests on TRCA-owned property require TRCA Board of Directors approval. A 2-month minimum lead time is required for preparation of reports to TRCA's Executive Committee/Board of Directors. There are no meetings in June, July, and December.</li> <li>When planning for the project please note that a minimum 12-to-5-month lead time is required to complete property transactions. Once property impacts are known, please contact Trina Seguin, Senior Property Agent (trina.seguin@trca.ca) for additional information.</li> <li>If access to TRCA-owned property is required for the purpose of completing technical studies associated with this project, a Permission to Enter (PTE) must be obtained from TRCA Property staff prior to entry. Please contact Stella Ku, Property Coordinator (stella.ku@trca.ca) for additional information.</li> </ul>	<ul> <li>a) All property requirements will be confirmed during detailed design. Approximately</li></ul>
			required during detailed design
	-	Assessment	1 .
10.	a.	TRCA Archaeology has no concerns with the recommendations as per Figure 9 in the Appendix 5 of the draft Final PFR. Please note, should there be any deviation from the project area, as indicated in the appendix, additional recommendations may be necessary.	<ul><li>e) Noted.</li><li>f) Any further archaelgoical</li></ul>

ITEM	TRCA COMMENTS (September 10, 2021)	PROPONENT/CONSULTANT RESPONSE (INSERT DATE)
	b. Based on Table 6.1 of the draft Final PFR and Appendix 12, TRCA property is required for the proposed undertaking. Please note that an archaeological review by TRCA's archaeological staff must precede any disturbance to TRCA property. Furthermore, all archaeological assessments on TRCA lands must be conducted by TRCA archaeologists. Please contact TRCA Archaeology staff, Alistair Jolly, Supervisor (Field) at <u>Alistair.jolly@trca.ca</u> for scheduling. Please note that Archaeological Assessment by TRCA staff are undertaken at additional cost to the proponent.	assessments required to be completed within TRCA lands will be coordinated directly with TRCA archaelogist as requested, during detailed design.
Gener	al	
11.	As per section 4.3 of the draft Final PFR the preferred alternative for urban section between Highway 50 and approx. 225 m east of Forest Gate Avenue is identified as two lane road with urbanized cross section and a multiuse pathway on the south side of the road only whereas in Section 5.1.2 the urban section of the road with multiuse pathways on both sides of the road is discussed which was not identified in any of the alternatives earlier in the report and installation of a multiuse pathway approx. 300 m in length along the north side of the road is repeated under section 5.1.7. Please clarify.	Section 4.3 has been updated to appropriately reflect the study recommendations of providing multi-use path

To: Subject: Arash Olia RE: Columbia Way EA - Notice of Commencement

From: Tantalo, Ferdinando <<u>Ferdinando.Tantalo@dpcdsb.org</u>> Sent: Tuesday, April 28, 2020 4:54 PM To: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>> Cc: Koops, Krystina <<u>Krystina.Koops@dpcdsb.org</u>>; Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Subject: RE: Columbia Way EA - Notice of Commencement

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Hi Andrew,

Thank You. It would be best to meet next week. I could be available either Tuesday or Thursday in the morning.

If that doesn't work we can chose another time and date.

Ferd Tantalo St. Michael Catholic Secondary School 9130 Columbia Way Bolton ON , L7E4G6 Phone: <u>905.951.8935</u>

"QUIS UT DEUS"

From: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>> Sent: Tuesday, April 28, 2020 4:45 PM To: Tantalo, Ferdinando <<u>Ferdinando.Tantalo@dpcdsb.org</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>> Cc: Koops, Krystina <<u>Krystina.Koops@dpcdsb.org</u>>; Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Subject: RE: Columbia Way EA - Notice of Commencement

Hello Ferd,

Thank you for your comments below re need for additional pedestrian crossing. We would very much like to discuss this further with you in person (or at least virtually for now). Perhaps you could provide 2 or 3 times that work from your end the remainder of this week and/or next. We could then follow up with a meeting request and go from there.

Looking forward to speaking with you.

Kind regards,

Andrew McGregor, MCIP, RPP Phor Senior Planner, EA & Approvals Cell:

Phone: 416-497-8600 x4211 Cell: 905-964-4056



**R.V. Anderson Associates Limited** 43 Church Street, Suite 104 St. Catharines, ON L2R 7E1 St. Catharines, ON L2R 7E1 website | facebook | twitter | linkedin



# Our new Halton office is now open 4900 Palladium Way, Suite 200, Burlington, ON.

From: Tantalo, Ferdinando < Ferdinando. Tantalo@dpcdsb.org> Sent: April 19, 2020 6:33 PM To: Arash Olia < Arash.Olia@caledon.ca> Cc: Koops, Krystina < Krystina.Koops@dpcdsb.org>; Connor MacIsaac < cmacIsaac@rvanderson.com>; Andrew McGregor <AMcGregor@rvanderson.com> Subject: RE: Columbia Way EA - Notice of Commencement

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Good Evening,

The main request would be to add a crosswalk at one of the crossing point leading into the school. This was an issue raised earlier in the school year, however, it was indicated the grade of the street fails to meet specific requirements. I hope we can add a crossing point closer to the school for the safety of students and community members who reside on the east side of the school

As well, I would endorse the addition of cyclist amenities that could be added along the aforementioned road.

I could be reached at the following to discuss further.

(905)301-4830

Ferd Tantalo **Principal** St. Michael Catholic Secondary 9130 Columbia Way Bolton, On L7E 4G6

# 'QUIS UT DEUS'

From: Arash Olia < Arash. Olia@caledon.ca> Sent: Wednesday, April 8, 2020 2:03 PM To: Tantalo, Ferdinando <Ferdinando.Tantalo@dpcdsb.org>; Weatherbee, Rob <Rob.Weatherbee@dpcdsb.org>; Duke-Kelly, Debbie <Debbie.Duke-Kelly@dpcdsb.org> Cc: Koops, Krystina <Krystina.Koops@dpcdsb.org>; Connor MacIsaac <cmacIsaac@rvanderson.com>; Andrew McGregor

# <<u>AMcGregor@rvanderson.com</u>>

Subject: RE: Columbia Way EA - Notice of Commencement

Hi Tantalo, Duke-kelly, and Rob,

Please find attached the Notice of Study Commencement for the Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline (Schedule B MCEA). The study will review opportunities for improvements to the road between Highway 50 and Caledon King Townline, including improvements to: road geometry and intersections; pedestrian and cyclist amenities; and, stormwater management.

At this point in the study, we are requesting any relevant background information from you as it relates to the study area. Information that would be of interest includes:

- Contact information and the identification of individuals that represent your agency or group that we should include as a primary contact throughout the study process;
- Description of the existing conditions or sensitivities within the study area as they relate to your interests; and
- Specific issues, concerns and/or expectations that your agency or group may have.

Please respond to this email with your comments, or contact directly the project team members listed on the attached notice.

The project team values the participation of all stakeholders and wishes to ensure that the community's interests and concerns are taken into consideration. Please contact the project team members listed on the attached notice for further information on this project.

Regards,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Finance & Infrastructure Services

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From: Koops, Krystina <<u>Krystina.Koops@dpcdsb.org</u>> Sent: Wednesday, April 8, 2020 1:53 PM To: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Cc: Tantalo, Ferdinando <<u>Ferdinando.Tantalo@dpcdsb.org</u>>; Duke-Kelly, Debbie <<u>Debbie.Duke-Kelly@dpcdsb.org</u>>; Weatherbee, Rob <<u>Rob.Weatherbee@dpcdsb.org</u>> Subject: RE: Columbia Way EA - Notice of Commencement

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Hi Arash,

I'm keeping well, thanks for asking. Hope everyone is staying safe and adjusting to our new work environment.

I've copied the Principal (Ferdinando Tantalo) and the Vice Principals so they are aware of the comments that I've already provided below. If you could forward them the notice for information, that would be appreciated. Thanks.

# Krystina Koops, MCIP, RPP

Planner - Planning Department Dufferin-Peel Catholic District School Board 40 Matheson Boulevard West, Mississauga ON L5R 1C5 Tel: 905-890-0708 ext. 24407 | Email: <u>krystina.koops@dpcdsb.org</u> Website: <u>www.dpcdsb.org</u> | Twitter: @DPCDSBSchools | YouTube: DPCDSBVideos

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From: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Sent: Wednesday, April 8, 2020 1:41 PM To: Koops, Krystina <<u>Krystina.Koops@dpcdsb.org</u>> Subject: RE: Columbia Way EA - Notice of Commencement

Hi Krystina,

Thanks for your email and interest, and I hope you are keeping well and healthy.

We have recently sent a notice of study commencement to the residents and the school. Since the school is closed, do you have an email address of the school principal so that the notice can be sent to them directly as well?

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Finance & Infrastructure Services

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From: Koops, Krystina <<u>Krystina.Koops@dpcdsb.org</u>> Sent: Friday, April 3, 2020 11:22 AM To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: RE: Columbia Way EA - Notice of Commencement CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

### Hi Connor and Team,

Thank you for providing us the opportunity to comment on the EA for Columbia Way. The DPCDSB has an existing secondary school, St, Michael CSS, on the north side of Columbia Way, east of Highway 50.

DPCDSB supports active transportation and safe pedestrian connections. Our primary concern regarding the EA will be the impacts on the school operations/pedestrian safety during the construction. The access to the school cannot be blocked off and sidewalks are relied upon for students walking to school.

I would appreciate if you would continue to circulate the Board on further notifications regarding the EA. If necessary we can share further information with the school directly. Thank you.

# Krystina Koops, MCIP, RPP

Planner - Planning Department Dufferin-Peel Catholic District School Board 40 Matheson Boulevard West, Mississauga ON L5R 1C5 Tel: 905-890-0708 ext. 24407 | Email: <u>krystina.koops@dpcdsb.org</u> Website: <u>www.dpcdsb.org</u> | Twitter: @DPCDSBSchools | YouTube: DPCDSBVideos

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From: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Sent: Thursday, April 2, 2020 3:00 PM To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: Columbia Way EA - Notice of Commencement

# Dear Sir/Madam,

On behalf of the Town of Caledon, please find attached the Notice of Study Commencement for the Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline (Schedule B MCEA). The study will review opportunities for improvements to the road between Highway 50 and Caledon King Townline, including improvements to: road geometry and intersections; pedestrian and cyclist amenities; and, stormwater management.

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Regards,

Connor MacIsaac Junior Environmental Planner EA & Approvals

Phone: 416-497-8600 Cell: 905-933-5709

**a**rva

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# **MEETING NOTES**

# COORDINATION MEETING WITH DUFFERIN-PEEL CATHOLIC DISTRICT SCHOOL BOARD

# TOWN OF CALEDON, Project # 2019-104 Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline

- **DATE:** May 5, 2020
- PLACE: Online Conference Call
- **PROJECT NO.:** 195072
- PRESENT:
   Arash Olia, Town of Caledon (TOWN)

   Ferdinando Tantalo, St. Michael Catholic Secondary School (SMCSS)

   Krystina Koops, Dufferin-Peel Catholic District School Board (DPCDSB)

   Andrew McGregor RV Anderson Associates (RVA)

   Adam Mildenberger (RVA)

   Connor MacIsaac (RVA)
- **PURPOSE:** Purpose of this meeting is for Dufferin-Peel District Catholic School Board (DPCDSB) and St. Michael Catholic Secondary School (MSCSS) to provide input and request information regarding the Environmental Assessment being carried out by the Town of Caledon for Columbia Way between Highway 50 and Caledon King Townline.

# **DISCUSSION:**

# ACTION BY:

- Background of project and goals for the project were summarized. INFO
   SMCSS summarized key concerns with roadway including ongoing jaywalking as a result of students accessing cars parked on North side of the road, students travelling to and from school and students travelling to the nearby community centre.
- 3. DPCDSB and SMCSS requested an additional pedestrian crossing to the INFO school be incorporated into the roadway design to reduce ongoing jaywalking.
- 4. Alternative pedestrian crossing solutions to be considered during the study RVA were discussed, including:
  - Improved crossing on west side of school
  - New crossing east of school
  - New crossing in front of school

#### **ACTION BY: DISCUSSION:** 5. Alternative intersection solutions to be considered during the study were **RVA** discussed, including: Left turn lanes into school entrance Signalization of additional intersection • Bus only entrance Roundabout • 6. Alternative traffic calming measures to be considered during the study RVA include: Roundabout • Variable speed limit • Set speed limit Urbanization / road design • INFO 7. DPCDSB stated the school board does not support roundabouts directly adjacent to schools due to pedestrian crossing conflicts with vehicles. 8. DPCDSB requested multi-use trails with safe access to the school be INFO incorporated into the design to promote safe travel by pedestrians and cyclists to and from the school. 9. Additional meeting with DPCDSB and SMCSS following evaluation of ALL alternative solutions discussed, to be scheduled at a later date, prior to the PIC. DPCDSB requested that RVA provide PIC slides for review prior to **RVA** 10. presentation to the public to ensure no sensitive student information is displayed. RVA agreed. 11. RVA suggested SMCSS may wish to provide a summary of locations of SMCSS

Notes prepared by: Connor MacIsaac

concern on a marked up aerial image.

