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**APPENDIX 1**

**PUBLIC CONSULTATION MATERIAL**

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## **APPENDIX 1-1**

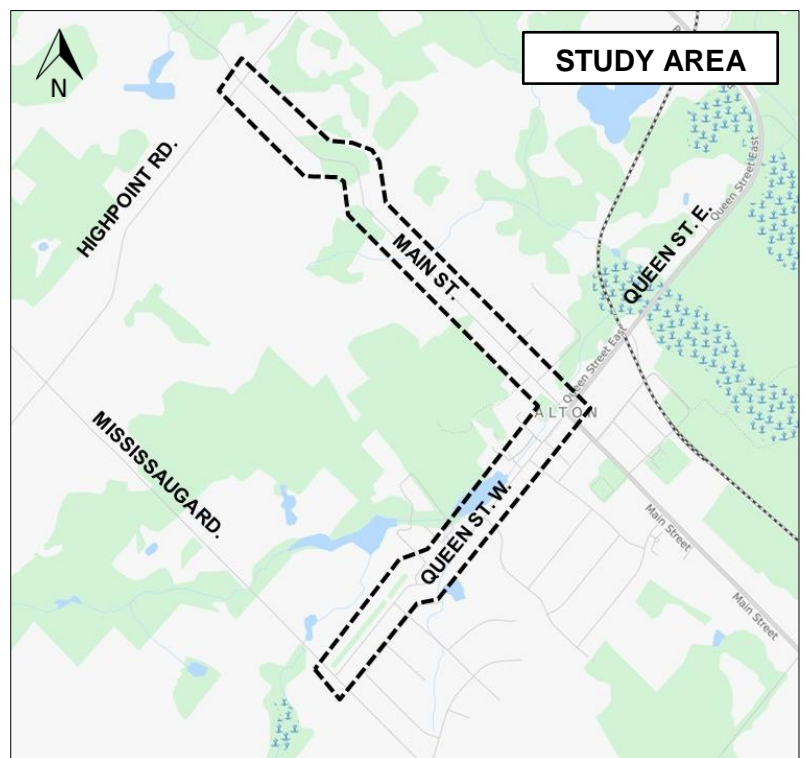
### **Notices**

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST**

The Town of Caledon has initiated a Class Environmental Assessment for the reconstruction of Main Street North and Queen Street West in the Village of Alton, a noted tourism hub that is home to a large number of culturally and historically significant areas. Shaws Creek, a cold water fish habitat containing Brook Trout and other sensitive species, runs perpendicular and in close proximity to the north side of Queen Street West, near the intersection of Main Street and Queen Street.

The purpose of the study is to develop a recommended road design that enhances connectivity and visitor accessibility to the Alton Village area. 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 “C”** project in accordance with the **Municipal Class Environmental Assessment** (October 2000, amended in 2007, 2011 & 2015). As such, extensive public and technical agency consultation will play a key role in developing the study recommendations. At this time, it is anticipated that two (2) Public Information Centres (PIC) will be held during the study.



If you would like more information prior to the first public information centre, or to be included on the mailing list for this project, please contact one of the following members of the Project Team:

**Town of Caledon**  
Ian Todhunter, P.Eng.  
Senior Project Manager, Engineering Services  
Tel: 905.584.2272 x 4065  
E-mail: [ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)

**R.V. Anderson Associates Limited**  
Andrew McGregor, MCIP, RPP  
Senior Planner  
Tel: 905-685-5049  
E-mail: [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)

This Notice issued April 25, 2019.



## Learn New Business Skills



Get unlimited access to over 100 essential small business topics. Plus much more.

The Caledon Business Innovation Zone (CBIZ) is offering Caledon small businesses access to GoForth's online small business training.

**This means no travelling, no schedule restrictions, and savings for you!**

Got 20 minutes? Got five minutes? You can learn critical, practical business tools in the time it takes to enjoy a cup of coffee. But that's not all! Build your network, work with a mentor and get access to resources to start or grow your business.

Learn more at: [caledon.ca/CBIZ](http://caledon.ca/CBIZ)



### PUBLIC NOTICE



#### Notice of Study Commencement

## Municipal Class Environmental Assessment for Main Street North & Queen Street West (Village of Alton)

The Town of Caledon has initiated a Class Environmental Assessment for the reconstruction of Main Street North and Queen Street West (Alton Village). Shaws Creek runs perpendicular and in close proximity to the north side of Queen Street West near the intersection of Main Street and Queen Street.

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Senior Planner  
Tel: 905-685-5049  
E-mail: [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)

This Notice issued April 25, 2019.



## Coffee with Council

### Transit. Traffic Calming. Broadband.



Join Mayor Thompson and your Ward Councillors for coffee and conversation.

Learn more from Town staff about the Transit Feasibility Study, the Traffic Calming Strategy and broadband internet.

**SATURDAY, MAY 4, 2019**

Ward 5 | Caledon Centre for Recreation and Wellness | 10 a.m. to 12 p.m.

Ward 3 & 4 | Caledon East Community Complex | 1 to 3 p.m.

**SATURDAY, MAY 11, 2019**

Ward 2 | Mayfield Recreation Centre | 10 a.m. to 12 p.m.

Ward 1 | Belfountain Community Hall | 1 to 3 p.m.

### PUBLIC NOTICE



## Notice of Street Name Change Roy Clarkson Way

Please be advised that the Town of Caledon is proposing to rename a section of Cross Country Boulevard to Roy Clarkson Way in recognition of former Assistant District Fire Chief Roy Clarkson. No changes are proposed to any street addresses on Cross Country Boulevard or Gray Park Drive as a result of this street renaming.

**BACKGROUND**  
Roy A. Clarkson was a longtime resident of Bolton and one of Caledon Fire's most dedicated volunteers. He was the recipient of the Don Kellett trophy for the highest volunteer service ten years in a row.

**STREET RENAMING PROCEDURE**  
Staff intend to bring forward a street renaming by-law to Town Council on May 28, 2019.

**CONTACT**  
If you would like to provide comments regarding the proposed street renaming to Roy Clarkson Way or have any questions on the matter, please contact:

Kyle Munro  
Community Policy Planner  
905.584.2272 X.4247  
[kyle.munro@caledon.ca](mailto:kyle.munro@caledon.ca)

For the full notice, visit [caledon.ca/notices](http://caledon.ca/notices)



## Next Property Tax Due Date May 2, 2019

### DON'T HAVE YOUR BILL?

If you haven't received yours, please call us at 905.584.2272 x. 7750. Failure to receive a tax bill does not excuse a taxpayer from responsibility for payment nor relieve the taxpayer from liability to pay penalties and interest.

### MISS THE DEADLINE?

Late payment charges are applied one day following the due date and on the first day of each following month while property taxes are outstanding.

### DO YOU OWN A NEWLY BUILT HOME?

Visit [caledon.ca/tax](http://caledon.ca/tax) for information on "supplementary" tax bills for new homes.

### HOW TO PAY?

There are many ways to pay your property taxes. Go to [caledon.ca/tax](http://caledon.ca/tax) to learn more.

## National Day of Mourning

Friday, April 26, 2019 | 12:45 p.m. | Town Hall, Caledon East

You are invited to join Town of Caledon Council and staff for the Day of Mourning ceremony. Held in April each year to coincide with National events, this ceremony honours workers whose lives have been forever changed by a workplace injury or illness. Flags are also lowered to half-mast to pay respect to and remember those workers, their families and friends affected by these incidents.

*"On this day we remember and honour the lives lost and those injured in workplace accidents. By renewing our commitment to creating safe workplaces, we envision a day when every worker in every community is safe".*

-- Mayor Allan Thompson



## SENIORS DAY

Connecting seniors to people, programs and possibilities.

JUNE 5, 2019 | 10 a.m. – 3 p.m.

Caledon East Community Complex,  
6215 Old Church Rd, Caledon East

RESERVE YOUR SPOT TODAY:

[caledon.ca/adult55](http://caledon.ca/adult55)  
905.584.2272 x.7327



**PUBLIC NOTICE**



Notice of Study Commencement

**Municipal Class Environmental Assessment for Main Street North & Queen Street West (Village of Alton)**

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Senior Project Manager, Engineering Services  
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Andrew McGregor, MCIP, RPP  
Senior Planner  
Tel: 905-685-5049  
E-mail: [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)

**This Notice issued**  
**April 25, 2019.**



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**May 2, 2019**

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-- Mayor Allan Thompson



## Connor MacIsaac

---

**From:** Elizabeth Hamley  
**Sent:** April 25, 2019 3:39 PM  
**Cc:** Andrew McGregor; 'ian.todhunter@caledon.ca'  
**Subject:** Village of Alton, Main St North & Queen St West EA - Notice of Commencement  
**Attachments:** 184339-20190425-Notice of Commencement\_AltonEA.pdf

**Categories:** Filed by Newforma

Dear Sir/Madam,

On behalf of the Town of Caledon, please find attached the Notice of Study Commencement for the **MAIN STREET NORTH & QUEEN STREET WEST (VILLAGE OF ALTON) CLASS ENVIRONMENTAL ASSESSMENT (EA) STUDY**. The study will review opportunities for improvements to Main Street North and Queen Street West in the Village of Alton as part of planned road reconstruction. Elements to be reviewed include: road design that enhances connectivity and visitor accessibility to the Alton Village area; technical, aesthetic, and structural requirements; as well as socio-economic, cultural heritage and natural environment factors.

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 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,  
**Beth Hamley, P.Eng.**  
*Project Coordinator*



**R.V. Anderson Associates Limited**  
1750 Courtwood Crescent, Suite 220  
Ottawa, ON K2C 2B5  
T 613 226 1844 x 3226  
[website](#) | [facebook](#) | [twitter](#) | [linkedin](#)

*Please consider the environment before printing this email.*

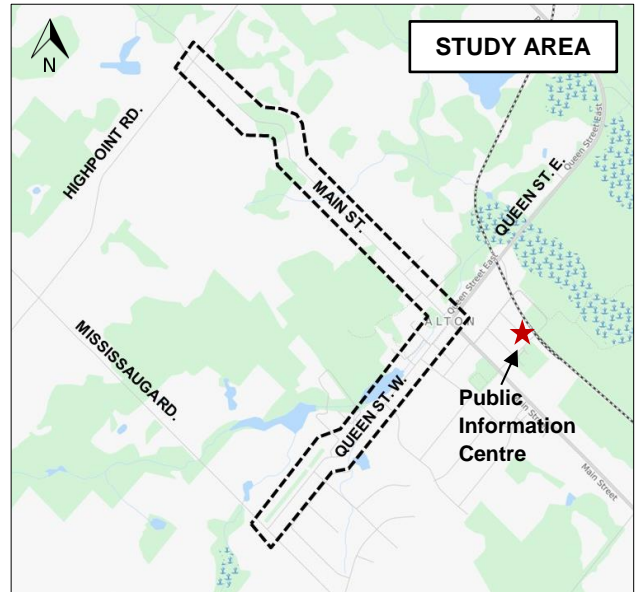
**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST**

The Town of Caledon is currently undertaking a Class Environmental Assessment for the reconstruction of Main Street North and Queen Street West in the Village of Alton, a noted tourism hub that is home to a large number of culturally and historically significant areas.

The purpose of the study is to investigate a number of alternative solutions and develop a recommended road design that enhances connectivity and visitor accessibility to the Alton Village area. The study will consider technical, aesthetic, and structural requirements; as well as socio-economic, cultural heritage, and natural environment factors.

The project is undertaken in accordance with **Schedule 'C'** of the **Municipal Class Environmental Assessment** (October 2000, amended in 2007, 2011 & 2015).

Public consultation is a vital component of the Class EA process. As such, the first of two Public Information Centres (PIC) will be held to share information on existing conditions and general alternatives being considered, and to receive input from the public on the key issues and constraints within the study area. The PIC will be held as an informal "Open House" with materials on display and members of the project team on hand to answer questions related to the project. Presentation materials pertaining to the study will be made available online at [www.caledon.ca/notices](http://www.caledon.ca/notices) following the PIC.