Distribution: All present

\\NIAGARAFS01\Projects\\_2019\195072 - Columbia Way Class EA - Prelim. Des\D Meetings\01 External-195072-20200505-Coordination Meeting with DPCDSB - Notes

PLEASE ADVISE THE WRITER OF ANY ERRORS OR OMISSIONS WITHIN 1 WEEK OF RECEIPT OF THESE NOTES

# Connor MacIsaac

To:	Andrew McGregor; Stanley Pijl
Cc:	Adam Mildenberger
Subject:	RE: public inquiry

From: Di Cosola, Frank <<u>Frank.DiCosola@dpcdsb.org</u>> Sent: September 30, 2020 8:14 PM To: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>> Cc: Arash Olia <<u>Arash.Olia@caledon.ca</u>>; Tantalo, Ferdinando <<u>Ferdinando.Tantalo@dpcdsb.org</u>> Subject: RE: public inquiry

# [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Sorry, I also forgot to mention can the guardrail that is currently there, continue to remain and be extended further towards Hwy 50 to protect pedestrians and students utilizing the sidewalk?

Thank you.

Frank

From: Di Cosola, Frank Sent: Wednesday, September 30, 2020 8:07 PM To: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>> Cc: Tantalo, Ferdinando <<u>Ferdinando.Tantalo@dpcdsb.org</u>> Subject: RE: public inquiry

Hello Andrew, thank you for sharing the schools commentary. The only comments I would like to add is, if there could be some consideration to include some form of curb appeal/beautification that is adjacent to the two parking areas of the school, that would be appreciated.

As to receiving the information via email, it is the correct email address. Can you provide me with the email address that it was sent from? Also, please include me in an additional communication in reference to this EA and additional communications.

Thanks

Frank

From: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>> Sent: Wednesday, September 30, 2020 5:52 PM To: Di Cosola, Frank <<u>Frank.DiCosola@dpcdsb.org</u>> Cc: Arash Olia <<u>Arash.Olia@caledon.ca</u>>; Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Subject: RE: public inquiry

# CAUTION: This email originated from outside of DPCDSB. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Frank,

Thanks for reaching out. The project team met with Ferdinando Tantalo, Principal of St. Michael Catholic Secondary School and Krystina Koops from the Catholic District School Board on May 5, 2020. Purpose of the meeting was for us to provide information on the purpose of the EA study and to hear the school's concerns pertaining to the corridor. A number of topics were discussed, including the need for additional pedestrian access and crossing, vehicle access to the school, and safety. For ease of review I've attached the notes from our meeting. Kindly advise if there's any additional concerns we should be made aware of for incorporation into the study.

Also, for the sake of housekeeping, our records show that we emailed the study notification to <u>frank.dicosola@dpcdsb.org</u> on April 2<sup>nd</sup>. Kindly advise if you did not receive and we'll resend.

Stay safe and kind regards,



RVA celebrates the summer season from June 26th to September 4th. Our offices will be closed at 2 pm each Friday.

From: Di Cosola, Frank <<u>Frank.DiCosola@dpcdsb.org</u>> Sent: Tuesday, September 29, 2020 7:36 PM To: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: RE: public inquiry

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Hello Arash,

I was made aware of this EA via a school resident who questioned my input in this project. I was not made aware of this project and the scope and eventual objective. What input has there been from the school perspective and or the board planning department?

Frank

From: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Sent: Tuesday, September 29, 2020 7:29 PM To: Di Cosola, Frank <<u>Frank.DiCosola@dpcdsb.org</u>> Subject: RE: public inquiry CAUTION: This email originated from outside of DPCDSB. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Frank,

It is my understanding that you would like to talk about the Columbia Way EA study.

Please confirm.

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Finance & Infrastructure Services

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From: Di Cosola, Frank <<u>Frank.DiCosola@dpcdsb.org</u>> Sent: Tuesday, September 29, 2020 1:59 PM To: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Cc: Troiani, Franco <<u>Franco.Troiani@dpcdsb.org</u>> Subject: public inquiry

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Hello Olia,

I wanted to inquire about this EA on this project. I would like to chat with you about this project and the stakeholders input.

Is there a number and time that I can contract you at?

Thanks

Frank Di Cosola, Trustee, Caledon and Dufferin Country Dufferin Peel Catholic District School Board

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# Connor MacIsaac

From:	Koops, Krystina <krystina.koops@dpcdsb.org></krystina.koops@dpcdsb.org>
Sent:	February 24, 2021 8:28 AM
To:	Connor MacIsaac; Tantalo, Ferdinando
Cc:	Andrew McGregor; arash.olia@caledon.ca
Subject:	RE: Columbia Way EA - Notice of Public Meeting
Categories:	Technical Agency Comments

# [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Hi everyone,

I'm so sorry this fell through my emails! Things have been super busy at the board.

I realize that the meeting is tonight, so it's a good thing we don't have serious concerns with the recommendations. They are generally aligned to what we discussed in our meeting by having a left turn lane onto the school site and pedestrian crossing at trailhead. While the pedestrian crossing is not entirely ideal, I understand there are many constraints to consider.

Thank you for sharing the materials in advance.

# Krystina Koops, MCIP, RPP

Planner - Planning Department Dufferin-Peel Catholic District School Board 40 Matheson Boulevard West, Mississauga ON L5R 1C5 Tel: 905-890-0708 ext. 24407 | Email: krystina.koops@dpcdsb.org Website: www.dpcdsb.org | Twitter: @DPCDSBSchools | YouTube: DPCDSBVideos

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From: Connor MacIsaac <cmacIsaac@rvanderson.com> Sent: Wednesday, February 10, 2021 11:40 AM To: Koops, Krystina <Krystina.Koops@dpcdsb.org>; Tantalo, Ferdinando <Ferdinando.Tantalo@dpcdsb.org> Cc: Andrew McGregor <AMcGregor@rvanderson.com>; arash.olia@caledon.ca Subject: RE: Columbia Way EA - Notice of Public Meeting

CAUTION: This email originated from outside of DPCDSB. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

To follow-up from the notice sent out to the project stakeholder list earlier this week, and in recognizing the school board and St. Michael Catholic Secondary School's advanced involvement in the Columbia Way EA study, kindly find the PIC/Public Meeting Displays and Preliminary Design PDF available for download and your review at the link below.

# Columbia Way PIC Materials

Further details on the project can be found at the Town's Project Website at caledon.ca/ColumbiaWay

Please let us know if you have any questions or concerns related to the study recommendation/preliminary design ahead of the PIC/Public Meeting, scheduled for February 24<sup>th</sup> at 5 p.m.

Regards, Connor



From: Connor MacIsaac Sent: February 8, 2021 10:34 AM To: Connor MacIsaac

<<u>CMacIsaac@rvanderson.com</u>> Cc: Andrew McGregor (<u>AMcGregor@rvanderson.com</u>) <<u>AMcGregor@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: Columbia Way EA - Notice of Public Meeting

Dear Sir/Madam,

Please disregard my previous email, as it contained the incorrect link to the Project Website. Thank you.

On behalf of the Town of Caledon, please find attached the Notice of Public Meeting for the Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline (Schedule B MCEA). The purpose of this meeting is to share information and receive public input on the to study date, including the problem / opportunity, existing conditions, alternative solutions, and the preliminary preferred solution.

Due to continuing efforts to contain the spread of COVID-19 and to protect individuals, Town Hall will not be open for community members to attend Public Meetings until further notice. Therefore, this meeting will be held electronically. The meeting will be held on February 24, 2021 at 5 p.m. Refer to the attached notice, or visit the Town of Caledon's project website, <u>caledon.ca/ColumbiaWay</u>, for further information on how to participate.

The project team values the participation of all stakeholders and wishes to ensure that the community's interests and concerns are taken into consideration. Please contact the project team members listed on the attached notice if you require a hard copy of the online materials or for further information on this project.

If you would like to be removed from the project mailing list, please let us know by responding to this email.

Regards,



RVA IS GROWING! Our NEW <u>Halton</u> and <u>Halifax</u> offices are now open.



### **Connor MacIsaac, EPT**

Junior Environmental Planner, EA & Approvals

**P:** (905) 685-5049 **C:** (905) 933-5709

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Subject:	RE: Columbia Way EA - Notice of Public Meeting
Categories:	Technical Agency Comments

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Thank you for sharing the materials in advance.

# Krystina Koops, MCIP, RPP

Planner - Planning Department Dufferin-Peel Catholic District School Board 40 Matheson Boulevard West, Mississauga ON L5R 1C5 Tel: 905-890-0708 ext. 24407 | Email: krystina.koops@dpcdsb.org Website: www.dpcdsb.org | Twitter: @DPCDSBSchools | YouTube: DPCDSBVideos

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From: Connor MacIsaac <cmacIsaac@rvanderson.com> Sent: Wednesday, February 10, 2021 11:40 AM To: Koops, Krystina <Krystina.Koops@dpcdsb.org>; Tantalo, Ferdinando <Ferdinando.Tantalo@dpcdsb.org> Cc: Andrew McGregor <AMcGregor@rvanderson.com>; arash.olia@caledon.ca Subject: RE: Columbia Way EA - Notice of Public Meeting

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Hello,
To follow-up from the notice sent out to the project stakeholder list earlier this week, and in recognizing the school board and St. Michael Catholic Secondary School's advanced involvement in the Columbia Way EA study, kindly find the PIC/Public Meeting Displays and Preliminary Design PDF available for download and your review at the link below.

# Columbia Way PIC Materials

Further details on the project can be found at the Town's Project Website at caledon.ca/ColumbiaWay

Please let us know if you have any questions or concerns related to the study recommendation/preliminary design ahead of the PIC/Public Meeting, scheduled for February 24<sup>th</sup> at 5 p.m.

Regards, Connor



From: Connor MacIsaac Sent: February 8, 2021 10:34 AM To: Connor MacIsaac

<<u>CMacIsaac@rvanderson.com</u>> Cc: Andrew McGregor (<u>AMcGregor@rvanderson.com</u>) <<u>AMcGregor@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: Columbia Way EA - Notice of Public Meeting

Dear Sir/Madam,

Please disregard my previous email, as it contained the incorrect link to the Project Website. Thank you.

On behalf of the Town of Caledon, please find attached the Notice of Public Meeting for the Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline (Schedule B MCEA). The purpose of this meeting is to share information and receive public input on the to study date, including the problem / opportunity, existing conditions, alternative solutions, and the preliminary preferred solution.

Due to continuing efforts to contain the spread of COVID-19 and to protect individuals, Town Hall will not be open for community members to attend Public Meetings until further notice. Therefore, this meeting will be held electronically. The meeting will be held on February 24, 2021 at 5 p.m. Refer to the attached notice, or visit the Town of Caledon's project website, <u>caledon.ca/ColumbiaWay</u>, for further information on how to participate.

The project team values the participation of all stakeholders and wishes to ensure that the community's interests and concerns are taken into consideration. Please contact the project team members listed on the attached notice if you require a hard copy of the online materials or for further information on this project.

If you would like to be removed from the project mailing list, please let us know by responding to this email.

Regards,



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#### **Connor MacIsaac, EPT**

Junior Environmental Planner, EA & Approvals

**P:** (905) 685-5049 **C:** (905) 933-5709

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From: Sent: To:	Maxime Picard <maxime.picard@cnhw.qc.ca> February 4, 2021 2:40 PM Blake Williams Androw McCrogor: arash olia@caledon.ca: Connor MacIsaac</maxime.picard@cnhw.qc.ca>
Cc:	Andrew McGregor; arash.olia@caledon.ca; Connor MacIsaac
Subject:	RE: Columbia Way Class EA - Notice of Commencement
Categories:	Indigenous

# [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Good afternoon Blake,

Really sorry for this delay.

After review we dot not have any specific comments on the report.

However please note that the Huron-Wendat Nation is insisting to have a representative on field for any upcoming archaeological fieldwork related to this project.

Regards,

Maxime



# Avis sur la protection et la confidentialité des informations

L'information contenue dans ce courriel est confidentielle et protégée en vertu des lois et règlements a réservé au(x) destinataire(s) à qui il est adressé. Il est donc interdit de le diffuser ou d'en dévoiler les in message par erreur, veuillez le détruire et nous en faire part dans les plus brefs délais.

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The information contained in this e-mail is confidential and protected in accordance with the applicabl content is intended specifically for the recipient(s) to whom it is addressed. It is therefore prohibited to content. If you receive this communication by error, please destroy it and notify us as soon as possible.