**Public Information Centre #1:**

**Date:** August 8, 2019  
**Time:** 6:00pm to 8:00 pm  
**Location:** Caledon Public Library, Alton Branch  
35 Station Street  
Caledon, ON L7K 0E2

If you would like more information prior to the first public information centre, or to be included on the mailing list for this project, please contact one of the following members of the Project Team:

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This Notice issued July 25, 2019, and August 1, 2019.



News

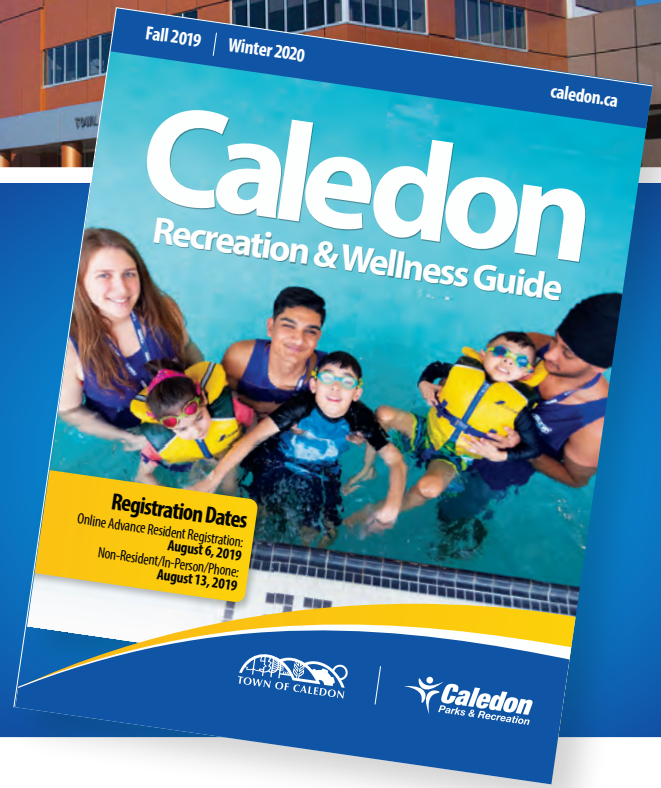
Subscribe: [caledon.ca/enews](http://caledon.ca/enews)

# FALL 2019 | WINTER 2020 Recreation Guide is now available

Download it now at: [caledon.ca/guide](http://caledon.ca/guide)

Pick up a printed copy soon at:

- TOWN HALL
- ALL CALEDON RECREATION CENTRES
- ALL CALEDON PUBLIC LIBRARIES



## Caledon Business Meetup

A special learning and networking event

**Topic: Marketing for your business**

An opportunity to learn, network, connect and build relationships after work in a fun and casual atmosphere.

Register at [caledon.ca/cbiz](http://caledon.ca/cbiz)

**FEATURING PRESENTATIONS BY:**

- Samira Abubakar, Marketing Consultant, Brand Tigers Inc.
- Steve Conforti, Owner of Caledon-based WeAreCreative
- Jacqui and Tyler Viaene, Owners of Via Trailers

**JULY 31 | 6 P.M.**

Location: Via Trailers (12621 Hwy 50)

Refreshments provided. Cost: \$15 plus HST



### PUBLIC NOTICE

#### ENVIRONMENTAL ASSESSMENT

## Alton Village

The Town of Caledon has initiated a Class Environmental Assessment for the reconstruction of Main Street North and Queen Street West



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Senior Project Manager, Engineering Services  
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[ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)

**R.V. Anderson Associates Limited**  
Andrew McGregor, MCIP, RPP  
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905.685.5049  
[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)

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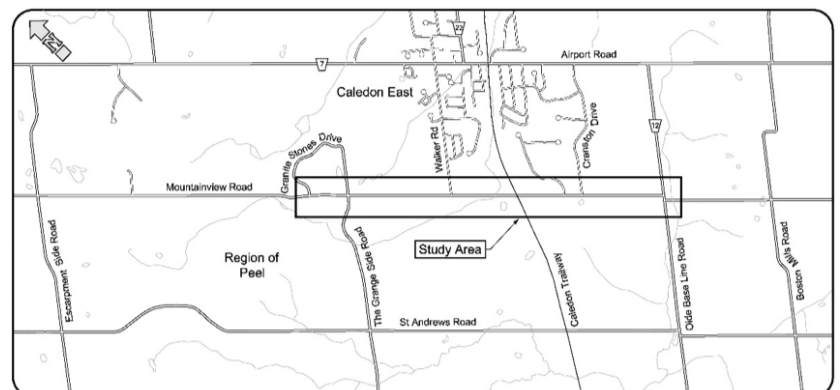
### PUBLIC NOTICE

#### NOTICE OF STUDY COMPLETION

## Mountainview Road

The Town of Caledon has completed a Municipal Class Environmental Assessment for Mountainview Road between Old Base Line Road and Granite Stones Drive

As a part of Revitalizing Caledon Streets Program, the study was undertaken to investigate the needs to improve traffic condition and enhance safety of all road users including walking and cycling. The study has been conducted in accordance with the requirements of a Municipal Class EA (Schedule C), which is an approved process under the Ontario Environmental Assessment Act.



An Environmental Study Report (ESR) has been prepared, which details the planning and design process, how public and agency input was addressed, the preferred alternative and other details. The ESR will be available for public review for a 30-day review period, from August 2, 2019 to September 2, 2019, at the following locations:

**CALEDON TOWN HALL**  
Caledon Service Counter  
6311 Old Church Road  
Caledon, ON L7C 1J6

**CALEDON PUBLIC LIBRARY**  
Caledon East Branch  
6500 Old Church Road  
Caledon, ON L7C 0H3

Information related to the study and consultation process, including the complete ESR, will also be posted online: [caledon.ca/revitalizing](http://caledon.ca/revitalizing)

Anyone with an interest in the Study is encouraged to review the ESR and provide comments to the Town of Caledon during the designated review period. If concerns arise during the 30-day Review Period which cannot be resolved through discussions with the Town of Caledon, a person may request that the Minister of Environment, Parks and Conservation make an order for the project to comply with Part II of the Environmental Assessment Act (a Part II order). This request must be received within the above noted 30-day timeline, by the Minister, at the address listed below, and copied to Arash Olia, the Town of Caledon Project Manager. If no request is received, subject to comments, and the receipt of necessary approvals, the Town intends to proceed with the project implementation phase.

**CONTACTS**

If you have questions or comments related to this study, please contact:

**Arash Olia Ph.D., P.Eng.**  
Project Manager,  
Town of Caledon  
905.584-2272 x.4073  
[arash.olia@caledon.ca](mailto:arash.olia@caledon.ca)

**David Sinke P.Eng.**  
Project Manager,  
Wood Environment &  
Infrastructure Solutions  
905.335.2353 x.3024  
[david.sinke@woodplc.com](mailto:david.sinke@woodplc.com)

# Who to call

If you have animal-related concerns, please contact the following:

**Animal Cruelty and Neglect**  
Call 1-833-9ANIMAL (1-833-926-4625).

- Animal Bites**
1. Peel Public Health at 905.799.7700; or
  2. Town of Caledon Animal Services (see contact info below)

**All other animal-related matters (i.e. barking, animals at large, dog attacks, etc.)**

**Town of Caledon Animal Services**  
Monday through Friday (excluding holidays)  
9:00 a.m. to 4:30 p.m.  
[animal.services@caledon.ca](mailto:animal.services@caledon.ca)  
905.584.2272 x. 4698

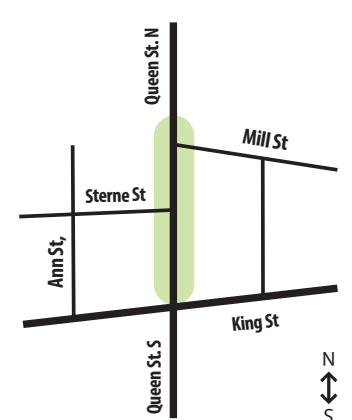
For after-hours emergencies please call 1.800.563.7881



## All-day parking in downtown Bolton

Starting July 22, 2019 all-day parking is available in downtown Bolton along part of Queen Street (see map). This is part of a pilot project to create a safer, more pedestrian-friendly environment that will also boost local business. The pilot will run until July 31, 2020.

[peelregion.ca/boltonparking](http://peelregion.ca/boltonparking)



6311 Old Church Road  
Caledon, ON L7C 1J6  
[www.caledon.ca](http://www.caledon.ca)  
[info@caledon.ca](mailto:info@caledon.ca)  
T. 905.584.2272 | 1.888.225.3366 | F. 905.584.4325

To obtain this page in an alternative format please contact x.2366 or [legislative.services@caledon.ca](mailto:legislative.services@caledon.ca)

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- 📘 [facebook.com/yourcaledon](https://facebook.com/yourcaledon)
- 📷 [@yourcaledon](https://instagram.com/yourcaledon)
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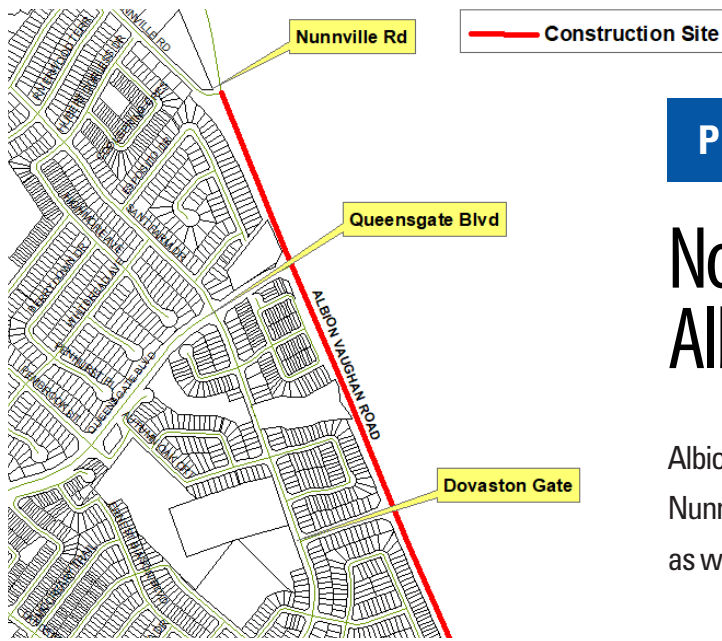
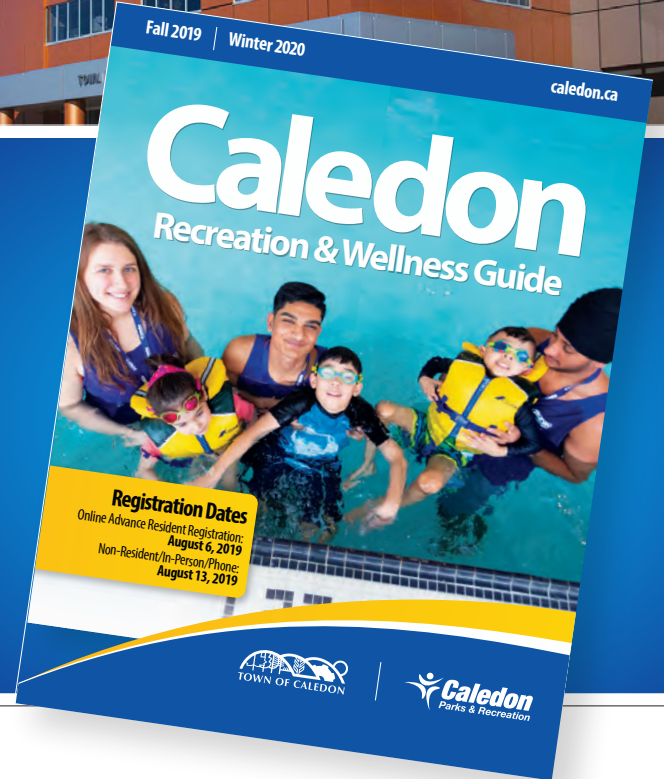


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## PUBLIC NOTICE

### Notice of Road Construction: Albion-Vaughan Road

Albion-Vaughan Road will be closed, from Nunnville Road to just south of Dovaston Gate as we make road improvements.

Construction Dates:  
**August 6 – 9, 2019 (weather permitting)**

Road Closure Times:

- Daytime road closures: 10 a.m. - 3 p.m.
- Evening road closures: 6 p.m. - 11 p.m.