De : Blake Williams [mailto:bwilliams@asiheritage.ca] Envoyé : 4 février 2021 14:22 À : Maxime Picard <maxime.picard@cnhw.qc.ca> Cc : Andrew McGregor <AMcGregor@rvanderson.com>; Arash Olia <Arash.Olia@caledon.ca>; Connor MacIsaac <cmacIsaac@rvanderson.com> Objet : RE: Columbia Way Class EA - Notice of Commencement

Hi Maxime,

I am just touching base to see if you or your team had a chance to review our Columbia Way report.

Cheers,

Blake Williams, MLitt Lead Archaeologist | Project Manager • Environmental Assessment Division



**ASI** • Providing Archaeological & Cultural Heritage Services BWilliams@asiheritage.ca • 416 966 1069 x 258 • Fax: 416 966 9723 528 Bathurst Street, Toronto, Ontario, M5S 2P9 • asiheritage.ca From: Blake Williams Sent: Friday, November 13, 2020 3:57 PM To: Maxime Picard <<u>maxime.picard@cnhw.qc.ca</u>>; Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: RE: Columbia Way Class EA - Notice of Commencement

Hi Maxime,

Please see the attached Stage 1 report for your review.

Cheers,

Blake Williams, MLitt Lead Archaeologist | Project Manager • Environmental Assessment Division



From: Maxime Picard <<u>maxime.picard@cnhw.qc.ca</u>> Sent: Friday, April 17, 2020 9:33 AM To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: Re: Columbia Way Class EA - Notice of Commencement

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Thanks for following-up quickly Connor.

We would effectively appreciate to receive copy of the Draft Stage 1 report once available.

Also please keep us updated on any upcoming Stage 2.

Enjoy your day,

Maxime

De: "Connor MacIsaac" <cmacIsaac@rvanderson.com> A: "Maxime Picard" < maxime.picard@cnhw.qc.ca> Cc: "Andrew McGregor" <<u>AMcGregor@rvanderson.com</u>>, "Arash Olia" <<u>Arash.Olia@caledon.ca</u>> Envoyé: Vendredi 17 Avril 2020 09:29:16 **Objet:** RE: Columbia Way Class EA - Notice of Commencement

Hi Maxime.

Yes, we are planning to complete a Stage 1 Archaeological Assessment as part of the study. If you'd like, we'd be happy to provide a copy of the draft report to you for your comments, once it's completed. In the event a Stage 2 archaeological Assessment is required we will notify Huron-Wendate First Nation prior to undertaking any fieldwork.

On behalf of the Town, thank you for your comments and your interest in the Class EA study. Please let us know if you have any additional comments or concerns.

Regards,

**Connor MacIsaac Junior Environmental Planner** EA & Approvals

Phone: 416-497-8600 Cell: 905-933-5709



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From: Maxime Picard <<u>maxime.picard@cnhw.qc.ca</u>> Sent: April 17, 2020 8:38 AM To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: Re: Columbia Way Class EA - Notice of Commencement

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Good morning Connor,

First of all let me thank your for your email and notice on the Columbia Way Class EA. The Huron-Wendat Nation is pleased to be involved in this important initiative for the Town of Caledon.

Could you please let us know if there will be any archaeological assessment as part of the EA process ?

Thanks and best regards,

Maxime Picard

De: "Connor MacIsaac" <<u>cmacIsaac@rvanderson.com</u>> Cc: "Andrew McGregor" <<u>AMcGregor@rvanderson.com</u>>, "Arash Olia" <<u>Arash.Olia@caledon.ca</u>> Envoyé: Jeudi 16 Avril 2020 15:25:54 Objet: Columbia Way Class EA - Notice of Commencement On behalf of the Town of Caledon, please find attached the Notice of Study Commencement for the Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline (Schedule B MCEA). The study will review opportunities for improvements to the road between Highway 50 and Caledon King Townline, including improvements to: road geometry and intersections; pedestrian and cyclist amenities; and, stormwater management.

The Town of Caledon values the participation of all stakeholders and wishes to ensure that your community's interests and concerns are taken into consideration and addressed in a timely manner. At this point in the study, we respectfully request your response pertaining to the following information:

- Contact information and the identification of individuals that represent your community that we should include as a primary contact throughout the study process;
- Description of any existing conditions or sensitivities within the study area as they relate to your interests; and
- Specific issues, concerns and/or expectations that your community may have.

Kindly respond to this email with your comments, or contact directly the project team members listed on the attached notice.

Regards,

Connor MacIsaac Junior Environmental Planner EA & Approvals

Phone: 416-497-8600 Cell: 905-933-5709



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April 08, 2020

Re: COLUMBIA WAY CLASS ENVIRONMENTAL ASSESSMENT STUDY HIGHWAY 50 TO CALEDON KING TOWNLINE

Attention: Andrew McGregor, MCIP, RPP Senior Planner, EA & Approvals R.V. Anderson Associates Limited

Following our preliminary assessment, we confirm there are no existing Hydro One Transmission assets in the subject area. Please be advised that this is only a preliminary assessment based on current information.

However, if plans for the undertaking change or the study area expands beyond that shown, please contact Hydro One to assess impacts of existing or future planned electricity infrastructure.

Any future communications are sent to Secondarylanduse@hydroone.com.

Be advised that any changes to lot grading and/or drainage within or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

Sent on behalf of,

Secondary Land Use Asset Optimization Strategy & Integrated Planning Hydro One Networks Inc.

From:	Nadeen.Wajdi-Houjeily@HydroOne.com
Sent:	April 6, 2020 11:36 AM
То:	Connor MacIsaac
Cc:	Andrew McGregor; Arash.Olia@caledon.ca
Subject:	FW: Columbia Way EA - Notice of Commencement
Attachments:	RE: Columbia Way EA - Notice of Commencement

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Hello Connor,

As per attached, our OSM department has provided you with the existing Hydro One Telecom network infrastructure along Columbia Way. Could I ask that you add me to all future correspondence please.

#### Thank you,

Nadeen Wajdi-Houjeily | <u>Nadeen.Wajdi-Houjeily@HydroOne.com</u> Senior Technical Specialist: OPE (O) 416.246.7407 | (M) 416.574.4624 Hydro One Telecom Inc. | <u>www.HydroOneTelecom.com</u> 65 Kelfield Street, Toronto, ON., M9W 5A3



Telecom Connecting possibilities.

From: MITCHELL Ian <ian.mitchell@HydroOne.com> Sent: Thursday, April 02, 2020 4:31 PM To: WAJDI-HOUJEILY Nadeen <Nadeen.Wajdi-Houjeily@HydroOne.com> Subject: FW: Columbia Way EA - Notice of Commencement

Nadeen,

Can you look into this. Can you send over to OSM if we have fiber on this path way.

Thanks,

Ian Mitchell | <u>ian.mitchell@hydroone.com</u> Outside Plant Manager | (O) 416.240.6701 | (M) 647.287.3007 Hydro One Telecom Inc. | <u>www.HydroOneTelecom.com</u> 65 Kelfield Street, Toronto, ON., M9W 5A3



From: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Sent: Thursday, April 02, 2020 3:00 PM To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>> Subject: Columbia Way EA - Notice of Commencement

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Dear Sir/Madam,

On behalf of the Town of Caledon, please find attached the Notice of Study Commencement for the Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline (Schedule B MCEA). The study will review opportunities for improvements to the road between Highway 50 and Caledon King Townline, including improvements to: road geometry and intersections; pedestrian and cyclist amenities; and, stormwater management.

At this point in the study, we are requesting any relevant background information from you as it relates to the study area. Information that would be of interest includes:

- Contact information and the identification of individuals that represent your agency or group that we should include as a primary contact throughout the study process;
- Description of the existing conditions or sensitivities within the study area as they relate to your interests; and
- Specific issues, concerns and/or expectations that your agency or group may have.

Please respond to this email with your comments, or contact directly the project team members listed on the attached notice.

The project team values the participation of all stakeholders and wishes to ensure that the community's interests and concerns are taken into consideration. Please contact the project team members listed on the attached notice for further information on this project.

Regards,

Connor MacIsaac Junior Environmental Planner EA & Approvals

Phone: 416-497-8600 Cell: 905-933-5709

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From:	Faisal.Khan@HydroOne.com on behalf of hotosp@HydroOne.com
Sent:	April 3, 2020 9:51 AM
То:	Connor MacIsaac
Cc:	Andrew McGregor; Arash.Olia@caledon.ca
Subject:	RE: Columbia Way EA - Notice of Commencement
Attachments:	Columbia Way _Hydro One Telecom_April 03-2020.pdf

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Good morning,

Hydro One Telecom does have infrastructure (existing) in the project work area. Please find the attached underground network drawing.

Thanks,

Faisal Khan Operations Services Hydro One Telecom Inc. 65 Kelfield Street Rexdale, Ontario M9W 5A3 Phone: (416)-240-6805 Fax: (416) 352-7769 hotosp@hydroone.com

From: Connor MacIsaac <cmacIsaac@rvanderson.com> Sent: Thursday, April 2, 2020 3:00 PM To: Connor MacIsaac <cmacIsaac@rvanderson.com> Cc: Andrew McGregor <AMcGregor@rvanderson.com>; Arash Olia <Arash.Olia@caledon.ca> Subject: Columbia Way EA - Notice of Commencement

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Please respond to this email with your comments, or contact directly the project team members listed on the attached notice.

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Regards,



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From: Sent: To: Cc: Subject: Attachments: Connor MacIsaac July 27, 2020 3:52 PM Megan DeVries; Fawn Sault Andrew McGregor (AMcGregor@rvanderson.com); Arash Olia RE: Columbia Way Class EA - Notice of Commencement Notice of Commencement - Columbia Way - Final .pdf

#### Dear Sir/Madam,

To follow-up on the voicemail that I left with your office today and on behalf of the Town of Caledon, please find attached the Notice of Study Commencement for the Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline (Schedule B MCEA). The study will review opportunities for improvements to the road between Highway 50 and Caledon King Townline, including improvements to: road geometry and intersections; pedestrian and cyclist amenities; and, stormwater management.

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- Specific issues, concerns and/or expectations that your community may have.

Kindly respond to this email with your comments, or contact directly the project team members listed on the attached notice.

Regards,





**Connor MacIsaac, EPt** Junior Environmental Planner, EA & Approvals

P: (905) 685-5049 C: (905) 933-5709

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RVA celebrates the summer season from June 26<sup>th</sup> to September 4<sup>th</sup>. Our offices will be closed at 2 pm each Friday.

From: Connor MacIsaac Sent: May 4, 2020 9:18 AM To: Megan DeVries <Megan.DeVries@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca> Cc: Andrew McGregor (AMcGregor@rvanderson.com) <AMcGregor@rvanderson.com>; Arash Olia <Arash.Olia@caledon.ca> Subject: RE: Columbia Way Class EA - Notice of Commencement

Dear Sir/Madam,

To follow-up on the Notice of Commencement first distributed April 16, 2020.

On behalf of the Town of Caledon, please find attached the Notice of Study Commencement for the Columbia Way Class Environmental Assessment Study Highway 50 to Caledon King Townline (Schedule B MCEA). The study will review opportunities for improvements to the road between Highway 50 and Caledon King Townline, including improvements to: road geometry and intersections; pedestrian and cyclist amenities; and, stormwater management.

The Town of Caledon values the participation of all stakeholders and wishes to ensure that your community's interests and concerns are taken into consideration and addressed in a timely manner. At this point in the study, we respectfully request your response pertaining to the following information:

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- Description of any existing conditions or sensitivities within the study area as they relate to your interests; and
- Specific issues, concerns and/or expectations that your community may have.

Kindly respond to this email with your comments, or contact directly the project team members listed on the attached notice.

Regards,

Connor MacIsaac, EPt Junior Environmental Planner EA & Approvals

Phone: 416-497-8600 Cell: 905-933-5709

**a**rva

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From: Megan DeVries <<u>Megan.DeVries@mncfn.ca</u>> Sent: April 16, 2020 3:26 PM To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Subject: Automatic reply: Columbia Way Class EA - Notice of Commencement

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Aanii,

Please be advised that as a proactive approach to reducing the exposure of COVID-19, the MCFN Chief and Council have implemented a temporary shutdown of all non-essential services. At this point, we will potentially reopen on May 4<sup>th</sup>, 2020 at 8:30am.

Please check the MCFN website and social media for further updates.

Miigwech, Megan.

# **a**rva

R.V. Anderson Associates Limited 43 Church Street Suite 104 St. Catharines Ontario L2R 7E1 Canada Tel 905 685 5049 Fax 855 833 4022 www.rvanderson.com

# COMMUNICATION RECORD

DATE:		July 29, 20	20		TIME:	3:15	5 PM
BY:		Connor MacIsaac			PROJECT NUMBER:	195072	
PROJECT	NAME:	Columbia	Way Class EA	N .			
🛛 Call	From		Call To	[	Meeting With		Memo to File
NAME: Fawn Sault, Consultation Manager, Mississaugas of the Credit First Nation (Cell Phone)							

#### DETAILS:

Fawn Sault returned voicemail and received Notice of Commencement received. Fawn inquired regarding the nature of the improvements to Columbia Way and whether any Archaeological and/or Natural Heritage Assessments were being completed as part of EA. Fawn requested that MNCFN staff be present for archaeological digs, as well as natural environmental field work being completed as part of the study.

Action – Connor to follow-up with Fawn regarding details of natural enviro assessment and dates.

From: Sent: To: Cc: Subject: Connor MacIsaac July 29, 2020 4:38 PM Fawn Sault Andrew McGregor; Tisha Doucette; Arash Olia MNCFN Field Liaison Representative - Columbia Way EA

Hi Fawn,

On behalf of the Town, thank you for the call earlier. I have cc'd RVA's project manager Andrew McGregor, Town of Caledon project manager Arash Olia, and RVA's natural environmental lead Tisha Doucette.

Our environmental team is scheduled to conduct the 1-day fisheries assessment for the EA on Friday July 31<sup>st</sup>. Due to the covid-19 administrative delays, producing an agreement between the Town and the Mississaugas of the New Credit First Nations to have a Field Liaison Representative present for this assessment on this date will not be possible and would require delay of the field work (approx. 2-3 weeks). I apologize for the late notice of this field work but trust that you can appreciate the challenges related to these unprecedented times. As discussed, we would be happy to provide you with the report for the natural environmental works for review prior to finalization.

Our natural environmental team will also be conducting a tree/vegetation inventory in late Summer/early Fall. We would like to welcome a representative to attend this field work, in addition to any potential archaeological digs that may take place (TBD by Stage 1 AA). Prior to these field investigations, we will ensure the completion of an agreement between the Town and the Mississaugas of the New Credit First Nations to have a Field Liaison Representative present.

Please let me know your interest in having a liaison attend any of these planned field investigations. Again, sorry for the late notice related to the fisheries field work. I look forward to hearing back and continuing to work with your community during this EA.

Regards, Connor



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Connor MacIsaac, EPt Junior Environmental Planner, EA & Approvals

**P:** (905) 685-5049 **C:** (905) 933-5709

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From:	Arash Olia <arash.olia@caledon.ca></arash.olia@caledon.ca>
Sent:	August 31, 2020 2:37 PM
To:	Connor MacIsaac
Subject:	Fwd: Caledon - Columbia Way Class EA - FLR Agreement
Attachments:	Signed Review Agreement 2020.pdf; Signed FLR Agreement 2020.pdf

#### [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Hi Connor - FYI.

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Finance & Infrastructure Services

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: arash.olia@caledon.ca

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From: Arash Olia Sent: Monday, August 31, 2020 9:14:41 AM To: Megan DeVries <Megan.DeVries@mncfn.ca> Cc: Fawn Sault <Fawn.Sault@mncfn.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>; Andrew McGregor <AMcGregor@rvanderson.com> Subject: RE: Caledon - Columbia Way Class EA - FLR Agreement

Hi Megan,

Kindly see attached the executed agreements.

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Finance & Infrastructure Services

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From: Megan DeVries <Megan.DeVries@mncfn.ca> Sent: Thursday, August 27, 2020 2:49 PM To: Arash Olia <Arash.Olia@caledon.ca> Cc: Fawn Sault <Fawn.Sault@mncfn.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>; Andrew McGregor <AMcGregor@rvanderson.com> Subject: RE: Caledon - Columbia Way Class EA - FLR Agreement

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#### Hi Arash,

The agreements have been signed on our end. Can you please return when they are executed by the Town of Caledon?

Thank you, Megan.

From: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Sent: Wednesday, August 26, 2020 3:46 PM To: Megan DeVries <<u>Megan.DeVries@mncfn.ca</u>> Cc: Fawn Sault <<u>Fawn.Sault@mncfn.ca</u>>; Mark LaForme <<u>Mark.LaForme@mncfn.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>> Subject: RE: Caledon - Columbia Way Class EA - FLR Agreement

Hi Megan,

I have attached the clean version of both agreements. Kindly sign and send it to me, please.

With appreciations,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Finance & Infrastructure Services

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: arash.olia@caledon.ca

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From: Megan DeVries <<u>Megan.DeVries@mncfn.ca</u>> Sent: Wednesday, August 26, 2020 3:06 PM To: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Cc: Fawn Sault <<u>Fawn.Sault@mncfn.ca</u>>; Mark LaForme <<u>Mark.LaForme@mncfn.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>> Subject: RE: Caledon - Columbia Way Class EA - FLR Agreement

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Hi Arash,

We are comfortable with the changes to the FLR participation agreement. Can you please send a clean version? Then we can sign.

Alternatively, feel free to sign both on your end then return to us for execution.

Sincerely, Megan.

Megan DeVries, M.A. Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA) Mississaugas of the Credit First Nation (MCFN) 4065 Highway 6 North, Hagersville, ON N0A 1H0 P: 905-768-4260 | M: 289-527-2763 http://www.mncfn.ca

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From: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Sent: Wednesday, August 26, 2020 1:41 PM To: Megan DeVries <<u>Megan.DeVries@mncfn.ca</u>> Cc: Fawn Sault <<u>Fawn.Sault@mncfn.ca</u>>; Mark LaForme <<u>Mark.LaForme@mncfn.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>> Subject: RE: Caledon - Columbia Way Class EA - FLR Agreement

Hello Megan,

I hope you are keeping well.

I have attached the agreements. Kindly be advised that:

- 1. We have no comments on the DOCA Archeological Review Agreement. Kindly sign and send it to me to process.
- 2. Regarding FLR's agreement, please see our comments on the track change version of the document. If you please check and accept the changes and send me the executed one, I will process it.

Please let me know if you have any questions.

With appreciation,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Finance & Infrastructure Services

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From: Megan DeVries <<u>Megan.DeVries@mncfn.ca</u>> Sent: Monday, August 24, 2020 9:04 AM To: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Cc: Fawn Sault <<u>Fawn.Sault@mncfn.ca</u>>; Mark LaForme <<u>Mark.LaForme@mncfn.ca</u>> Subject: RE: Caledon - Columbia Way Class EA - FLR Agreement

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Good morning,

I am writing to confirm receipt of the previous email which was sent to you on July 31. At this time, we have not received an executed Field Liaison Representative [FLR] participation agreement or any reply to our previous correspondence. Please let me know if you require the agreement to be resent or if there has been a change to the project start date.

If there are any concerns or questions you have regarding the FLR participation agreement, please feel free to get in touch with us.

It is our expectation that no fieldwork will take place without the participation of our FLRs. As we have explained to you in our previous correspondence, MCFN has an Aboriginal and Treaty Right to protect the environment and our archaeological heritage and our FLRs are our boots on the ground to ensure our interests are protected. MCFN considers it disrespectful to our rights as Indigenous peoples if our natural and cultural heritage is interfered with without our involvement.

Kind regards, Megan.

Megan DeVries, M.A. Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA) Mississaugas of the Credit First Nation (MCFN) 4065 Highway 6 North, Hagersville, ON N0A 1H0 P: 905-768-4260 | M: 289-527-2763 http://www.mncfn.ca This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the Mississaugas of the Credit First Nation.

From: Megan DeVries Sent: Friday, July 31, 2020 8:29 AM To: 'Arash Olia' <<u>Arash.Olia@caledon.ca</u>> Cc: Fawn Sault <<u>Fawn.Sault@mncfn.ca</u>>; Mark LaForme <<u>Mark.LaForme@mncfn.ca</u>> Subject: RE: Caledon - Columbia Way Class EA - FLR Agreement

Good morning,

MCFN has updated its agreements for the 2020 field season. Please find attached the FLR participation agreement for your review and execution.

Please note that this year, in order to continue maintaining DOCA capacity for fulsome project participation, DOCA will be introducing charges for technical review of project information. In the exercise of its stewardship responsibility, DOCA seeks to work together with project proponents and their archaeological consultants to ensure that archaeological work is done properly and respectfully. DOCA has retained technical advisers with expertise in the field of archaeology. These experts will review the technical aspects and cultural appropriateness of the archaeological assessments and strategies associated with your project. Upon completion of these reviews, MCFN will identify, if necessary, mitigation measures to address any project impacts upon MCFN rights. For cultural materials and human remains, DOCA may advise that this includes ceremonies required by Anishinaabe law, as well as request adjustments to the proposed fieldwork strategy.

The proponent is expected to pay the costs for MCFN to engage in a technical review of the project. DOCA anticipates at this time that all archaeological review will be undertaken by in-house technical experts, but will advise the proponent if an outside peer-review is required. Please find attached the agreement that covers MCFN's inhouse technical review of the archaeological assessments and strategies associated with your project(s). If you could please fill in the additional required information, highlighted in yellow, and return to us a signed copy, that would be greatly appreciated. After we have received it, we can execute the contract on our end and return the completed contract to you. Afterwards, I can arrange scheduling and other related matters directly with the consultant if you prefer.

Sincerely, Megan.

Megan DeVries, M.A. Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA) Mississaugas of the Credit First Nation (MCFN) 4065 Highway 6 North, Hagersville, ON N0A 1H0 P: 905-768-4260 | M: 289-527-2763 http://www.mncfn.ca This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the Mississaugas of the Credit First Nation.

From: Arash Olia <<u>Arash.Olia@caledon.ca</u>> Sent: Thursday, July 30, 2020 9:56 PM To: Megan DeVries <<u>Megan.DeVries@mncfn.ca</u>> Cc: Fawn Sault <<u>Fawn.Sault@mncfn.ca</u>> Subject: Caledon - Columbia Way Class EA - FLR Agreement

Hi Megan,

Attached is the agreement that was executed for the Mountainview Road EA study.

For Columbia Way, would you like the same agreement to be executed?

Please advise.

Thanks,

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Finance & Infrastructure Services

Office: 905.584.2272 x.4073 Cell: 416.452.7091 Email: <u>arash.olia@caledon.ca</u>

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From:Connor MacIsaacSent:September 22, 2020 8:14 PMTo:Marlene MortonCc:Paul Mikoda; Andrew McGregor; Mark LaForme; Peter EplerSubject:Re: MCFN Field Liaison Representative - Columbia Way EA Tree Inventory

Hi Marlene,

No, Paul and his team finished the roadside tree inventory this afternoon.

We will be sending the draft results of the natural environment report for your review once the draft report is completed.

Thanks again, Connor

From: Marlene Morton <Marlene.Morton@mncfn.ca> Sent: Tuesday, September 22, 2020 8:01 PM To: Connor MacIsaac Cc: Mark LaForme; Peter Epler Subject: Re: MCFN Field Liaison Representative - Columbia Way EA Tree Inventory

#### [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Hi Conner Are you going back out tomorrow on this site? My FLR was told they were finished tonight. Marlene

Sent from my iPhone

On Sep 22, 2020, at 3:13 PM, Marlene Morton <<u>Marlene.Morton@mncfn.ca</u>> wrote:

Hi Conner

The following FLR is scheduled to join you

<u>Columbia Way</u> Hannah LaForme 905-993-0062

In the event of a cancellation, please contact Marlene Morton via cell phone (905-870-2918) or email (<u>marlene.morton@mncfn.ca</u>) and cc Megan DeVries (<u>megan.devries@mncfn.ca</u>).

Marlene Morton

From: Marlene Morton Sent: Monday, September 21, 2020 3:02 PM To: 'Connor MacIsaac' <<u>cmacIsaac@rvanderson.com</u>> Cc: Mark LaForme <<u>Mark.LaForme@mncfn.ca</u>>; Peter Epler <<u>Peter.Epler@mncfn.ca</u>> Subject: RE: MCFN Field Liaison Representative - Columbia Way EA Tree Inventory

Hi Conner

The following FLR is scheduled to join you

<u>Columbia Way</u> Hannah LaForme 905-993-0062

In the event of a cancellation, please contact Marlene Morton via cell phone (905-870-2918) or email (<u>marlene.morton@mncfn.ca</u>) and cc Megan DeVries (<u>megan.devries@mncfn.ca</u>).

Marlene Morton

From: Marlene Morton Sent: Monday, September 21, 2020 2:37 PM To: 'Connor MacIsaac' <<u>cmacIsaac@rvanderson.com</u>> Subject: RE: MCFN Field Liaison Representative - Columbia Way EA Tree Inventory

Okay thank you Marlene

From: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Sent: Monday, September 21, 2020 2:36 PM To: Marlene Morton <<u>Marlene.Morton@mncfn.ca</u>> Cc: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Paul Mikoda <<u>pmikoda@rvanderson.com</u>> Subject: RE: MCFN Field Liaison Representative - Columbia Way EA Tree Inventory

Hi Marlene,

Yes, Paul's plan to meet at 8:30 am tomorrow morning and begin the investigation shortly thereafter.