Detour signs will be posted

For questions or inquiries, please contact Service Caledon: 905.584.2272 x.7750, [info@caledon.ca](mailto:info@caledon.ca), [caledon.ca/notices](http://caledon.ca/notices)

## PUBLIC NOTICE: PUBLIC INFORMATION CENTRE

### Village of Alton

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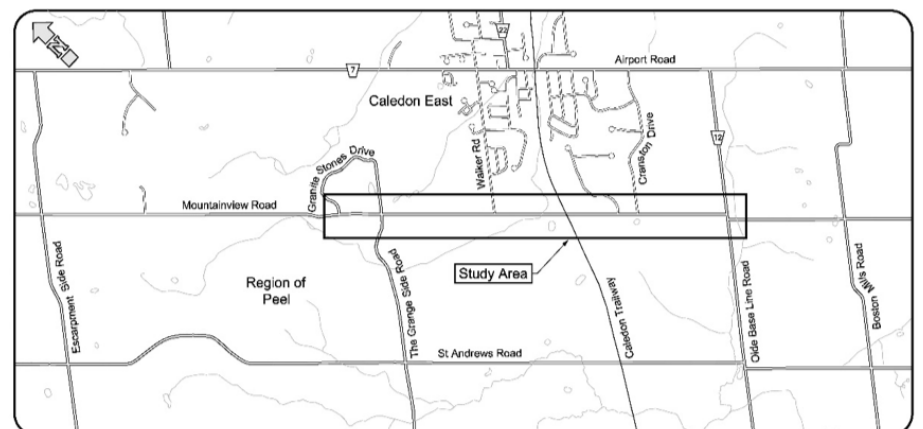
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Full notice first published: July 25, 2019. The full notice and other information related to the study and consultation process, including the complete ESR, is posted online: [caledon.ca/revitalizing](http://caledon.ca/revitalizing)

## Civic Holiday Closures

Town of Caledon offices, facilities and non-emergency services will be closed **Monday, August 5, 2019** for the civic holiday.

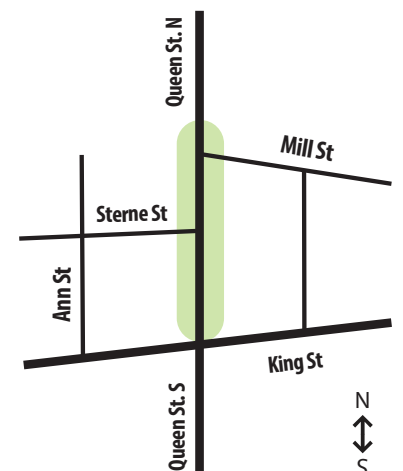
For details visit [caledon.ca/news](http://caledon.ca/news).

## All-day Parking in Downtown Bolton

Starting July 22, 2019 all-day parking is available in downtown Bolton along part of Queen Street (see map). This is part of a pilot project to create a safer, more pedestrian-friendly environment that will also boost local business.

The pilot will run until July 31, 2020.

[peelregion.ca/boltonparking](http://peelregion.ca/boltonparking)



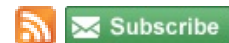


## Alton Village Environmental Assessment

Posted on Friday August 09, 2019

Like 14

Tweet



### Update (August 9, 2019)

The Display Boards that were available at the first PIC are attached for review. Also attached is a comment sheet which you can fill out and submit via email or regular mail. Submission details are in the comment sheet.

### Update (July 23, 2019)

The first of two Public Information Centres (PIC) will be held to share information on existing conditions and general alternatives being considered, and to receive input from the public on the key issues and constraints within the study area. The PIC will be an informal "Open House" with materials on display and members of the project team on hand to answer questions.

August 8, 2019 | 6 - 8 p.m.  
Caledon Public Library, Alton Branch  
35 Station Street  
Caledon, ON L7K 0E2

See the full notice attached





### First Notive (April 25, 2019)

The Town of Caledon has initiated an assessment for the reconstruction of Main Street North and Queen Street West (Alton Village) to increase connectivity and make the area more accessible to visitors.

The purpose of the study is to investigate a number of alternative solutions and develop a recommended road design that enhances connectivity and visitor accessibility to the Alton Village area. The study will consider technical, aesthetic, and structural requirements; as well as socio-economic, cultural heritage, and natural environment factors.

The full notice is attached.

## Attachments

-  [Alton Village EA Notice of Study Commencement](#)
-  [PIC 1 Comment Sheet](#)
-  [PIC 1 Display Boards](#)
-  [PIC 1 Notice](#)

[Back to Search](#)

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Your Caledon

July 25 · 🌐

Highlights from this week's Town News:

- \* Fall/Winter Recreation Guide now available
- \* Business networking (July 31)
- \* Public notices
- \* Animal-related services
- \* All-day parking in Bolton

Read it: <http://ow.ly/nosn30pdiee>

Subscribe: <http://ow.ly/MSns30gDamy>



CREATESEND.COM

**Town of Caledon e-News (July 25, 2019)**

ALL-DAY PARKING IN BOLTON All-day parking is now available in...

4

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Comment

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Sign Up

Send Message



3,154 likes

192 visits

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## Alton Village Association

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### NOTICE OF PUBLIC INFORMATION CENTRE

#### MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON MAIN STREET NORTH & QUEEN STREET WEST

The Town of Caledon is currently undertaking a Class Environmental Assessment for the reconstruction of Main Street North and Queen Street West in the Village of Alton, a noted tourism hub that is home to a large number of culturally and historically significant areas.

The purpose of the study is to investigate a number of alternative solutions and develop a recommended road design that enhances connectivity and visitor accessibility to the Alton Village area. The study will consider technical, aesthetic, and structural requirements; as well as socio-economic, cultural heritage, and natural environment factors.

The project is undertaken in accordance with **Schedule 'C' of the Municipal Class Environmental Assessment** (October 2000, amended in 2007, 2011 & 2015).

Public consultation is a vital component of the Class EA process. As such, the first of two Public Information Centres (PIC) will be held to share information on existing conditions and general alternatives being considered, and to receive input from the public on the key issues and constraints within the study area. The PIC will be held as an informal "Open House" with materials on display and members of the project team on hand to answer questions related to the project. Presentation materials pertaining to the study will be made available online at [www.caledon.ca/notices](http://www.caledon.ca/notices) following the PIC.



#### Public Information Centre #1:

**Date:** August 8, 2019  
**Time:** 6:00pm to 8:00 pm  
**Location:** Caledon Public Library, Alton Branch  
35 Station Street  
Caledon, ON L7K 0E2

If you would like more information prior to the first public information centre, or to be included on the mailing list for this project, please contact one of the following members of the Project Team:

**Town of Caledon**  
Ian Todhunter, P.Eng.  
Senior Project Manager, Engineering Services  
Tel: 905.584.2272 x 4065  
E-mail: [ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)

**R.V. Anderson Associates Limited**  
Andrew McGregor, MCIP, RPP  
Senior Planner  
Tel: 905-685-5049  
E-mail: [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)

This Notice issued July 25, 2019, and August 1, 2019.

With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

3

1 Comment 7 Shares

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[www.altonvillage.org](http://www.altonvillage.org)

Community Organization



Page Transparency

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Facebook is showing information to help you better understand the purpose of a Page. See actions taken by the people who manage and post content.

Page created - May 10, 2014

People



444 likes

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Community Organization



Headwaters Wellness

Alternative & Holistic Health Service



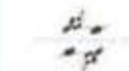
Paul Morin Gallery

Art Gallery



Ray's 3rd Generation

Restaurant



Snowberry Botanicals inc

Florist

Press F11 to exit full screen



Your Caledon @YourCaledon · Jul 25 Highlights from this week's Town News:

- \* Fall/Winter Recreation Guide now available
- \* Business networking (July 31)
- \* Public notices
- \* Animal-related services
- \* All-day parking in Bolton

Read it: [ow.ly/nosn30pdiee](http://ow.ly/nosn30pdiee)

Subscribe: [ow.ly/MSns30gDamy](http://ow.ly/MSns30gDamy)



Reply Retweet Like



Your Caledon @YourCaledon · Jul 25 Did you know? According to the Ontario Fire Marshall, about 67% of smoking fires are caused by "improper discarding" of cigarettes.

## Connor MacIsaac

---

**From:** Elizabeth Hamley  
**Sent:** July 25, 2019 8:12 AM  
**Cc:** Andrew McGregor; ian.todhunter@caledon.ca; David OSullivan  
**Subject:** Public Consultation - Aug 8 - Village of Alton, Main St North & Queen St West EA  
**Attachments:** Notice of PIC1-Alton EA.pdf

Dear Sir/Madam,

On behalf of the Town of Caledon, **you are invited to the 1<sup>st</sup> Public Information Centre for the MAIN STREET NORTH & QUEEN STREET WEST (VILLAGE OF ALTON) CLASS ENVIRONMENTAL ASSESSMENT (EA) STUDY.** The purpose of this open house is to share information on existing conditions and general alternatives that are being considered for improvements to Main Street North and Queen Street West. Refer to the attached notice for more detail.

**Public Information Centre #1 (Open House):**

**Date:** Thursday August 8, 2019

**Time:** 6:00pm to 8:00pm

**Location:** Caledon Public Library, Alton Branch ( 35 Station Street, Caledon, ON L7K 0E2)

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.

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

Regards,  
**Beth Hamley, P.Eng.**  
*Project Coordinator*



**R.V. Anderson Associates Limited**  
1750 Courtwood Crescent, Suite 220  
Ottawa, ON K2C 2B5  
T 613 226 1844 x 3226  
[website](#) | [facebook](#) | [twitter](#) | [linkedin](#)

*Please consider the environment before printing this email.*

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST**

The Corporation of the Town of Caledon is currently undertaking a Class Environmental Assessment for the reconstruction of Main Street North and Queen Street West in the Village of Alton.

The purpose of the study is to develop a road design that enhances connectivity and visitor accessibility to the Alton Village area. In identifying improvements to the corridor, the study is considering technical, aesthetic, and structural requirements; as well as socio-economic, cultural heritage, and natural environment factors.

The project is being undertaken in accordance with **Schedule 'C'** of the *Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 & 2015)*.

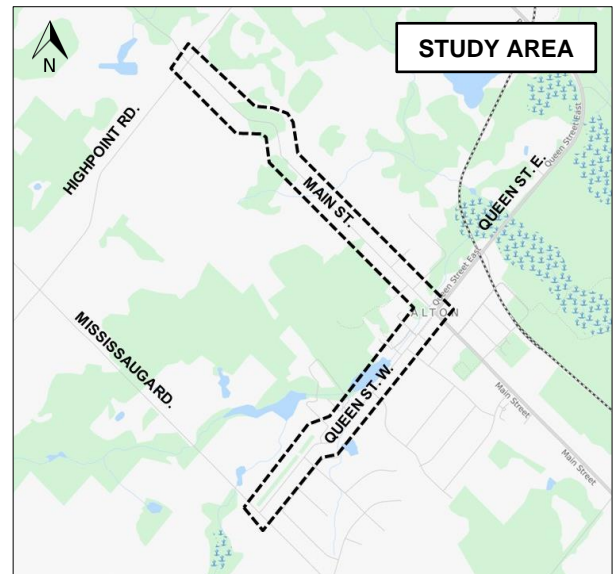
Public consultation is a key component of the Class EA planning process. Given the ongoing COVID-19 pandemic, associated restrictions on public gatherings, and in the interest of public health, all display materials for the second of two Public Information Centres (PIC) will be made available on the Town of Caledon's project website ([caledon.ca/notices](http://caledon.ca/notices)). The intent of the display materials is to share information on the identification and evaluation of alternative design options and to receive input from the public on the preferred design solution.

Information contained in the project website will include a recorded video presentation, a Frequently Asked Questions (FAQ) information sheet and comment form to allow members of the public to provide input to the study. Completed comment forms can be emailed directly to the project team members identified below.