Regards,

<image001.png>

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<image005.png> <image006.png> <image007.png>

From: Marlene Morton <<u>Marlene.Morton@mncfn.ca</u>> Sent: September 21, 2020 2:34 PM To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Subject: RE: MCFN Field Liaison Representative - Columbia Way EA Tree Inventory

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

HI there Are you still meeting at 8:30? Marlene

From: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Sent: Friday, September 18, 2020 8:07 PM To: Marlene Morton <<u>Marlene.Morton@mncfn.ca</u>> Cc: Megan DeVries <<u>Megan.DeVries@mncfn.ca</u>>; Tisha Doucette <<u>TDoucette@rvanderson.com</u>>; Paul Mikoda <<u>pmikoda@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>>; Paul Mikoda <<u>pmikoda@rvanderson.com</u>>; Subject: PE: MCEN Field Liajson Poprosontative\_Columbia Way EA Tree Inventory

Subject: RE: MCFN Field Liaison Representative - Columbia Way EA Tree Inventory

Hi Marlene,

Great to hear. Please see the map below of the suggested parking location, on the south shoulder of Columbia Way between Westchester Blvd and Mt Hope Rd. There are a pair of small planted conifers beyond the shoulder within the right of way that can act as a centroid for the parking location, as shown below. As the team will be parking on a Town Road for greater than the allowable 3 hours, we will need to provide the Town with the license plate numbers of all attendees. Please provide this information so that we can forward to the Town and ensure no parking violations.

As the forecast is looking clear early next week (fingers crossed), Paul Mikoda and his field assistant will be completing the investigation on Tuesday, September 22<sup>nd</sup>.

Finally, please have your FLR coordinate with our senior terrestrial ecologist, Paul Mikoda; 905-516-3132 (cell) as required the day of the investigation.

Regards, Connor

<image008.jpg>

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#### Connor MacIsaac, EPt

Junior Environmental Planner, EA & Approvals

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<image013.png> <image014.png> <image015.png>

From: Marlene Morton <<u>Marlene.Morton@mncfn.ca</u>> Sent: September 17, 2020 1:42 PM To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Cc: Megan DeVries <<u>Megan.DeVries@mncfn.ca</u>>; Tisha Doucette <<u>TDoucette@rvanderson.com</u>>; Paul Mikoda <<u>pmikoda@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>>; Paul Mikoda <<u>pmikoda@rvanderson.com</u>>; Subject: RE: MCFN Field Liaison Representative - Columbia Way EA Tree Inventory

#### [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Good Afternoon Conner,

I have put this site on my schedule for next week Sept. 22-24. On Monday afternoon I will send you out the deployment for which FLR will be coming to you. The only thing I do need if you have any maps could you pleas send them to me? Thank you

Marlene Morton

From: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Sent: Thursday, September 17, 2020 1:26 PM To: Marlene Morton <<u>Marlene.Morton@mncfn.ca</u>> Cc: Megan DeVries <<u>Megan.DeVries@mncfn.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Tisha Doucette <<u>TDoucette@rvanderson.com</u>>; Paul Mikoda <<u>pmikoda@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>>; Paul Mikoda <<u>pmikoda@rvanderson.com</u>>; Subject: RE: MCFN Field Liaison Representative - Columbia Way EA Tree Inventory

Hi Marlene,

To follow-up, we are quickly approaching our planned natural environmental field investigation for the Columbia Way EA Study.

Do you have any update with regards to availability for the dates provided?

Thanks, Connor

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Junior Environmental Planner, EA & Approvals

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<image005.png> <image006.png> <image007.png>

From: Connor MacIsaac Sent: September 2, 2020 4:06 PM To: Marlene Morton <<u>Marlene.Morton@mncfn.ca</u>> Cc: Megan DeVries <<u>Megan.DeVries@mncfn.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Tisha Doucette <<u>TDoucette@rvanderson.com</u>>; Paul Mikoda <<u>pmikoda@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>>; Paul Mikoda <<u>pmikoda@rvanderson.com</u>>; Subject: RE: MCFN Field Liaison Representative - Columbia Way EA Tree Inventory

Hi Marlene,

As requested:

Anticipated Dates of Fieldwork: September 22, 23, or 24, 2020 (weather dependent)

Start Time: 8:30am (suggested)

Field Director and Cell #: Paul Mikoda; 905-516-3132 (cell)

Required PPE: Safety vest, sun protection

Meeting Location: Intersection of Columbia Way and Mt. Hope Road (specific parking location TBD with Town of Caledon)

Size of Field Crew: 2

Attachments: Please include a map outlining the site and parking area. To follow pending discussion with Town.

Thanks, Connor

<image017.png>

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**Connor MacIsaac, EPt** Junior Environmental Planner, EA & Approvals

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<image005.png> <image014.png> <image007.png>

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From: Marlene Morton <<u>Marlene.Morton@mncfn.ca</u>> Sent: September 1, 2020 10:47 AM To: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Cc: Megan DeVries <<u>Megan.DeVries@mncfn.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Tisha Doucette <<u>TDoucette@rvanderson.com</u>>; Paul Mikoda <<u>pmikoda@rvanderson.com</u>>; Arash Olia <<u>Arash.Olia@caledon.ca</u>>; Paul Mikoda <<u>pmikoda@rvanderson.com</u>>; Subject: RE: MCFN Field Liaison Representative - Columbia Way EA Tree Inventory

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Good Morning Connor,

Yes I am the Field Coordinator for MCFN. We would be happy to send out a FLR to your site. Could you please fill in the below chart so that I have all the information correct. Please choose a day that you would like to go out to this site and I will try and have a FLR there for you. I will notify you the day before as to who is coming and their phone number.

Thank you once again and we look forward to doing this site with your crew. Marlene Morton

Anticipated Dates of Fieldwork:

Start Time:

Field Director and Cell #:

Required PPE:

Meeting Location:

Size of Field Crew:

Attachments: Please include a map outlining the site and parking area.

From: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>

Sent: Tuesday, September 1, 2020 9:42 AM

To: Marlene Morton <<u>Marlene.Morton@mncfn.ca</u>>

Cc: Megan DeVries <<u>Megan.DeVries@mncfn.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Tisha Doucette <<u>TDoucette@rvanderson.com</u>>; Paul Mikoda <<u>pmikoda@rvanderson.com</u>>; Arash Olia

#### <<u>Arash.Olia@caledon.ca</u>>; Paul Mikoda <<u>pmikoda@rvanderson.com</u>> Subject: MCFN Field Liaison Representative - Columbia Way EA Tree Inventory

Hello Marlene,

I understand that you are the MCFN's Field Coordinator for the Columbia Way EA Study in the Town of Caledon. In accordance with the FLR Participation Agreement for this study, I would like to extend an invitation for you to send FLRs to participate in and monitor the upcoming roadside tree inventory natural heritage investigation. The field work will consist of identifying trees adjacent to the roadway and will be completed by RVA's Senior Terrestrial Ecologist Paul Mikoda with help from an RVA Field Technician. The investigation is expected to take the entire day. Our criteria for the visit will be a day preferably without rain and while trees are still in leaf. Ideally sometime in September.

If interested, please provide potential dates in September that MCFN FLRs would be able to participate.

On behalf of the Town, thank you for your continuing interest in this study.

Regards, Connor

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Connor MacIsaac, EPt Junior Environmental Planner, EA & Approvals

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From:	Adrian Blake <adrian.blake@mncfn.ca></adrian.blake@mncfn.ca>
Sent:	October 20, 2020 1:20 PM
To:	Connor MacIsaac
Cc:	Mark LaForme; Peter Epler; Megan DeVries; bwilliams@asiheritage.ca
Subject:	RE: Columbia Way Class EA - Stage 1 Archaeological Assessment Draft Report
Categories:	Technical Agency Comments, Filed by Newforma

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#### Connor,

Thank you for your patience in waiting for our response to the Columbia Way Class EA - Stage 1 AA. After completing the review, MCFN does not have any concerns with the report or the recommendations made within it.

Have a good day,

Adrian Blake, M.S. Field Archaeologist



Department of Consultation and Accommodation (DOCA) Mississaugas of the Credit First Nation (MCFN) 4065 Highway 6 North, Hagersville, ON N0A 1H0 M: 905-979-3862 http://www.mncfn.ca

From: Connor MacIsaac <cmacIsaac@rvanderson.com> Sent: Tuesday, August 25, 2020 12:20 PM To: Megan DeVries <Megan.DeVries@mncfn.ca> Cc: Andrew McGregor <AMcGregor@rvanderson.com>; Arash Olia <Arash.Olia@caledon.ca>; Blake Williams <bwilliams@asiheritage.ca>; Fawn Sault <Fawn.Sault@mncfn.ca> Subject: Columbia Way Class EA - Stage 1 Archaeological Assessment Draft Report

Hello Megan,

In accordance with the Archaeological Review Agreement executed for the ongoing Columbia Way Class EA, please find attached the Draft Stage 1 archaeological assessment report for your review and comment.

Please review the report and provide any input for incorporation into the final report by Friday September 18th.

On behalf of the Town, I would like to again thank you for your comments and your interest in the Class EA study.

Regards,



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#### **Connor MacIsaac, EPt**

Junior Environmental Planner, EA & Approvals

P: (905) 685-5049 C: (905) 933-5709

**R.V. Anderson Associates Limited** 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1



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From:	Andrew McGregor
Sent:	May 13, 2020 1:23 PM
То:	Connor MacIsaac
Subject:	FW: Columbia Wat from Highway 50 to Caledon King Line - Schedule B Municipal
	Class EA
Attachments:	MECP Response Letter_Notice of Commencement_Columbia Way from Highway 50
	to Caledon King Line.pdf
Categories:	Technical Agency Comments

905-964-4056

Connor,

Please see attached and update our list as necessary

Andrew McGregor, MCIP, RPP Phone: 416-497-8600 x4211 Cell: Senior Planner, EA & Approvals

**a**rva

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Our new Halton office is now open 4900 Palladium Way, Suite 200, Burlington, ON.

From: Bell, Trevor (MECP) < Trevor.Bell@ontario.ca> Sent: May 13, 2020 12:52 PM To: Arash Olia <Arash.Olia@caledon.ca> Cc: Andrew McGregor <AMcGregor@rvanderson.com>; Dufresne, Tina (MECP) <Tina.Dufresne@ontario.ca> Subject: Columbia Wat from Highway 50 to Caledon King Line - Schedule B Municipal Class EA

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Good afternoon,

Please find attached a letter from the Ministry of the Environment, Conservation and Parks, Environmental Approvals Branch, regarding the above mentioned project. Feel free to contact me directly with any questions or concerns you may have.
# Sincerely,

# Trevor Bell | Environmental Planner/Environmental Assessment Coordinator

Project Review Unit, Environmental Assessment and Permissions Branch

Ministry of the Environment, Conservation and Parks

5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1

Phone: 416-326-3577 | trevor.bell@ontario.ca

Ministry of the Environment, Conservation and Parks

Environmental Assessment Branch

1<sup>st</sup> Floor 135 St. Clair Avenue W Toronto ON M4V 1P5 Tel.: 416 314-8001 Fax.: 416 314-8452 Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction des évaluations environnementales



Rez-de-chaussée 135, avenue St. Clair Ouest Toronto ON M4V 1P5 Tél. : 416 314-8001 Téléc. : 416 314-8452

May 13, 2020

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Town of Caledon <u>arash.olia@caledon.ca</u> BY EMAIL ONLY

### Re: Columbia Way from Highway 50 to Caledon King Line Town of Caledon Schedule B Municipal Class Environmental Assessment Notice of Study Commencement

Dear Arash Olia,

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment, Conservation and Parks (MECP) acknowledges that the Town of Caledon has indicated that the study is following the approved environmental planning process for a Schedule B project under the Municipal Engineers Association's Municipal Class Environmental Assessment (Class EA).

The attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please identify the areas of interest which are applicable to the project and ensure they are addressed. Proponents who address all the applicable areas of interest can minimize potential delays to the project schedule.

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

The proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to the proposed project, **the MECP is delegating the procedural aspects of rights-based consultation to the proponent through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information provided to date and the Crown's preliminary assessment the proponent is required to consult with the following communities who have been identified as potentially affected by the proposed project:

- Mississaugas of the Credit First Nation;
- Six Nations of the Grand River;
- Haudenosaunee Confederacy Chiefs Council; and
- Huron-Wendat Nation, if there are potential archeological impacts

Steps that the proponent may need to take in relation to Aboriginal consultation for the proposed project are outlined in the "<u>Code of Practice for Consultation in Ontario's Environmental Assessment Process</u>".