If you would like more information on the project, require a hard copy of the online materials, or to be included on the mailing list for this project, please contact one of the following members of the Project Team:

**Town of Caledon**  
Ian Todhunter, P.Eng.  
Senior Project Manager, Engineering Services  
Tel: 905.584.2272 x 4065  
E-mail: [ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)

**R.V. Anderson Associates Limited**  
David O'Sullivan, P.Eng., PMP  
Project Manager  
Tel: 416-497-8600  
E-mail: [dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)



**This notice to be published: August 27<sup>th</sup> & September 3<sup>rd</sup>, 2020**





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# Alton Village Environmental Assessment

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Posted on Thursday, August 27, 2020



## Public Notice

For more information  
visit [caledon.ca/notices](https://caledon.ca/notices)



## Update (August 27, 2020)

The Corporation of the Town of Caledon is currently undertaking a Class Environmental Assessment for the reconstruction of Main Street North and Queen Street West in the Village of Alton.

The purpose of the study is to develop a road design that enhances connectivity and visitor accessibility to the Alton Village area. In identifying improvements to the corridor, the study is considering technical, aesthetic, and structural requirements; as well as socio-economic, cultural heritage, and natural environment factors.

The project is being undertaken in accordance with Schedule 'C' of the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 & 2015).

Given the ongoing COVID-19 pandemic, associated restrictions on public gatherings, and in the interest of public health, all display materials for the second of two Public Information Centres (PIC) are available online only. The intent of the display materials is to share information on the identification and evaluation of alternative design options and to receive input from the public on the preferred design solution.

The full notice is attached.

## Additional Resources

- [Public Notice No. 1](#)

If you have any technological issues with opening the attachments, please contact the below personnel:

**Ian Todhunter, P.Eng.**

Senior Project Manager, Engineering Services  
Town of Caledon  
905.584.2272 x.4065  
ian.todhunter@caledon.ca

**David O'Sullivan, P.Eng., PMP**

Senior Associate, Project Manager  
R.V. Anderson Associates Limited  
416.497.8600 x.1245  
dosullivan@rvanderson.com

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## How can we help?

Call [905-584-2272](tel:905-584-2272) x. 7750 or [email](#) us!

## Stay Informed

Sign up to get our newsletter. [Subscribe Now](#)

## Council

Get involved! Learn more about [your Council](#).

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Our residents make Caledon a vibrant place to live, work and play.

## Contact Us

The Corporation of the Town of Caledon  
6311 Old Church Rd  
Caledon ON L7C 1J6



## Get Active

### NEW Monthly Memberships available August 31



As we gradually open facilities in a way that keeps everyone safe, here are two ways you can get active.

- |  |  |
|--|--|
| <p><b>1 MONTHLY MEMBERSHIP</b></p> <p>Get a monthly membership at a discounted price!</p> <ul style="list-style-type: none"> <li>• Unlimited Wellness</li> <li>• Ultimate Fitness</li> <li>• Aquafitness</li> <li>• Recreation</li> </ul> <p><i>Term memberships will return when more services re-open.</i></p> | <p><b>2 10X PASS</b></p> <p>Flexible options with no expiration date:</p> <ul style="list-style-type: none"> <li>• Aquafitness, recreation and lane swimming</li> <li>• Fitness at the Caledon Centre for Recreation &amp; Wellness</li> </ul> |
|--|--|

For more information and to pre-book your activity visit [caledon.ca/recreation](http://caledon.ca/recreation)

## Thank you for wearing a mask



Masks are mandatory in public indoor spaces

Exceptions include children under the age of two, anyone who has trouble breathing or has a medical condition and those who cannot remove a mask without assistance.

## Play Safe



A friendly reminder: For safety's sake, please keep basketball nets, hockey nets, skateboard ramps and other sports equipment **off the road.**

Questions? Call Service Caledon at 905.584.2272 x.7750.

## Final property taxes are due

For those that can, please make your payments by September 3 and November 5, 2020.

For those experiencing financial hardship due to COVID-19, tax payments can be deferred to December 31, 2020 without penalties and interest.

### DON'T HAVE YOUR BILL?

If you haven't received yours, please call us at 905.584.2272 x.7750. Failure to receive a tax bill does not excuse a taxpayer from responsibility for payment nor relieve the taxpayer from liability to pay penalties and interest.

### HOW TO PAY:

- Pay online with credit card
- Pre-authorized payments
- Through your financial institution/online banking
- Place payment in the drop box located outside of the main entrance at Town Hall
- Through your mortgage company
- By mail

To make a payment at Town Hall, you must make an appointment first: [caledon.ca/appointment](http://caledon.ca/appointment).

For more information, visit [caledon.ca/tax](http://caledon.ca/tax) or call 905.584.2272 x.7750

### PUBLIC NOTICE



## Environmental Assessment

### Stormwater management pond retrofit and dog park drainage repairs

A consultant has been retained by the Town of Caledon to provide a detailed design for a retrofit of the Marconi Court Storm Water Management Facility (SWMF) located on the west side of Coleraine Drive between Marconi Court and Wheeler Drive in Bolton. This also includes the redesign of the existing dog park adjacent to the SWMF.

The overall goal is to retrofit the SWMF to meet, as much as can be achieved, current standards providing an "enhanced level of protection" which includes sediment control and preventing sediment buildup.

#### LEASH FREE DOG PARK

The Town is also investigating drainage issues and upgrading the leash free dog park, located next to Caledon Animal Shelter.

The work includes completing a *Municipal Class Environmental Assessment ("Class EA")* and preliminary design services. The scope for redesign of the leash free park may include detailed design of a grading plan, paved and accessible paths, planting plan, shade structure, benches, water service (currently at Animal Shelter building), fencing, trash cans and dog waste bag dispensers.

Two Public Information Centres [PICs] are required. Dates are yet to be determined.

#### THE PROCESS

The SWMF improvements are categorized as Schedule A+ under the Municipal Engineers Association document "Municipal Class Environmental Assessment," (October 2000, amended 2007). Schedule A is a pre-approved activity, which specifically includes works that "establish new or replace or expand existing stormwater detention/retention ponds or tanks and appurtenances including outfall to receiving water body provided all such facilities are in either an existing utility corridor or an existing road allowance where no additional property is required.

NOTE – Utility corridors are not always linear, therefore expansion of a stormwater management facility is a Schedule A activity provided no additional property is required." And A+5 "Modify, retrofit, or improve a retention/detention facility including outfall or infiltration system for the purpose of stormwater quality control."

#### COMMENTS

We are interested in hearing any comments or input from the public about this study. Comments and information regarding the study will be collected to assist the Town in meeting the requirements of the Environmental Assessment Act.

These comments will be maintained for reference throughout the project and will become part of public record. Under the Freedom of Information and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.

Information requests or questions may be directed to:

Margi Sheth, M. Eng., EIT  
Senior Project Manager – Stormwater,  
Town of Caledon  
6311 Old Church Road  
Caledon, ON L7C 1J6  
905-584-2272 X.4258  
[margi.sheth@caledon.ca](mailto:margi.sheth@caledon.ca)

Roy Johnson, P. Eng.  
Senior Water Resources Engineer  
COLE Engineering Ltd.  
70 Valleywood Drive  
Markham, Ontario  
416-346-3875  
[rjohnson@coleengineering.ca](mailto:rjohnson@coleengineering.ca)

Notice published:  
August 27, 2020



### PUBLIC NOTICE



## Environmental Assessment

### Village of Alton Main Street North & Queen Street West

The Corporation of the Town of Caledon is currently undertaking a Class Environmental Assessment for the reconstruction of Main Street North and Queen Street West in the Village of Alton.

The purpose of the study is to develop a road design that enhances connectivity and visitor accessibility to the Alton Village area. In identifying improvements to the corridor, the study is considering technical, aesthetic, and structural requirements; as well as socio-economic, cultural heritage, and natural environment factors.

The project is being undertaken in accordance with **Schedule 'C'** of the *Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 & 2015)*.

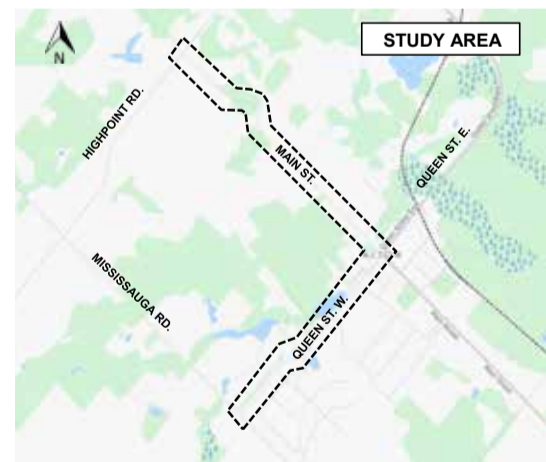
Public consultation is a key component of the Class EA planning process. Given the ongoing COVID-19 pandemic, associated restrictions on public gatherings, and in the interest of public health, all display materials for the second of two Public Information Centres (PIC) will be made available on the Town of Caledon's project website ([caledon.ca/notices](http://caledon.ca/notices)). The intent of the display materials is to share information on the identification and evaluation of alternative design options and to receive input from the public on the preferred design solution.

If you would like more information on the project, require a hard copy of the online materials, or to be included on the mailing list for this project, please contact one of the following members of the Project Team:

Town of Caledon  
Ian Todhunter, P.Eng.  
Senior Project Manager, Engineering Services  
Tel: 905.584.2272 x 4065  
E-mail: [ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)

R.V. Anderson Associates Limited  
David O'Sullivan, P.Eng., PMP  
Project Manager  
Tel: 416-497-8600  
E-mail: [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)

Notice published:  
August 27, 2020





## Get Active

### NEW Monthly Memberships available August 31



As we gradually open facilities in a way that keeps everyone safe, here are two ways you can get active.

- |   |   |
|---|---|
| <p><b>1 MONTHLY MEMBERSHIP</b></p> <p>Get a monthly membership at a discounted price!</p> <ul style="list-style-type: none"> <li>• Unlimited Wellness</li> <li>• Ultimate Fitness</li> <li>• Aquafitness</li> <li>• Recreation</li> </ul> | <p><b>2 10X PASS</b></p> <p>Offers flexible options with no expiration date:</p> <ul style="list-style-type: none"> <li>• Aquafitness, recreation and lane swimming</li> <li>• Fitness at the Caledon Centre for Recreation &amp; Wellness</li> </ul> |
|---|---|

**Book before you go! Due to COVID-19 we are limiting the number of people in our facilities. Be sure to book an appointment before your visit.**  
[caledon.ca/recreation](http://caledon.ca/recreation)

## Thank you for wearing a mask



Masks are mandatory in public indoor spaces

Exceptions include children under the age of two, anyone who has trouble breathing or has a medical condition and those who cannot remove a mask without assistance.

## The future of agriculture in Caledon TAKE OUR SURVEY

As part of the Town's Official Plan Review, the Town is doing a study of trends in agriculture to guide growth policies and land use in Caledon. Given the important role of agriculture, we invite everyone -- farmers or agri-business operators in particular -- to take our short survey.

[future.caledon.ca](http://future.caledon.ca)

## Final property taxes are due

For those that can, please make your payments by September 3 and November 5, 2020.

For those experiencing financial hardship due to COVID-19, tax payments can be deferred to December 31, 2020 without penalties and interest.

### DON'T HAVE YOUR BILL?

Please note: Not getting a tax bill in the mail is not an excuse. You are still responsible for paying your taxes and for penalties and interest. If you didn't get your bill, please call us at 905.584.2272 x. 7750.

### HOW TO PAY:

- Pre-authorized payments
- Through your financial institution/online banking
- Pay online with credit card
- Place payment in the drop box located outside of the main entrance at Town Hall
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[caledon.ca/tax](http://caledon.ca/tax)

### PUBLIC NOTICE



## Environmental Assessment

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Two Public Information Centres [PICs] are required. Dates are yet to be determined.

#### THE PROCESS

The SWMF improvements are categorized as Schedule A+ under the Municipal Engineers Association document "*Municipal Class Environmental Assessment, (October 2000, amended 2007)*". Schedule A is a pre-approved activity, which specifically includes works that "establish new or replace or expand existing stormwater detention/retention ponds or tanks and appurtenances including outfall to receiving water body provided all such facilities are in either an existing utility corridor or an existing road allowance where no additional property is required.

NOTE – Utility corridors are not always linear, therefore expansion of a stormwater management facility is a Schedule A activity provided no additional property is required." And A+5 "Modify, retrofit, or improve a retention/detention facility including outfall or infiltration system for the purpose of stormwater quality control."

#### COMMENTS

We are interested in hearing any comments or input from the public about this study. Comments and information regarding the study will be collected to assist the Town in meeting the requirements of the Environmental Assessment Act.

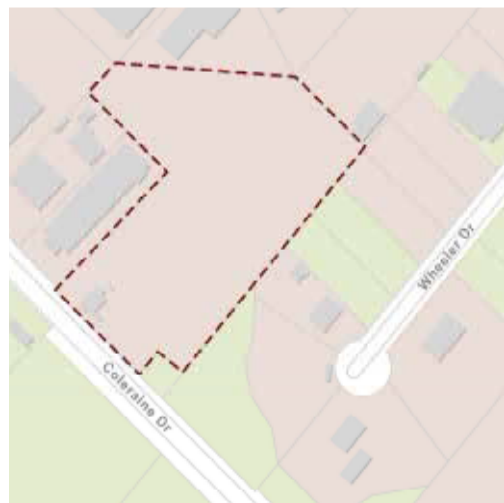
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Information requests or questions may be directed to:

Margi Sheth, M. Eng., EIT  
Senior Project Manager – Stormwater,  
Town of Caledon  
6311 Old Church Road  
Caledon, ON L7C 1J6  
905-584-2272 X.4258  
[margi.sheth@caledon.ca](mailto:margi.sheth@caledon.ca)

Roy Johnson, P. Eng.  
Senior Water Resources Engineer  
COLE Engineering Ltd.  
70 Valleywood Drive  
Markham, Ontario  
416-346-3875  
[rjohnson@coleengineering.ca](mailto:rjohnson@coleengineering.ca)

Notice published:  
August 27, 2020



### PUBLIC NOTICE



## Environmental Assessment

### Village of Alton Main Street North & Queen Street West

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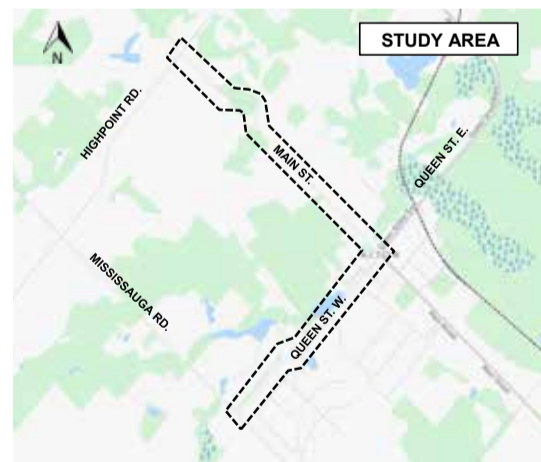
Public consultation is a key component of the Class EA planning process. Given the ongoing COVID-19 pandemic, associated restrictions on public gatherings, and in the interest of public health, all display materials for the second of two Public Information Centres (PIC) will be made available on the Town of Caledon's project website ([caledon.ca/notices](http://caledon.ca/notices)). The intent of the display materials is to share information on the identification and evaluation of alternative design options and to receive input from the public on the preferred design solution.

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Town of Caledon  
Ian Todhunter, P.Eng.  
Senior Project Manager, Engineering Services  
Tel: 905.584.2272 x 4065  
E-mail: [ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)

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David O'Sullivan, P.Eng., PMP  
Project Manager  
Tel: 416-497-8600  
E-mail: [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)

Notice published:  
August 27, 2020

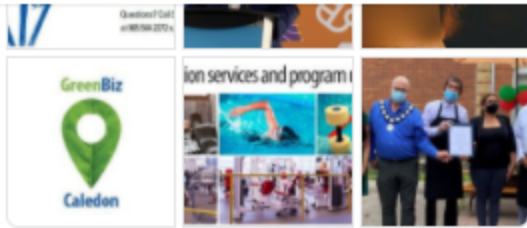




Sign Up

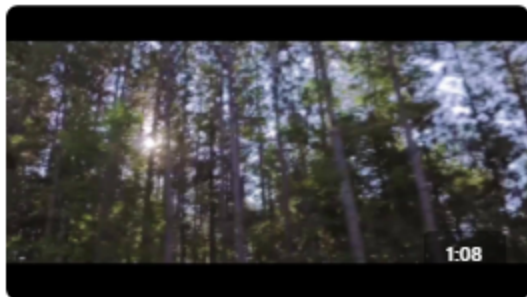
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- SouthFields Village Resid... - Community Organization
- Caledon Public Library - Library

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Your Caledon

September 3 at 11:41 AM

Highlights from this week's eNews!

- \* Agriculture survey
- \* September 3rd is property tax due date
- \* Get Active! Recreation facilities reopen
- \* Public notices / environmental assessments
- \* Please wear a mask

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Highlights from this week's eNews!

- \* Agriculture survey
- \* September 3rd is property tax due date
- \* Get Active! Recreation facilities reopen
- \* Public notices / environmental assessments
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## Connor Maclsaac

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**From:** Connor Maclsaac  
**Sent:** August 27, 2020 11:13 AM  
**Cc:** Andrew McGregor; Ian Todhunter; David OSullivan  
**Subject:** Public Consultation - Village of Alton, Main St North & Queen St West EA  
**Attachments:** Public Notice\_Alton Village EA\_Final Draft.pdf

Dear Sir/Madam,

On behalf of the Town of Caledon, **you are invited to the 2<sup>nd</sup> Public Information Centre for the MAIN STREET NORTH & QUEEN STREET WEST (VILLAGE OF ALTON) CLASS ENVIRONMENTAL ASSESSMENT (EA) STUDY.** Given the ongoing COVID-19 pandemic, associated restrictions on public gatherings, and in the interest of public health, all display materials for the second Public Information Centre (PIC) will be made available on the Town of Caledon's project website at: [caledon.ca/notices](http://caledon.ca/notices). Refer to the attached notice for more detail.

The purpose of this online open house is to share information on the identification and evaluation of alternative design options and to receive input from the public on the preferred design solution for improvements to Main Street North and Queen Street West.

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 Maclsaac, EPT**

Junior Environmental Planner, EA & Approvals

**P:** (905) 685-5049

**C:** (905) 933-5709

**R.V. Anderson Associates Limited**

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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.

## **APPENDIX 1-2**

### **Technical Agency and Stakeholder List**



**Queen Street West Main Street North, Alton Village Class EA  
Technical Agency Stakeholder Contact List**

Agency	Contact	Title	Email	Address	Phone	Notes	Date Added to List	Removed from List	Notice of Study (date sent)	Notice of PCC1 (date sent)
<b>Provincial Ministries, Agencies and Departments</b>										
Ministry of the Environment, Conservation and Parks (MECP)	Central Region		eanotification.cregion@ontario.ca	Place Nouveau 8th Flr, 5775 Yonge St, Toronto, ON M2M 4J1	1-800-810-8048	Complete the project information form and send copy of notice + form by email <b>NOTICE OF COMMENCEMENT ONLY</b>			2019-04-25 (PROJECT INFO FORM + NOTICE)	
Ministry of the Environment, Conservation and Parks (MECP)	General (Notices)		MEA.Notices.EAAB@ontario.ca			<b>NOTICE OF COMPLETION ONLY</b>				
Ministry of the Environment, Conservation and Parks (MECP)	Trevor Bell	Environmental Resource Planner / EA Coordinator	<a href="mailto:trevor.bell@ontario.ca">trevor.bell@ontario.ca</a>	5775 Yonge Street, 8th Floor Toronto, ON	416-326-3577				2019-04-25	2019-07-25
Ministry of Tourism, Culture and Sport (MTCS)	Karla Barboza	Team Lead(A), Heritage Heritage Planning Unit Programs and Services Branch	<a href="mailto:karla.barboza@ontario.ca">karla.barboza@ontario.ca</a>	Ministry of Tourism, Culture and Sport 401 Bay Street, Suite 1700 Toronto ON M7A 0A7	416-314 7120				2019-04-25	2019-07-25
Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)	Dan Minkin	Heritage Planner (Assigned to project file)	<a href="mailto:Dan.Minkin@ontario.ca">Dan.Minkin@ontario.ca</a>				2019-07-08			2019-07-25
Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)	Joseph Harvey	Heritage Planner (Heritage Planning Unit)	<a href="mailto:Joseph.Harvey@ontario.ca">Joseph.Harvey@ontario.ca</a>				2020-09-21			
Infrastructure Ontario	Frank Dieterman		<a href="mailto:Frank.Dieterman@infrastructureontario.ca">Frank.Dieterman@infrastructureontario.ca</a>	1 Dundas Street West, Suite 2000, Toronto, Ontario M5G 2L5	(416) 212-3768				2019-04-25	2019-07-25
Infrastructure Ontario	Alex Lye		<a href="mailto:Alex.Lye@infrastructureontario.ca">Alex.Lye@infrastructureontario.ca</a>	1 Dundas Street West, Suite 2000, Toronto, Ontario M5G 2L5	(416) 212-3768				2019-04-25	2019-07-25
Ministry of Transportation	Jason White	Manager	<a href="mailto:jason.white@ontario.ca">jason.white@ontario.ca</a>	1201 Wilson Avenue, 5th Floor Downsview, ON					2019-04-25	2019-07-25
Ministry of Natural Resources and Forestry (MNRF)	Steven Strong	District Planner - Aurora District	<a href="mailto:steven.strong@ontario.ca">steven.strong@ontario.ca</a>	50 Bloomington Road Aurora, ON	905-713-7366				2019-04-25	2019-07-25
Ministry of Natural Resources and Forestry (MNRF)	Bohdan Kowalyk, R.P.F.	District Planner, Aurora District, Ontario Ministry of Natural Resources and Forestry	<a href="mailto:Bohdan.Kowalyk@Ontario.ca">Bohdan.Kowalyk@Ontario.ca</a>	50 Bloomington Road, Aurora, Ontario L4G 0L8	905-713-7387	<b>Email Undeliverable</b>	2019-04-29	2019-07-25		2019-07-25
Ministry of Indigenous Affairs		Consultation Unit	maa.ea.review@ontario.ca	160 Bloor Street East, 4th Floor Toronto, ON		<b>Email Undeliverable</b>		2019-07-25	2019-04-25	2019-07-25
Ontario Provincial Police	Joy Fish Pool	Manager OPP – Facilities Section	joy.fishpool@opp.ca	777 Memorial Avenue, 2nd Floor Orillia, ON	705-329-6815	2019-08-07: New contact provided (Gillian Lee- see info below)			2019-04-25	2019-07-25
Ontario Provincial Police	Ms. Gillian Lee	A/Manager, Research and Program Evaluation Unit / Research Planning & Analysis Section	<a href="mailto:gillian.lee@opp.ca">gillian.lee@opp.ca</a>	777 Memorial Avenue, 1st Floor Orillia ON L3V 7V3	905-329-7571		2019-08-07			2019-08-07
Ontario Provincial Police	Ms. Jennifer Davey		<a href="mailto:Jennifer.Davey@opp.ca">Jennifer.Davey@opp.ca</a>			To receive all EAs	2020-08-27			
<b>Federal Agencies</b>										
Transport Canada			<a href="mailto:EnviroOnt@tc.gc.ca">EnviroOnt@tc.gc.ca</a>						2019-04-25	2019-07-25