Additional information related to Ontario's *Environmental Assessment Act* is available online at: <u>www.ontario.ca/environmentalassessments</u>

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

The proponent must contact the Director of Environmental Assessment and Permissions Branch under any of the following circumstances subsequent to initial discussions with the communities identified by MECP:

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

The Director of the Environmental Assessment and Permissions Branch can be notified either by email with the subject line "Potential Duty to Consult" to <u>enviropermissions@ontario.ca</u> or by mail or fax at the address provided below:

Email:	enviropermissions@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Assessment and Permissions Branch 135 St. Clair Avenue West, 1 <sup>st</sup> Floor Toronto, ON, M4V 1P5

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

A Part II Order Request Form must be used to request a Part II Order. The Part II Order Request Form is available online on the Forms Repository website (http://www.forms.ssb.gov.on.ca) by searching "Part II Order" or "012-2206E" (the form ID number). Please include reference to this in the Notice of Completion for this project.

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

Should you or your project team members have any questions regarding the material above, please contact me at trevor.bell@ontario.ca.

Sincerely,

Trevor Bell Regional Environmental Assessment Coordinator

- cc: Tina Dufresne, Manager, Halton Peel District Office, MECP Andrew McGregor, Senior Planner, R.V. Anderson Associates Ltd.
- Attachments: Areas of Interest A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with Aboriginal Communities

# AREAS OF INTEREST

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

### □ Species at Risk

• The Ministry of the Environment, Conservation and Parks has now assumed responsibility of Ontario's Species at Risk program. For any questions related to subsequent permit requirements, please contact <u>SAROntario@ontario.ca</u>.

### Planning and Policy

- Ontario has released "A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)" which replaces the "Growth Plan for the Greater Golden Horseshoe (2017)". More information, including the Plan, is found here: <u>https://www.placestogrow.ca</u>.
- Parts of the study area may be subject to the <u>A Place to Grow: Growth Plan for the Greater</u> <u>Golden Horseshoe</u> (2019), <u>Oak Ridges Moraine Conservation Plan</u> (2017), <u>Niagara Escarpment</u> <u>Plan</u> (2017), <u>Greenbelt Plan</u> (2017) or <u>Lake Simcoe Protection Plan</u> (2014). Applicable policies should be <u>referenced</u> in the report, and the proponent should <u>describe</u> how the proposed project adheres to the relevant policies in these plans.
- The <u>Provincial Policy Statement</u> (2020) contains policies that protect Ontario's natural heritage and water resources. Applicable policies should be referenced in the report, and the proponent should <u>describe</u> how the proposed project is consistent with these policies.

### □ Source Water Protection (all projects)

The *Clean Water Act*, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects that are subject to the Environmental Assessment Act that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas or in the vicinity of other at-risk drinking water systems (i.e. systems that are not municipal residential systems). MEA Class EA projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

• In October 2015, the MEA Parent Class EA document was amended to include reference to the

Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the report on source water protection.** 

- The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically, the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area.
- If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the report how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this
  mapping tool: <u>http://www.applications.ene.gov.on.ca/swp/en/index.php</u>.The mapping tool will also
  provide a link to the appropriate source protection plan in order to identify what policies may be
  applicable in the vulnerable area.
- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. Please consult with the local source protection authority to discuss potential impacts on drinking water. The contact for this project is Jennifer Stephens at (416) 661-6600 ext 5568 or <a href="mailto:istephens@trca.on.ca">istephens@trca.on.ca</a>. Please document the results of that consultation within the report and include all communication documents/correspondence.

### More Information

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

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

### □ Climate Change

Ontario is leading the fight against climate change through the <u>Climate Change Action Plan</u>. Recently released, the plan lays out the specific actions Ontario will take in the next five years to meet its 2020 greenhouse gas reduction targets and establishes the framework necessary to meet its long-term

targets. As a commitment of the action plan, the province has now finalized a guide, "Considering Climate Change in the Environmental Assessment Process" (Guide).

The Guide is now a part of the Environmental Assessment program's Guides and Codes of Practice. The Guide sets out the MECP's expectation for considering climate change in the preparation, execution and documentation of environmental assessment studies and processes. The guide provides examples, approaches, resources, and references to assist proponents with consideration of climate change in EA. **Proponents should review this Guide in detail.** 

- The MECP expects proponents to:
  - 1. Take into account during the assessment of alternative solutions and alternative designs, the following:
    - a. the project's expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and
    - b. resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation).
  - 2. Include a discrete section in the report detailing how climate change was considered in the EA.

How climate change is considered can be qualitative or quantitative in nature, and should be scaled to the project's level of environmental effect. In all instances, both a project's impacts on climate change (mitigation) and impacts of climate change on a project (adaptation) should be considered.

The MECP has also prepared another guide to support provincial land use planning direction
related to the completion of energy and emission plans. The "<u>Community Emissions Reduction
Planning: A Guide for Municipalities</u>" document is designed to educate stakeholders on the
municipal opportunities to reduce energy and greenhouse gas emissions, and to provide
guidance on methods and techniques to incorporate consideration of energy and greenhouse gas
emissions into municipal activities of all types. We encourage you to review the Guide for
information.

### □ Air Quality, Dust and Noise

• If there are sensitive receptors in the surrounding area of this project, an air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. Please contact this office for further consultation on the level of Air Quality Impact Assessment required for this project if not already advised.

### If a full Air Quality Impact Assessment is not required for the project, the report should still contain:

- A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
- A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
- A discussion of local air quality impacts that could arise from this project during both construction and operation; and

- A discussion of potential mitigation measures.
- As a common practice, "air quality" should be used an evaluation criterion for all road projects.
- 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 MECP recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to <u>Cheminfo</u> <u>Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition</u> <u>Activities</u>. report prepared for Environment Canada. March 2005.
- The report should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

### **Ecosystem Protection and Restoration**

- Any impacts to ecosystem form and function must be avoided where possible. The report should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
  - Areas of Natural and Scientific Interest (ANSIs)

- Watercourses
- Wetlands
- Woodlots

• Rare Species of flora or fauna

We recommend consulting with the Ministry of Natural Resources and Forestry (MNRF), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, you may consider the provisions of the Rouge Park Management Plan if applicable.

### □ Surface Water

- The report must include enough 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 <u>Stormwater Management Planning and Design Manual (2003)</u> should be referenced in the report and utilized when designing stormwater control methods. A Stormwater Management Plan should be prepared as part of the Class EA process that includes:
  - Strategies to address potential water quantity and erosion impacts related to stormwater

draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained

- Watershed information, drainage conditions, and other relevant background information
- Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
- Information on maintenance and monitoring commitments.
- Ontario Regulation 60/08 under the Ontario Water Resources Act (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the report should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.
- Any potential approval requirements for surface water taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, except for certain water taking activities that have been prescribed by the Water Taking EASR Regulation – O. Reg. 63/16. These prescribed watertaking activities require registration in the EASR instead of a PTTW. Please review the <u>Water</u> <u>Taking User Guide for EASR</u> for more information. Additionally, an Environmental Compliance Approval under the OWRA is required for municipal stormwater management works.

### 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 report.
- If the potential construction or decommissioning of water wells is identified as an issue, the report should refer to Ontario Regulation 903, Wells, under the OWRA.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, with the exception of certain water taking activities that have been prescribed by the Water Taking EASR Regulation – O. Reg. 63/16. These prescribed watertaking activities require registration in the EASR instead of a PTTW. Please review the <u>Water</u> <u>Taking User Guide for EASR</u> for more information.

### Contaminated Soils

• Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with

*Part XV.1 of the Environmental Protection Act* (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the appropriate MECP District Office for further consultation if contaminated sites are present.

- Any current or historical waste disposal sites should be identified in the report. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites.
- The location of any underground storage tanks should be investigated in the report. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- The report should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

### **Excess Materials Management**

- Activities involving the management of excess soil should be completed in accordance with the MECP's current guidance document titled "<u>Management of Excess Soil – A Guide for Best</u> <u>Management Practices</u>" (2014).
- All waste generated during construction must be disposed of in accordance with ministry requirements

### Servicing and Facilities

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with the Environmental Approvals Access and Service Integration Branch (EAASIB) to determine whether a new or amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's <u>environmental land use planning guides</u> 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.

### Mitigation and Monitoring

- 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 report 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.
- 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.
- The proponent's construction and post-construction monitoring plans must be documented in the report, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

### □ Consultation

The report must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the SR that identifies concerns that were raised and <u>describes how they have been addressed by the proponent</u> 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.

### Class EA Process

- The report should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. The Master Plan should clearly indicate the selected approach for conducting the plan, 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 report must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the report that identifies concerns that were raised and describes how they have been addressed by the proponent 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 report 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 report.
- Please include in the report a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including but not limited to, MECP's PTTW, EASR Registrations and ECAs, conservation authority permits, species at risk permits, and approvals under the *Impact Assessment Act*, 2019.
- Ministry guidelines and other information related to the issues above are available at <u>http://www.ontario.ca/environment-and-energy/environment-and-energy</u>. We encourage you to review all the available guides and to reference any relevant information in the report.

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

#### Definitions

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

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

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

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

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

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

### I. Purpose

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

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

### II. Why is it Necessary to Consult with Aboriginal Communities?

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

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

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right. Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

### III. The Crown's Role and Responsibilities in the Delegated Consultation Process

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

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

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

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;
- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

### IV. The Proponent's Role and Responsibilities in the Delegated Consultation Process

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

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

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

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

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

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

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

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

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

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

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

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;

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

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

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

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

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

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

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

# V. What are the Roles and Responsibilities of Aboriginal Communities' in the Consultation Process?

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

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant documentation;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigates any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

# VI. What if More Than One Provincial Crown Ministry is Involved in Approving a Proponent's Project?

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

# **Connor MacIsaac**

From:	Bell, Trevor (MECP) <trevor.bell@ontario.ca></trevor.bell@ontario.ca>
Sent:	September 8, 2021 4:26 PM
То:	Arash Olia
Cc:	Potter, Katy (MECP); Wild, Loralyn (MECP); Andrew McGregor; Connor MacIsaac
Subject:	Columbia Way from Highway 50 to Caledon King Townline - Schedule B Municipal
	Class EA
Attachments:	MECP Comments_Draft PFR_Columbia Way from Highway 50 to Caledon King
	Townline.pdf
Categories:	Technical Agency Comments

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Good afternoon,

Please find attached a letter from the Ministry of the Environment, Conservation and Parks, Environmental Approvals Branch, regarding the above mentioned project. Feel free to contact me directly with any questions or concerns you may have.

Sincerely,

**Trevor Bell** | Regional Environmental Planner Project Review Unit, Environmental Assessment Branch Ministry of the Environment, Conservation and Parks 5775 Yonge Street, 8<sup>th</sup> floor, Toronto ON, M2M 4J1 New Phone: 437-770-3731 | trevor.bell@ontario.ca Ministry of the Environment, Conservation and Parks

Environmental Assessment Branch

1<sup>st</sup> Floor 135 St. Clair Avenue W Toronto ON M4V 1P5 Tel.: 416 314-8001 Fax.: 416 314-8452 Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction des évaluations environnementales



Rez-de-chaussée 135, avenue St. Clair Ouest Toronto ON M4V 1P5 Tél. : 416 314-8001 Téléc. : 416 314-8452

September 8, 2021

Arash Olia, Ph.D., P.Eng. Manager, Transportation Engineering Town of Caledon <u>arash.olia@caledon.ca</u>

BY EMAIL ONLY

### Re: Columbia Way Environmental Assessment Study Highway 50 to Caledon King Townline Town of Caledon Schedule B Municipal Class Environmental Assessment Draft Project File Report

Dear Mr. Olia,

The Ministry of the Environment, Conservation and Parks (MECP) has reviewed the draft Project File Report (report) prepared by R. V. Anderson Associates Ltd., dated August 9, 2021 for the Schedule B Municipal Class Environmental Assessment (Class EA) for Columbia Way from Highway 50 to Caledon King Townline in the Town of Caledon. We understand that the preferred solutions include the following road and intersection improvements:

- Reconstruct the urban section of Columbia Way between Highway 50 and the existing trailhead with continuous off-road multi-use path (MUP) on both sides of the roadway.
- Reconstruct the urban section of Columbia Way between the trailhead and Forest Gate Avenue with continuous off-road MUP on the south side of the roadway only.
- Reconstruct the rural portion of Columbia Way between Forest Gate Avenue and the Coventry Bridge structure with a paved shoulder on the south side of the roadway only.
- Reconstruct the rural portion of Columbia Way between the Coventry Bridge structure and Caledon King Townline with shared-use lanes.
- Introduce a new roundabout intersection control at the Mount Hope Road at Columbia Way intersection.
- Introduce a new left-hand turn lane at the school driveway entrance.
- Install an additional pedestrian crosswalk at a new signalized intersection in the vicinity of the existing trailhead.
- Maintain the roadway alignment through the s-curve with operational improvements.