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Fisheries and Oceans Canada			<a href="mailto:FisheriesProtection@dfo-mpo.gc.ca">FisheriesProtection@dfo-mpo.gc.ca</a>	867 Lakeshore Road Burlington, Ontario					2019-04-25	2019-07-25
Fisheries and Oceans Canada	Andrew Geraghty	Fisheries Protection Program Biologist, Centre & Arctic Region	<a href="mailto:Andrew.Geraghty@dfo-mpo.gc.ca">Andrew.Geraghty@dfo-mpo.gc.ca</a>	867 Lakeshore Road Burlington, Ontario	1-855-852-8320 905-336-4560	No longer involved. Send info to <a href="mailto:fisheriesprotection@dfo-mpo.gc.ca">fisheriesprotection@dfo-mpo.gc.ca</a>		2019-04-25	2019-04-25	
<b>Municipal Departments, Committees and Services</b>										
Region of Peel	Kathryn Lockyer	Regional Clerk and Director of Clerk's	<a href="mailto:kathryn.lockyer@peelregion.ca">kathryn.lockyer@peelregion.ca</a>	10 Peel Centre Drive, Brampton, ON	905-791-7800 x4325				2019-04-25	2019-07-25
Region of Peel	Steve Ganesh	Manager, Engineering and Infrastructure Planning	<a href="mailto:steve.ganesh@peelregion.ca">steve.ganesh@peelregion.ca</a>	10 Peel Centre Drive, Brampton, ON	905-791-7800 X. 7824				2019-04-25	2019-07-25
Region of Peel	Andrew Farr	Director, Public Works - Water	<a href="mailto:andrew.farr@peelregion.ca">andrew.farr@peelregion.ca</a>	10 Peel Centre Drive, Brampton, ON	905-791-7800 x4761				2019-04-25	2019-07-25
Region of Peel	Romano Del Tin	Director, Public Works – Wastewater	<a href="mailto:romano.deltin@peelregion.ca">romano.deltin@peelregion.ca</a>	10 Peel Centre Drive, Brampton, ON	905-791-7800- x4404	<b>Email Undeliverable</b>		2019-07-25	2019-04-25	2019-07-25
Region of Peel	Norman Lee	Director, Public Works - Waste Management	<a href="mailto:norman.lee@peelregion.ca">norman.lee@peelregion.ca</a>	10 Peel Centre Drive, Brampton, ON	905-791-7800 x4703				2019-04-25	2019-07-25
Region of Peel	Tom Slomke	Director, Public Works – Development Services	<a href="mailto:tom.slomke@peelregion.ca">tom.slomke@peelregion.ca</a>	10 Peel Centre Drive, Brampton, ON	905-791-7800- x4345	<b>Email Undeliverable</b>		2019-07-25	2019-04-25	2019-07-25
Region of Peel	Dawn Langtry	Public Health, Planning Initiatives	<a href="mailto:dawn.langtry@peelregion.ca">dawn.langtry@peelregion.ca</a>	10 Peel Centre Drive, Brampton, ON	905-791-7800- x4138	2020-08-27: Asked to be removed			2019-04-25	2019-07-25
Region of Peel	Gary Kocialek	Director - Transportation	<a href="mailto:gary.kocialek@peelregion.ca">gary.kocialek@peelregion.ca</a>	10 Peel Centre Drive, Brampton, ON	905-791-7800 x4100	<b>Email Undeliverable</b>		2019-07-25	2019-04-25	2019-07-25
Region of Peel	Sally Rook	Manager - Infrastructure Program & Studies	<a href="mailto:sally.rook@peelregion.ca">sally.rook@peelregion.ca</a>	10 Peel Centre Drive, Brampton, ON	905-791-7800 x4100				2019-04-25	2019-07-25
Region of Peel	Angela Stockman	Technical Analyst - Water and Wastewater Program- Planning	<a href="mailto:angela.stockman@peelregion.ca">angela.stockman@peelregion.ca</a>	10 Peel Centre Drive, Brampton, ON	905-791-7800- x4143	<b>Email Undeliverable</b>		2019-07-25	2019-04-25	2019-07-25
Region of Peel	Asha Saddi	Specialist, Infrastructure Programming & Studies Transportation Division	<a href="mailto:Asha.Saddi@peelregion.ca">Asha.Saddi@peelregion.ca</a>	10 Peel Centre Drive, Brampton, ON	905-791-7800 x7794				2019-04-25	2019-07-25
Region of Peel	Megan Lendvoy		<a href="mailto:megan.lendvoy@peelregion.ca">megan.lendvoy@peelregion.ca</a>	10 Peel Centre Drive, Brampton, ON			2020-09-28			
Region of Peel	Simon Hopton	Manager, Capital Works- Wastewater Division, Public Works	<a href="mailto:simon.hopton@peelregion.ca">simon.hopton@peelregion.ca</a>	10 Peel Centre Drive, Brampton, ON	905-791-7800- ext 7808	<b>Email Undeliverable</b>		2019-07-25	2019-04-25	2019-07-25
Region of Peel	Sandy Lovisotto	Project Manager	<a href="mailto:Sandy.Lovisotto@peelregion.ca">Sandy.Lovisotto@peelregion.ca</a>		905-791-7800 x7918				2019-04-25	2019-07-25
Region of Peel	Lyle LeDrew		<a href="mailto:lyle.ledrew@peelregion.ca">lyle.ledrew@peelregion.ca</a>						2019-04-25	2019-07-25
Region of Peel	Arthur Lee	Technical Analyst Infrastructure Programming and Studies, Transportation	<a href="mailto:arthur.lee@peelregion.ca">arthur.lee@peelregion.ca</a>	10 Peel Centre Drive, Brampton, ON	905-791-7800, ext. 7872		2019-04-26			2019-07-25
Region of Peel	Manvir Tatla	Project Manager, Sustainable Transportation, Public Works	<a href="mailto:manvir.tatla@peelregion.ca">manvir.tatla@peelregion.ca</a>		905-791-7800 ex. 4554	<b>Primary contact for 'Sustainable Transportation'</b>	2019-05-13			2019-07-25
Region of Peel		Public Works	<a href="mailto:PWI@peelregion.ca">PWI@peelregion.ca</a>				2019-04-26			2019-07-25
Region of Peel	Serguei Kabanov, CD, CET, rcca	Project Manager Roads – Design and Construction Public Works	<a href="mailto:Serguei.kabanov@peelregion.ca">Serguei.kabanov@peelregion.ca</a>	10 Peel Centre Drive, Brampton, ON		<b>Sent Utility Circulation via email and Newforma 2019/08/06.</b>	2019-04-29			2019-07-25
Region of Peel	Stefan Herceg	Risk Management Inspector	<a href="mailto:sourcewater@peelregion.ca">sourcewater@peelregion.ca</a>		905-791-7800 x4489	<b>Source Water Protection contact (per letter from CVC)</b>	2019-05-17			2019-07-25

**Queen Street West Main Street North, Alton Village Class EA  
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Agency	Contact	Title	Email	Address	Phone	Notes	Date Added to List	Removed from List	Notice of Study (date sent)	Notice of PCC1 (date sent)
Region of Peel	Luis Lasso	Advisor – Water Resources Management	<a href="mailto:luis.lasso@peelregion.ca">luis.lasso@peelregion.ca</a>			<b>Source Water Protection contact</b>	2020-08-27			
Region of Peel PUC	Susan De Jesus		<a href="mailto:Susan.DeJesus@peelregion.ca">Susan.DeJesus@peelregion.ca</a>		905-791-7800 ext. 7898	<b>Sent Utility Circulation via email and Newforma 2019/08/06.</b>	2019-08-08			
Region of Peel Records Request	Roberta Bowden / Gail McCracken		<a href="mailto:PWServiceRequests@peelregion.ca">PWServiceRequests@peelregion.ca</a>	10 Peel Centre Dr, Suite B 4th floor Brampton, ON L6T 4B9	905-791-7800	<b>Sent Utility Circulation via email and Newforma 2019/08/06.</b>	2019-08-08			
Town of Caledon	Allan Thompson	Mayor	<a href="mailto:allan.thompson@caledon.ca">allan.thompson@caledon.ca</a>	6311 Old Church Road Caledon, ON	416-319-6543				2019-04-25	2019-07-25
Town of Caledon	Ian Sinclair	Ward 1 Regional Councillor	<a href="mailto:ian.sinclair@caledon.ca">ian.sinclair@caledon.ca</a>	6311 Old Church Road Caledon, ON	905.584.2272 ext. 5130				2019-04-25	2019-07-25
Town of Caledon	Lynn Kiernan	Ward 1 Area Councillor	<a href="mailto:lynn.kiernan@caledon.ca">lynn.kiernan@caledon.ca</a>	6311 Old Church Road Caledon, ON	905.584.2272 ext. 5130				2019-04-25	2019-07-25
Caledon Fire & Emergency	Darryl Bailey	Fire Chief	<a href="mailto:fire@caledon.ca">fire@caledon.ca</a>	6097 Old Church Road Caledon, ON					2019-04-25	2019-07-25
Town of Caledon	Jackie McMillen	Administrative Assistant - M	<a href="mailto:jackie.mcmillen@caledon.ca">jackie.mcmillen@caledon.ca</a>	6311 Old Church Road Caledon, ON	905-584-2272 x4	<b>PIC 2 Notice Email- Undeliverable</b>		2020-08-27	2019-04-25	2019-07-25
Town of Caledon	Fuwing Wong	General Manager, Finance and Infrastructure Services / Chief Financial Officer	<a href="mailto:Fuwing.Wong@caledon.ca">Fuwing.Wong@caledon.ca</a>	6311 Old Church Road Caledon, ON	905.584.2272 x4257				2019-04-25	2019-07-25
Town of Caledon	Ryan Grodecki	Manager of Engineering	<a href="mailto:Ryan.Grodecki@caledon.ca">Ryan.Grodecki@caledon.ca</a>	6311 Old Church Road Caledon, ON	905.584.2272 x4101				2019-04-25	2019-07-25
Town of Caledon	Carey DeGorter	Director of Administration/To	<a href="mailto:Carey.deGorter@caledon.ca">Carey.deGorter@caledon.ca</a>	6311 Old Church Road Caledon, ON	905.584.2272 x4218				2019-04-25	2019-07-25
Town of Caledon	Steve Dollmaier	Superintendent, Finance & I	<a href="mailto:Steven.Dollmaier@caledon.ca">Steven.Dollmaier@caledon.ca</a>	6311 Old Church Road Caledon, ON	905-857-1436	<b>PIC 2 Notice Email- Undeliverable</b>		2020-08-27	2019-04-25	2019-07-25
Town of Caledon, Heritage Resources Office	Douglas McGlynn	Heritage Urban Design Plann	<a href="mailto:douglas.mcglynn@caledon.ca">douglas.mcglynn@caledon.ca</a>		905.584.2272 x. 4232				2019-04-25	2019-07-25
Town of Caledon - Heritage Committee	Sally Drummond	Heritage Resource Officer	<a href="mailto:sally.drummond@caledon.ca">sally.drummond@caledon.ca</a>	6311 Old Church Road Caledon, ON	905.584.2272 x4243				2019-04-25	2019-07-25
Regional Municipality of York	Melanie King	Real Estate Analyst, Real Es	<a href="mailto:Melanie.King@york.ca">Melanie.King@york.ca</a>	17250 Yonge Street   Newmarket, ON L3Y 6Z4	1-877-464-9675 ext. 71636		2019-07-31			
<b>School Boards</b>										
Peel District School Board	Stan Cameron	Trustee - Caledon	<a href="mailto:stan.cameron@peelsb.com">stan.cameron@peelsb.com</a>	5650 Hurontario Street Mississauga, ON					2019-04-25	2019-07-25
Peel District School Board	Bianca Bielski	Manager, Planning & Enrolment / Planning & Accommodation Support Services	<a href="mailto:bianca.bielski@peelsb.com">bianca.bielski@peelsb.com</a>	5650 Hurontario Street Mississauga, ON		<b>Email Undeliverable</b>		2019-07-25	2019-04-25	2019-07-25
Dufferin-Peel Catholic District School Board	Frank Di Cosola	Trustee - Caledon/Dufferin	<a href="mailto:frank.dicosola@dpcdsb.org">frank.dicosola@dpcdsb.org</a>	40 Matheson Boulevard West Mississauga, ON					2019-04-25	2019-07-25
Dufferin-Peel Catholic District School Board	Krystina Koops	Planner	<a href="mailto:krystina.koops@dpcdsb.org">krystina.koops@dpcdsb.org</a>	40 Matheson Boulevard West Mississauga, ON					2019-04-25	2019-07-25
<b>Conservation Authority</b>										
Credit Valley Conservation Authority	Liam Marray	Senior Manager, Planning Ecology	<a href="mailto:liam.marray@cvc.ca">liam.marray@cvc.ca</a>	1255 Derry Road Mississauga, ON	905-670-1615 ext. 239	<b>Indicated that Tyler Slaght is the main contact for this project.</b>			2019-04-25	2019-07-25
Credit Valley Conservation Authority	Tyler Slaght, RPP	Regulations Officer	<a href="mailto:tyler.slaght@cvc.ca">tyler.slaght@cvc.ca</a>		905-670-1615 ext. 406				2019-04-25	2019-07-25

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Agency	Contact	Title	Email	Address	Phone	Notes	Date Added to List	Removed from List	Notice of Study (date sent)	Notice of PCC1 (date sent)
Bruce Trail Conservancy	Antoin Diamond	Director of Land Acquisition and Management	<a href="mailto:adiamond@brucetrail.org">adiamond@brucetrail.org</a>	55 Head St., Unit 101 Dundas, ON	905-529-6821				2019-04-25	2019-07-25
Bruce Trail Conservancy	Adam Brylowski	Land Stewardship Coordinator	<a href="mailto:abrylowski@brucetrail.org">abrylowski@brucetrail.org</a>	55 Head St., Unit 101 Dundas, ON	905-529-6821				2019-04-25	2019-07-25
Bruce Trail Conservancy	Leah Myers	CEO	<a href="mailto:lmeyers@brucetrail.org">lmeyers@brucetrail.org</a>			2019-07-25: No longer CEO. Michael McDonald is new CEO (contact below)	2019-04-25		2019-04-25	2019-07-25
Bruce Trail Conservancy	Michael McDonald	CEO	<a href="mailto:mmcdonald@brucetrail.org">mmcdonald@brucetrail.org</a>				2019-07-25			2019-07-25
<b>Utilities</b>										
TransCanada Pipelines Inc.	Darlene Quilty	Project & Planning Coordinator	<a href="mailto:dquilty@mhboplan.com">dquilty@mhboplan.com</a>	97 Collier Street Barrie, ON L4M 1H2	705-727-0663 x21	Mail returned to sender- address not valid.  Email/name changed from Darlene Presley to Darlene Quilty.  Sent Utility Circulation via email 2019/08/02  Sent Utility Circulation Follow- Up via email 2019/08/23			2019-04-25 (by mail)	2019-07-25 (sent by mail)
TransCanada Pipelines Inc.	Renee Pettigrew	Senior Manager of Environmental Programs and Approvals	<a href="mailto:Renee.Pettigrew@HydroOne.com">Renee.Pettigrew@HydroOne.com</a>			No existing Hydro One transmission or distribution assets in the subject area. No further consultation with Hydro One is required.		2019-06-18	2019-04-25	
Hydro One Networks			<a href="mailto:secondarylanduse@hydroone.com">secondarylanduse@hydroone.com</a>	483 Bay Street, North Tower, 15th Floor Toronto, ON		No existing Hydro One transmission or distribution assets in the subject area. No further consultation with Hydro One is required.		2019-06-18	2019-04-25	
Hydro One Networks	Matt Casey		<a href="mailto:matthew.casey@hydroone.com">matthew.casey@hydroone.com</a>		519-939-8729	Sent Utility Circulation via email 2019/08/02.	2019-08-08			
Hydro One Caledon			<a href="mailto:westcentralzonescheduling@HydroOne.com">westcentralzonescheduling@HydroOne.com</a> OR <a href="mailto:Zone2Scheduling@HydroOne.com">Zone2Scheduling@HydroOne.com</a>	185 Clegg Rd Markham, ON L6G 1B7		Sent Utility Circulation via email 2019/08/02.  Sent Utility Circulation Follow-Up via email 2019/08/23  Sent Utility Circulation Follow-Up via email 2019/09/06  Sent Letters 1&2 via email 2019/12/24	2019-08-08			
Hydro One Caledon			<a href="mailto:tpumarkup@hydroOne.com">tpumarkup@hydroOne.com</a>	185 Clegg Rd Markham, ON L6G 1B7		Sent Utility Circulation via email 2019/08/02.	2019-08-08			
Hydro One Telecom		PUCC Coordinator	<a href="mailto:hotosp@hydroone.com">hotosp@hydroone.com</a>	65 Kelfield Street Rexdale, ON M9W 5A3		Sent Utility Circulation via email 2019/08/02.	2019-08-08			

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Agency	Contact	Title	Email	Address	Phone	Notes	Date Added to List	Removed from List	Notice of Study (date sent)	Notice of PCC1 (date sent)
Bell Canada	Frank Brown	Bell Implementation Mgr.	<a href="mailto:franklin.brown@bell.ca">franklin.brown@bell.ca</a>	21 First Ave Orangeville Ontario L9W 1H7	519-939-1011	Confirmed as main Bell contact.  Sent Utility Circulation via email 2019/08/02.  Sent Utility Circulation Follow-Up via email 2019/08/23  Sent Utility Circulation Follow-Up via email 2019/09/06			2019-04-25	2019-07-25
Bell Canada	Mr. Diego Tobias	GT Fiber Services Inc.	<a href="mailto:PUCC.circulations.GT@bell.ca">PUCC.circulations.GT@bell.ca</a>	5025 Creekbank Road Mississauga, ON L4W 0B6	905-614-6820	Sent Utility Circulation via email 2019/08/02.			2019-04-25	2019-07-25
Bell Canada			<a href="mailto:bell.moc@telecon.ca">bell.moc@telecon.ca</a>	200 Town Centre Blvd, Suite 300 Markham, ON L3R 8G5		Sent Utility Circulation via email 2019/08/02.  Sent Utility Circulation Follow-Up via email 2019/08/23  Sent Utility Circulation Follow-Up via email 2019/09/06	2019-08-08			
Cogeco Cable Systems Inc.	Craig Krueger	System Planner	<a href="mailto:cdkrueger@cogeco.ca">cdkrueger@cogeco.ca</a>			Sent Utility Circulation via email 2019/08/02.  Sent Utility Circulation Follow-Up via email 2019/08/23  Sent Utility Circulation Follow-Up via email 2019/09/06			2019-04-25	2019-07-25
Rogers	Roy Holland		<a href="mailto:Roy.Holland@rci.rogers.com">Roy.Holland@rci.rogers.com</a>			Sent Utility Circulation via email 2019/10/11 Sent Utility Circulation via email 2019/08/02.			2019-04-25	2019-07-25
Rogers Cable TV Limited	Marian Wright	Planning Coordinator	<a href="mailto:marian.wright@rci.rogers.com">marian.wright@rci.rogers.com</a>	3573 Wolfedale Road Mississauga, ON	647-771-9327	Sent Utility Circulation via email 2019/08/02.			2019-04-25	2019-07-25
Rogers Cable			<a href="mailto:GTAW.Markups@rci.rogers.com">GTAW.Markups@rci.rogers.com</a>	3573 Wolfedale Road Mississauga, ON		Sent Utility Circulation via email 2019/08/02.	2019-08-08			
Enbridge Gas Distribution Incorporated	Emilio Labra	Advisor Planning – Central Region West	<a href="mailto:Emilio.labra@enbridge.com">Emilio.labra@enbridge.com</a>	500 Consumers Road North York, ON	905-458-3811	Sent Utility Circulation via email 2019/08/02.			2019-04-25	2019-07-25
Enbridge Gas Distribution Incorporated			<a href="mailto:markups@enbridge.com">markups@enbridge.com</a>			Sent Utility Circulation via email 2019/08/02.			2019-04-25	2019-07-25

**Queen Street West Main Street North, Alton Village Class EA  
Technical Agency Stakeholder Contact List**

Agency	Contact	Title	Email	Address	Phone	Notes	Date Added to List	Removed from List	Notice of Study (date sent)	Notice of PCC1 (date sent)
Alectra	Paul Sidhu	Senior Manager, Systems Planning	paul.sidhu@alectrautilities.com	3240 Mavis Road Mississauga, ON	905-566-2738	Sent Utility Circulation via email 2019/08/02.  Changed name from Enersource to Alectra 2019/08/23  Sent Utility Circulation Follow-Up via email 2019/08/23		2019-10-21	2019-04-25	2019-07-25
Student Transportation of Peel Region	Marcy Macina	Operations Officer, East Area	marcy.macina@dpedsb.org	Keaton Centre, 5685 Keaton Crescent Mississauga, ON L5R 3H5	905-890-6000	Sent Utility Circulation via email 2019/08/02.		2019-10-21	2019-04-25	2019-07-25
MTS Allstream	Ian Fleming		utility.circulations@zayo.com	50 Worcester Road Toronto, ON M9W 5X2		Sent Utility Circulation via email 2019/08/02.	2019-08-08			
Group Telecom	Telecon		Gt.Moc@telecon.ca			Sent Utility Circulation via email 2019/08/02.	2019-08-08			
<b>Indigenous Groups</b>										
Metis Nation of Ontario	Aly N. Aliibhai	Director, Lands, Resources and Consultations	alya@metisnation.org			<b>Email Undeliverable</b>			2019-04-25	2019-07-25
Metis Nation of Ontario	Linda Norheim	Manager, Lands, Resources and Consultations	lindan@metisnation.org	75 Sherbourne St. Suite 311 Toronto, ON M5A 2P9	(416) 977-9881				2019-04-25	2019-07-25
Metis Nation of Ontario			consultations@metisnation.org	Métis Consultation Unit Métis Nation of Ontario Head Office Suite 1100 – 66 Slater Street Ottawa, ON K1P 5H1	613-798-1488	Mailing address updated 2019-05-10 & resent notice of commencement. Email added: 2019-08-28			2019-04-25 (by mail)	2019-07-25 (sent by mail)
Mississaugas of the New Credit First Nation	Fawn Sault	Consultation Manager	Fawn.Sault@mncfn.ca	Mississauga of the New Credit First Nation 2789 Mississauga Road R.R. #6 Hagersville, Ontario N0A 1H0	(905)768-1133				2019-04-25	2019-07-25
Mississaugas of the New Credit First Nation		Department of Consultation & Accommodation	doca@mncfn.ca							2019-07-25
Mississaugas of the New Credit First Nation	Megan DeVries	Archaeological Operations Supervisor Department of Consultation and Accommodation (DOCA)	Megan.DeVries@mncfn.ca	4065 Highway 6 North, Hagersville, ON N0A 1H0	P: 905-768-4260   M: 289-527-2763					
Six Nations of the Grand River;	Lonny Bomberry	Lands & Resource Director	lonnybomberry@sixnations.ca	Six Nations of the Grand River Consultation and Accommodations Team 2498 Chiefswood Rd. P.O. Box 5000 Ohsweken, ON N0A 1M0			2019-05-16		2019-05-16 (by mail)	2019-07-25 (sent by mail)

**Queen Street West Main Street North, Alton Village Class EA  
Technical Agency Stakeholder Contact List**

Agency	Contact	Title	Email	Address	Phone	Notes	Date Added to List	Removed from List	Notice of Study (date sent)	Notice of PCC1 (date sent)
Six Nations of the Grand River;	Robbin Vanstone	Land Use Office, Lands and Research	<a href="mailto:rlnn@sixnations.ca">rlnn@sixnations.ca</a>	Six Nations of the Grand River Consultation and Accommodations Team 2498 Chiefswood Rd. P.O. Box 5000 Ohsweken, ON N0A 1M0			2020-08-27			
Haudenosaunee Confederacy Chiefs Council			<a href="mailto:hdi2@bellnet.ca">hdi2@bellnet.ca</a>	Haudenosaunee Development Institute 16 Sunrise Court – Suite 600 P.O. Box 714 Ohsweken, Ontario N0A 1M0			2019-05-16		2019-05-16 (by mail)	2019-07-25 (sent by mail)
Huron-Wendat Nation			administration@cnhw.qc.ca	Nation Huronne-Wendat 255, place Chef Michel Laveau Wendake (Québec) G0A 4V0 Canada			2019-05-16		2019-05-16 (by mail)	2019-07-25
Huron-Wendat Nation	Maxime Picard	Coordinateur de projets - Ontario	maxime.picard@cnhw.qc.ca	Nation Huronne-Wendat 255, place Chef Michel Laveau Wendake (Québec) G0A 4V0 Canada	418-843-3767 x2105		2019-06-21			2019-07-25
<b>Elected Officials</b>										
Ontario Government	Sylvia Jones	MPP - Dufferin Caledon	sylvia.jonesco@pc.ola.org						2019-04-25	2019-07-25
Federal Government	Kyle Seeback	MP - Dufferin Caledon	<a href="mailto:Kyle.Seeback@parl.gc.ca">Kyle.Seeback@parl.gc.ca</a>			<b>New MP</b>				
Federal Government	David Tilson	MP - Dufferin Caledon	<del>david.tilson.c1@parl.gc.ca</del>			<b>No longer MP</b>			2019-04-25	2019-07-25
Regional Government	Ian Sinclair	Regional Councillor, Ward1	ian.sinclair@caledon.ca	6311 Old Church Road Caledon Ontario L7C 1J6	905.584.2272 ext. 5130				2019-04-25	2019-07-25
Regional Government	Lynn Kiernan	Area Councillor, Ward1	lynn.kiernan@caledon.ca	6311 Old Church Road Caledon Ontario L7C 1J6	905.584.2272 ext. 5130				2019-04-25	2019-07-25
<b>Other</b>										