The MECP is satisfied with the report and generally agrees with the conclusions and recommendations therein. The following comments are offered for your consideration:

- 1. The runoff coefficient for gravel shoulders is usually about 0.50 0.70. However, in the report the runoff coefficient of 0.95 was used for the existing runoff calculations. It is recommended that a runoff coefficient of 0.50 0.70 be used for the existing runoff calculations, or a rationale for the use of a runoff coefficient be provided.
- 2. The report says that gravel shoulders will be eliminated, which will decrease the total impervious area. However, it is not specified what will replace the gravel shoulders along the road. As such, it is unclear whether a decrease or minor increase in impervious area should be expected. A minor increase would be unlikely to have a significant impact on the local stormwater quantity and quality. Nevertheless, the report should specify what type of surface will replace the gravel shoulders along the road for the reviewer to understand the expected change in pervious surface area.
- 3. Sections 2.6 and 5.3 of the PFR refer to the geotechnical investigation described in Section 0. This should be changed to Section 2.8.

Thank you for the opportunity to review the report. Please feel free to contact me directly at (437) 770-3731 or <u>trevor.bell@ontario.ca</u> with any questions you may have.

Sincerely,

Trevor Bell Regional Environmental Planner Project Review Unit

Cc: Katy Potter, Supervisor, Project Review Unit, MECP Loralyn Wild, Manager (A), Halton-Peel District Office, MECP Andrew McGregor, Senior Planner, R. V. Anderson Associates Ltd. Connor MacIsaac, Junior Environmental Planner, R. V. Anderson Associates Ltd.

# **Connor MacIsaac**

From: Sent:	Bell, Trevor (MECP) <trevor.bell@ontario.ca> September 28, 2021 10:43 AM</trevor.bell@ontario.ca>
To:	Connor MacIsaac
Cc:	Potter, Katy (MECP); Wild, Loralyn (MECP); Andrew McGregor; Arash Olia; Naomi Vaset; Oliver Olberg
Subject:	RE: Columbia Way from Highway 50 to Caledon King Townline - Schedule B Municipal Class EA
Categories:	Technical Agency Comments

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Hi Connor,

The reviewer got back to me quite quickly. They are satisfied with the responses and we have no further comments or concerns at this time.

Thanks, Trevor

From: Bell, Trevor (MECP)
Sent: September 28, 2021 10:15 AM
To: Connor MacIsaac <cmacIsaac@rvanderson.com>
Cc: Potter, Katy (MECP) <Katy.Potter@ontario.ca>; Wild, Loralyn (MECP) <Loralyn.Wild@ontario.ca>; Andrew McGregor
<AMcGregor@rvanderson.com>; Arash Olia <arash.olia@caledon.ca>; Naomi Vaset <NVaset@rvanderson.com>; Oliver
Olberg@rvanderson.com>
Subject: RE: Columbia Way from Highway 50 to Caledon King Townline - Schedule B Municipal Class EA

Hi Connor,

Thanks for these responses. I'll have the surface water reviewer take a look and I'll get back to you.

Thanks, Trevor

From: Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>> Sent: September 27, 2021 4:28 PM To: Bell, Trevor (MECP) <<u>Trevor.Bell@ontario.ca</u>> Cc: Potter, Katy (MECP) <<u>Katy.Potter@ontario.ca</u>>; Wild, Loralyn (MECP) <<u>Loralyn.Wild@ontario.ca</u>>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; Arash Olia <<u>arash.olia@caledon.ca</u>>; Naomi Vaset <<u>NVaset@rvanderson.com</u>>; Oliver Olberg <<u>OOlberg@rvanderson.com</u>>

Subject: RE: Columbia Way from Highway 50 to Caledon King Townline - Schedule B Municipal Class EA

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender. Hi Trevor, On behalf of the Town of Caledon, please find below our responses to the MECP's comments in green.

- The runoff coefficient for gravel shoulders is usually about 0.50 0.70. However, in the report the runoff coefficient of 0.95 was used for the existing runoff calculations. It is recommended that a runoff coefficient of 0.50 0.70 be used for the existing runoff calculations, or a rationale for the use of a runoff coefficient be provided.
- The road sub-catchments under existing conditions include asphalt and gravel areas that have the same runoff coefficient as per the Town of Caledon design guideline (Standard No.103). Since MECP has asked to reduce the runoff for gravel areas, we calculated weighted runoff for one sample sub-catchment that includes the highest percentage of gravel area (Please see table below) and generated runoff coefficient of 0.83, which is equivalent to Total Imperviousness of 90% (TIMP = (RC-0.2)/0.7). As such, the TIMP for the road sub-catchments in the hydrologic model has been modified to represent 90% as requested.

Subcatchment	Area (ha)	RC
Gravel shoulder area	0.052	0.7
Ashphalt area	0.058	0.95
Total area	0.11	0.83

- 2. The report says that gravel shoulders will be eliminated, which will decrease the total impervious area. However, it is not specified what will replace the gravel shoulders along the road. As such, it is unclear whether a decrease or minor increase in impervious area should be expected. A minor increase would be unlikely to have a significant impact on the local stormwater quantity and quality. Nevertheless, the report should specify what type of surface will replace the gravel shoulders along the road for the reviewer to understand the expected change in pervious surface area
- According to the proposed road configuration, the gravel shoulder area along the road has not been entirely replaced by asphalt. In fact, the remainder gravel area will be covered by pervious surface as a result of the roadside ditches improvement. As mentioned in the report existing roadside ditches will be widened, improved, and used as bioswales to provide water quality control as well. As requested, the note has been added to the report indicating the type of surface that will replace the gravel shoulders.
- 3. Sections 2.6 and 5.3 of the PFR refer to the geotechnical investigation described in Section 0. This should be changed to Section 2.8.
- The PFR has been updated accordingly.

Thank you again for the MECP's timely input throughout this project. The Notice of Study Completion and final Project File Report, including the updated stormwater management report, will also be distributed to you upon study completion, as requested in MECP's Notice of Study Commencement response letter (May 13, 2020).

Kind Regards,

ଦ୍ରrva

# Connor MacIsaac, EPt

JUNIOR ENVIRONMENTAL PLANNER, EA & APPROVALS

- t 905 685 5049 ext. 4218
- a 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1





From: Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>
Sent: September 8, 2021 5:17 PM
To: Bell, Trevor (MECP) <<u>Trevor.Bell@ontario.ca</u>>; Arash Olia <<u>arash.olia@caledon.ca</u>>
Cc: Potter, Katy (MECP) <<u>Katy.Potter@ontario.ca</u>>; Wild, Loralyn (MECP) <<u>Loralyn.Wild@ontario.ca</u>>; Connor MacIsaac
<<u>cmacIsaac@rvanderson.com</u>>
Subject: Re: Columbia Way from Highway 50 to Caledon King Townline - Schedule B Municipal Class EA

Thanks Trevor,

We'll review MECP's comments and incorporate into the report as required, and get back to you if any clarifications are required.

Kind regards, Andrew

Get Outlook for Android

From: Bell, Trevor (MECP) <<u>Trevor.Bell@ontario.ca</u>>
Sent: Wednesday, September 8, 2021 4:26:27 PM
To: Arash Olia <<u>arash.olia@caledon.ca</u>>
Cc: Potter, Katy (MECP) <<u>Katy.Potter@ontario.ca</u>>; Wild, Loralyn (MECP) <<u>Loralyn.Wild@ontario.ca</u>>; Andrew McGregor
<<u>AMcGregor@rvanderson.com</u>>; Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>
Subject: Columbia Way from Highway 50 to Caledon King Townline - Schedule B Municipal Class EA

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

Good afternoon,

Please find attached a letter from the Ministry of the Environment, Conservation and Parks, Environmental Approvals Branch, regarding the above mentioned project. Feel free to contact me directly with any questions or concerns you may have.

Sincerely,

**Trevor Bell** | Regional Environmental Planner Project Review Unit, Environmental Assessment Branch Ministry of the Environment, Conservation and Parks 5775 Yonge Street, 8<sup>th</sup> floor, Toronto ON, M2M 4J1 New Phone: 437-770-3731 | trevor.bell@ontario.ca

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# Connor MacIsaac

From:	Harvey, Joseph (MHSTCI) <joseph.harvey@ontario.ca></joseph.harvey@ontario.ca>
Sent:	April 23, 2020 1:00 PM
То:	arash.olia@caledon.ca
Cc:	Minkin, Dan (MHSTCI); Barboza, Karla (MHSTCI); Andrew McGregor; Connor MacIsaac
Subject:	Notice of Commencement - Columbia Way EA
Attachments:	2020-04-23_ColumbiaWay_MHSTCI-Ltr.pdf
Categories:	Technical Agency Comments

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# Olia Arash,

Please find attached, a letter acknowledging the receipt of your notice of commencement. Contact the undersigned with any further questions or concerns.

Joseph Harvey On behalf of

Dan Minkin Heritage Planner Heritage Planning Unit Dan.Minkin@ontario.ca Ministry of Heritage, Sport, Tourism, and Culture Industries

Programs and Services Branch 401 Bay Street, Suite 1700 Toronto, ON M7A 0A7 Tel: 416.314.7147 Ministère des Industries du Patrimoine, du Sport, du Tourisme et de la Culture

Direction des programmes et des services 401, rue Bay, Bureau 1700 Toronto, ON M7A 0A7 Tél: 416.314.7147



April 23, 2020

EMAIL ONLY

Arash Olia P. Eng. Manger Transportation Engineering Town of Caledon arash.olia@caledon.ca

MHSTCI File :	0012248
Proponent :	Town of Caledon
Subject :	Notice of Study Commencement – Municipal Class EA
Project :	Columbia Way, Hwy 50 To Caledon King Townline
Location :	Town of Caledon

### Dear Arash Olia:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of study commencement for the above-referenced project. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

### **Project Summary**

The town of Caledon has initiated a Municipal Class Environmental Assessment (Class EA) for improvements to the road for various users (motorists, pedestrians and cyclists), intersection alternatives, and drainage for the reconstruction of Columbia Way. The project is being completed as a Schedule "B" project in accordance with the Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011 & 2015).

### **Identifying Cultural Heritage Resources**

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

#### **Archaeological Resources**

This EA project may impact archaeological resources and should be screened using the MHSTCI <u>Criteria for Evaluating Archaeological Potential</u> to determine if an archaeological assessment is needed. MHSTCI archaeological sites data are available at <u>archaeology@ontario.ca</u>. If the EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the *OHA*, who is responsible for submitting the report directly to MHSTCI for review.

#### **Built Heritage and Cultural Heritage Landscapes**

The MHSTCI <u>Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage</u> <u>Landscapes</u> should be completed to help determine whether this EA project may impact cultural heritage resources. If potential or known heritage resources exist, MHSTCI recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's <u>Info Sheet #5: Heritage Impact Assessments and</u> <u>Conservation Plans</u> outlines the scope of HIAs. Please send the HIA to MHSTCI for review, and make it available to local organizations or individuals who have expressed interest in review.

#### **Environmental Assessment Reporting**

All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MHSTCI whether any technical cultural heritage studies will be completed for this EA project, and provide them to MHSTCI before issuing a Notice of Completion or commencing any work on the site. If screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank you for consulting MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, do not hesitate to contact me.

Sincerely,

Joseph Harvey On behalf of

Dan Minkin Heritage Planner Heritage Planning Unit Dan.Minkin@ontario.ca

Copied to: Andrew McGregor, Senior Planner, R.V. Anderson and Associates Ltd. Connor MacIsaac, Junior EA Planner, R.V. Anderson and Associates Ltd.

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.



R.V. Anderson Associates Limited 43 Church Street Suite 104 St. Catharines Ontario L2R 7E1 Canada Tel 905 685 5049 Fax 855 833 4022 www.rvanderson.com

RVA 195072

February 5, 2021

Via Email: <u>Archaelogy@ontario.ca</u>

Ministry of Heritage, Sport, Tourism and Culture Industries Archaeology Programs Unit 401 Bay Street, Suite 1700 Toronto Ontario M7A 0A7

Dear Sir/Madam:

Re: Municipal Class Environmental Assessment Study Columbia Way (Between Highway 50 and Caledon King Townline) Stage 1 Archaeological Assessment MHSTCI PIF# P383-0211-2020 ASI File: 19EA-266

We are respectfully requesting the Ministry of Heritage, Sport, Tourism and Culture Industries expedite the review process of the archaeological assessment noted above.

On behalf of our client, the Town of Caledon, we are requesting the expedited review in order to commence the 30-day public review period in Spring 2021 prior to construction in Summer/Fall 2021. The road improvements are required to address the identified road and intersection, drainage, and structural deficiencies along Columbia Way. Based on the foregoing we would appreciate an expedited review by May 5, 2021, or three months' time months' time from the date of report submission to the MHSTCI.

Yours very truly,

### **R.V. ANDERSON ASSOCIATES LIMITED**

Andrew McGregor, MCIP, RPP Senior Planner, EA & Approvals R.V. Anderson Associates Limited Tel: 905.685.5049 x 4211 E-mail: AMcGregor@rvanderson.com



# Connor MacIsaac

From:	Abedin, Zeeshan (MHSTCI) < Zeeshan.Abedin@ontario.ca>
Sent:	April 22, 2021 12:35 PM
То:	Blake Williams; Archaeology (MHSTCI)
Cc:	Connor MacIsaac; Andrew McGregor
Subject:	RE: Expedited Report Review Status for P383-0211-2020

### [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate <u>before</u> Replying or Clicking on any links

# Goof afternoon Blake,

Thank you for your email. I have checked in with the ARO assigned to review this report and it is estimated that the review will be completed within the next two weeks.

Thank you.

# Zeeshan

Zeeshan Abedin A/Archaeology Review Coordinator Archaeology Program Unit Programs and Services Branch Ministry of Heritage, Sport, Tourism and Culture Industries 401 Bay Street, Suite 1700 Toronto, Ontario Office - 416-314-7123 Cell - 416-418-0949

From: Blake Williams <bwilliams@asiheritage.ca> Sent: Thursday, April 15, 2021 2:25 PM To: Archaeology (MHSTCI) <archaeology@ontario.ca> Cc: Connor MacIsaac <cmacIsaac@rvanderson.com>; Andrew McGregor (AMcGregor@rvanderson.com) <AMcGregor@rvanderson.com> Subject: Expedited Report Review Status for P383-0211-2020

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

I am just following up on the expedited report review status of PIF: P383-0211-2020 (Columbia Way Stage 1). The last contact I received from the Ministry was notifying me that the expedited report review request was granted and the report review was expected to be completed by March 12, 2021.

If you could provide me with an update on that review status I would appreciate it.

Thanks in advance,

### Blake Williams, MLitt Lead Archaeologist | Project Manager • Environmental Assessment Division



# Ministry of Heritage, Sport, Tourism, and Culture Industries

Archaeology Program Unit Programs and Services Branch Heritage, Tourism and Culture Division 401 Bay Street, Suite 1700 Toronto ON M7A 0A7 Tel.: (519) 671-7742 Email: Shari.Prowse@ontario.ca

# Ministère des Industries du patrimoine, du sport, du tourisme et de la culture

Unité des programme d'archéologie Direction des programmes et des services Division du patrimoine, du tourisme et de la culture 401, rue Bay, bureau 1700 Toronto ON M7A 0A7 Tél. : (519) 671-7742 Email: Shari.Prowse@ontario.ca



May 23, 2021

Blake Williams (P383) ASI Archaeological and Cultural Heritage Services 528 Bathurst Toronto ON M5S2P9

RE: Review and Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "Stage 1 Archaeological Assessment Columbia Way Part of Lots 10-11, Concessions 7-8 (Former Township of Albion, County of Peel) Town of Caledon Regional Municipality of Peel, Ontario", Dated May 11, 2021, Filed with MHSTCI Toronto Office on May 18, 2021, MHSTCI Project Information Form Number P383-0211-2020, MHSTCI File Number 0012248

Dear Mr. Williams:

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.<sup>1</sup> 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 Stage 1 assessment of the study area as depicted in Figures 8-12 of the above titled report and recommends the following:

1. The Study Area exhibits archaeological potential. If impacted, these lands require Stage 2 archaeological assessment by test pit/pedestrian survey at five metre intervals, where appropriate, prior to any proposed impacts to the property;

2. The Cemetery noted at 9938/9950 Columbia Road is more than 20 m outside of the Study Area. The easement is not noted historically as containing burials. The boundary is well defined by maps dating from 1870 and therefore does not require a Stage 3cemetery investigation as part of this project

3. The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance and low and wet conditions. These lands do not require further archaeological assessment; and,

4. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

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,

Shari Prowse Archaeology Review Officer

# cc. Archaeology Licensing Officer Andrew McGregor, R.V. Anderson Associates Limited Arash Olia, Town of Caledon

<sup>1</sup>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; misleading or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.

# Connor MacIsaac

From:	Minkin, Dan (MHSTCI) <dan.minkin@ontario.ca></dan.minkin@ontario.ca>
Sent:	June 18, 2021 6:17 PM
То:	Connor MacIsaac
Cc:	Johanna Kelly; Andrew McGregor; Arash Olia; Meredith Stewart
Subject:	RE: MHSTCI Response: Information Request - Columbia Way CHRA - Town of
	Caledon
Attachments:	2021-06-18_ColumbiaWayCHRA_MHSTCIcomments.pdf

# [CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Good evening, Please find our comments attached, with apologies for the delay.

Dan Minkin Heritage Planner Ministry of Heritage, Sport, Tourism and Culture Industries Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit 401 Bay Street, Suite 1700 Toronto, Ontario M7A 0A7 Tel. 416.786.7553 \*NEW\*

From: Connor MacIsaac <cmacIsaac@rvanderson.com> Sent: April 29, 2021 2:28 PM To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca> Cc: Johanna Kelly <jkelly@asiheritage.ca>; Andrew McGregor <AMcGregor@rvanderson.com>; arash.olia@caledon.ca; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; Registrar (MHSTCI) <Registrar@ontario.ca>; Meredith Stewart <MStewart@asiheritage.ca> Subject: RE: MHSTCI Response: Information Request - Columbia Way CHRA - Town of Caledon

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

As requested, please find the CHRA and preliminary Impact Assessment report completed as part of the Columbia Way EA for your review and comment. Columbia Way CHRA - MHSTCI Review

Please let us know if you have any questions or concerns related to the report.

Thanks,



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R.V. Anderson Associates Limited 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1

rvanderson.com



From: Barboza, Karla (MHSTCI) <<u>Karla.Barboza@ontario.ca</u>> On Behalf Of Registrar (MHSTCI) Sent: July 8, 2020 10:47 AM

To: Meredith Stewart <<u>MStewart@asiheritage.ca</u>>

Cc: Johanna Kelly <jkelly@asiheritage.ca>; Andrew McGregor <<u>AMcGregor@rvanderson.com</u>>; 'arash.olia@caledon.ca' <<u>arash.olia@caledon.ca</u>>; Connor MacIsaac <<u>cmacIsaac@rvanderson.com</u>>; Registrar (MHSTCI) <<u>Registrar@ontario.ca</u>>; Minkin, Dan (MHSTCI) <<u>Dan.Minkin@ontario.ca</u>>

Subject: MHSTCI Response: Information Request - Columbia Way CHRA - Town of Caledon

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

File 0012248 – Columbia Way between Highway 50 and Caledon King Townline

Hi Meredith,

As you may know, the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) developed screening checklists to assist property owners, developers, consultants and others to identify known and potential cultural heritage resources:

- Criteria for Evaluating Archaeological Potential
- Criteria for Evaluating Marine Archaeological Potential
- Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes

I have used the document above (Built Heritage and Cultural Heritage Landscapes) in order to respond to your question:

 Question 3a. i. Is the property (or project area) identified, designated or otherwise protected under the Ontario Heritage Act as being of cultural heritage value e.g. a property that is designated by order of the Minister of Heritage, Sport, Tourism and Culture Industries as being of cultural heritage value or interest of provincial significance [s.34.5]?

*MHSTCI Response:* To date, no properties have been designated by the Minister.

 Question 3a.v. Is the property (or project area) identified, designated or otherwise protected under the Ontario Heritage Act as being of cultural heritage value included in the Ministry of Heritage, Sport, Tourism and Culture Industries' list of provincial heritage properties?
 MHSTCI Response: At this time, MHSTCI is not aware of any provincial heritage properties within or adjacent to the study area.

Please note that if the subject lands or parts of the subject lands are owned or controlled by an Ontario Ministry or Prescribed Public Body (PPB) on behalf of the Crown (the list of PPBs is available as O. Reg. 157/10), a Ministry or PPB may have responsibilities under the <u>Standards and Guidelines for Conservation of Provincial Heritage Properties</u>.

MHSTCI would appreciate if any technical cultural heritage studies (e.g. Cultural Heritage Assessment Report, Cultural Heritage Evaluation Report, Heritage Impact Assessment) be sent for MHSTCI review.

I hope this helps. Let me know if you have any questions.

Regards, Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage Ministry of Heritage, Sport, Tourism and Culture Industries Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit T. 416.314.7120 | Email: <u>karla.barboza@ontario.ca</u>

From: Meredith Stewart <<u>MStewart@asiheritage.ca</u>> Sent: July-02-20 10:29 AM To: Registrar (MHSTCI) <<u>Registrar@ontario.ca</u>> Cc: Johanna Kelly <<u>jkelly@asiheritage.ca</u>>; 'amcgregor@rvanderson.com' <<u>amcgregor@rvanderson.com</u>>; 'arash.olia@caledon.ca' <<u>arash.olia@caledon.ca</u>>; 'cmacisaac@rvanderson.com' <<u>cmacisaac@rvanderson.com</u>> Subject: Columbia Way CHRA - Town of Caledon

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

ASI has been retained by R.V. Anderson Associated Ltd. to complete a Cultural Heritage Resource Assessment as part of the Municipal Class Environmental Assessment of Columbia Way in the Town of Caledon. I have attached a map that outlines the location of the study area where we are conducting our assessment.

In addition to consulting municipal resources (Caledon Heritage Register, the Town of Caledon CHL Inventory, and the Village of Bolton Heritage Conservation District Plan), I have also consulted the Ontario Heritage Trust's website to locate any conservation easements, plaques, places of worship, or properties on the Ontario Heritage Register within the study area. Resulting from this consultation, the following properties that have been identified to have cultural heritage value within the study area:

9850 Columbia Way – Listed on the Caledon Heritage Register 9938 Columbia Way – Listed on the Caledon Heritage Register 9948 Columbia Way – Listed on the Caledon Heritage Register 9950 Columbia Way – Listed on the Caledon Heritage Register

Does the Ministry of Heritage, Sport, Tourism, and Culture Industries have any additional cultural heritage resources or concerns within the study area to bring to our attention for consideration in preparing this assessment?

Regards, Meredith

Meredith Stewart, MA, MSc, CAHP Intern Cultural Heritage Assistant • Cultural Heritage Division



ASI • Providing Archaeological & Cultural Heritage Services MStewart@asiheritage.ca • 416 966 1069 x290 • Fax: 416 966 9723 528 Bathurst Street, Toronto, Ontario, M5S 2P9 • asiheritage.ca R.V. Anderson Associates Limited has been engaged in the provision of professional engineering, operations, and management services since 1948. This message is intended only for the use of the individual(s) to whom it is addressed. If you are not the intended recipient(s), disclosure, copying, distribution and use are prohibited; please notify us immediately and delete this email from your systems. Please see <a href="http://www.rvanderson.com">http://www.rvanderson.com</a> for Copyright and Terms of Use.

Ministry of Heritage, Sport, Tourism, and Culture Industries

Programs and Services Branch 401 Bay Street, Suite 1700 Toronto, ON M7A 0A7 Tel: 416.314.7147 Ministère des Industries du Patrimoine, du Sport, du Tourisme et de la Culture

Direction des programmes et des services 401, rue Bay, Bureau 1700 Toronto, ON M7A 0A7 Tél: 416.314.7147



June 18, 2021

EMAIL ONLY

Connor MacIsaac, EPt Junior Environmental Planner, EA & Approvals R.V. Anderson Associates Limited 43 Church Street, Suite 104 St. Catharines, ON L2R 7E1

MHSTCI File	:	0012248
Proponent	:	Town of Caledon
Subject	:	Cultural Heritage Resource Assessment
Project	:	Columbia Way, Hwy 50 To Caledon King Townline
Location	:	Town of Caledon

Dear Mr. MacIsaac:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the *Cultural Heritage Resource Assessment: Built Heritage Resources and Cultural Heritage Landscapes* for the above-referenced project (dated July 2020, revised August 2020 and April 2021, prepared by ASI).

### **Project Summary**

The town of Caledon has initiated a Municipal Class Environmental Assessment (Class EA) for improvements to the road for various users (motorists, pedestrians and cyclists), intersection alternatives, and drainage for the reconstruction of Columbia Way. The project is being completed as a Schedule "B" project in accordance with the Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011 & 2015).

### **CHRA Review**

We have reviewed the report and offer the following comments.

- Assessment of built heritage resources and cultural heritage landscapes relies on qualified individuals with relevant expertise. As such, the Project Personnel section should briefly describe the qualifications of the staff involved in the preparation of the report, and describe their role in it.
- It might be helpful to have an image like Figure 9 within the body of the report, e.g. in Section 5.5.

Thank you for consulting MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, do not hesitate to contact me.

Sincerely,

Dan Minkin Heritage Planner Heritage Planning Unit Dan.Minkin@ontario.ca

Copied to: Meredith Stewart, ASI Heritage Johanna Kelly, ASI Heritage Andrew McGregor, Senior Planner, R.V. Anderson and Associates Arash Olia, Town of Caledon

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.