## **APPENDIX 1-3**

### **Public Information Centre #1 Material**



# MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT



## VILLAGE OF ALTON

## MAIN STREET NORTH & QUEEN STREET WEST

### **WELCOME PUBLIC INFORMATION CENTRE (PIC) #1**

August 8, 2019  
6:00pm to 8:00pm

**PLEASE SIGN IN**

**Please review the materials and provide your comments on the sheets available.  
Your feedback is important to us.**

**Staff are available to answer your questions.**

# STUDY AREA

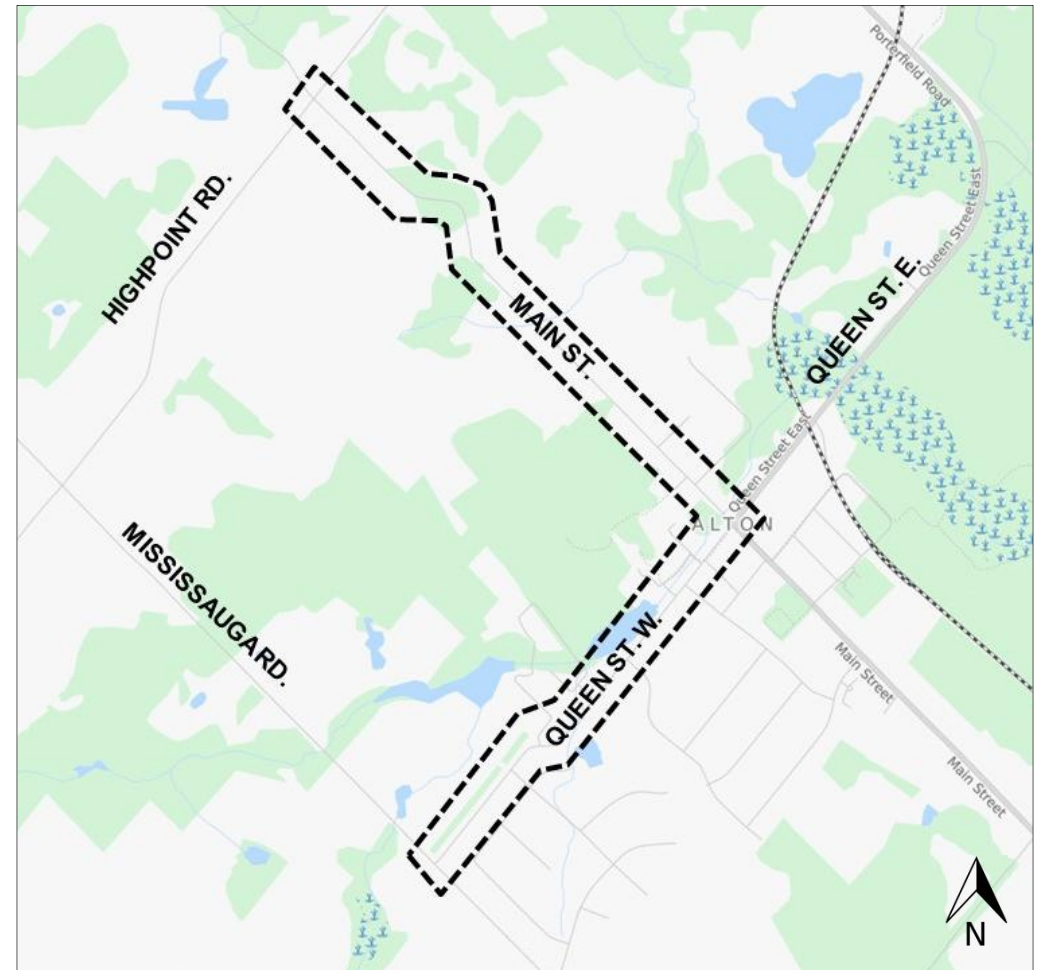
The study area consists of **Queen Street West** from Main Street to Mississauga Road & **Main Street** from Highpoint Road to Queen Street

## Problem / Opportunity Statement:

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

- Traffic operations and safety, including parking
- Active transportation (walking, cycling) needs
- Main Street Bridge rehabilitation requirements
- Streetscape enhancements
- Roadway drainage and stormwater management

*In developing recommendations, all reasonable alternatives will be considered to minimize impact to adjacent residents and the surrounding environment.*



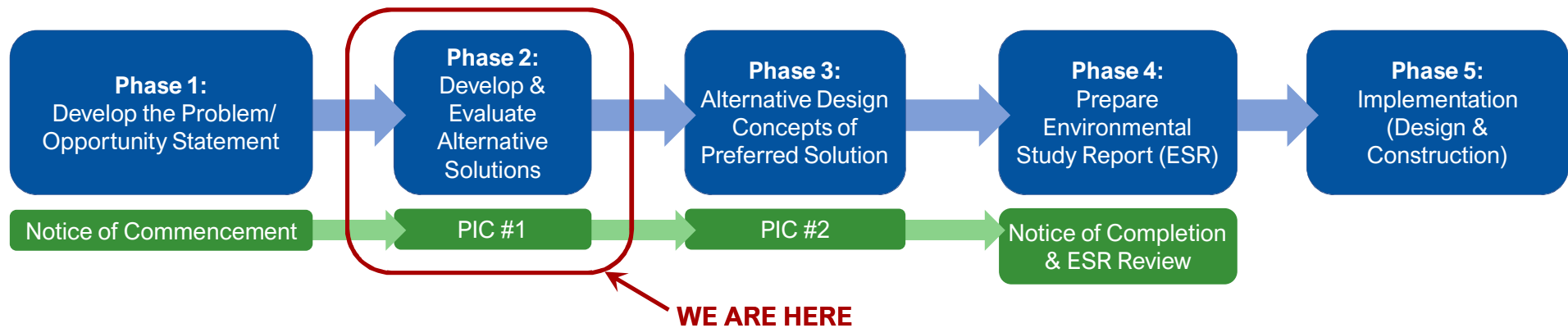
# MUNICIPAL CLASS EA PROCESS



The Class EA is undertaken prior to municipal **road, water, wastewater** and **transit** 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**

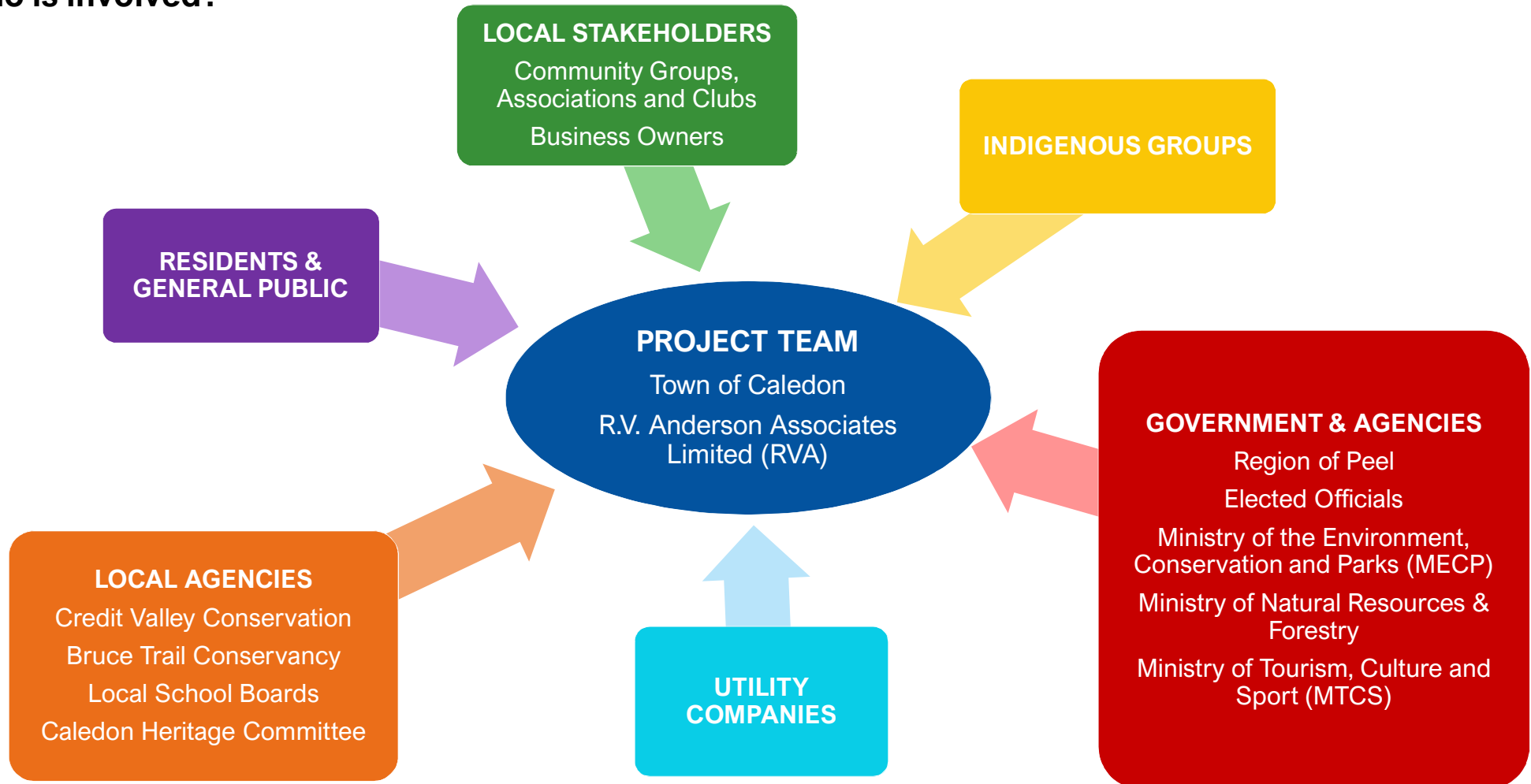
Input from the **public, stakeholders** and **technical agencies** is essential



This project is classified as a **Schedule 'C' Municipal Class EA** and is subject to Phases 1 through 5 as defined by the Municipal Class EA.

# STUDY ORGANIZATION

## Who is involved?



# EXISTING CONDITIONS, LOCAL ISSUES & CONSTRAINTS



## TECHNICAL

- Narrow road allowance
- Limited visibility at intersections & curves
- Identification of areas for drainage improvements
- Bridge structural requirements (Shaws Creek Bridge)
- Combination of urban, semi-urban and rural cross-sections
- Potential utility conflicts / relocation
- Traffic staging during construction

## SOCIAL ENVIRONMENT

- Lack of pedestrian and cyclist facilities on Main Street
- Sidewalk on 1 side and no pedestrian crossings on Queen St.
- Sidewalk does not fully extend to Mississauga Road
- Small village community character
- Potential loss of property frontage to implement improvements

## ARCHAEOLOGICAL & CULTURAL HERITAGE

- Potential impacts to archaeological resources (Stage 1 Assessment underway)
- Many heritage properties within study area, with some buildings very close to road. Impacts to adjacent heritage properties to be assessed (Heritage Assessment underway)

## NATURAL ENVIRONMENT

- Road is adjacent to and traverses Shaws Creek coldwater fish habitat
- Numerous watercourse crossings; part of the Credit River Watershed Natural Heritage System
- Study requires close coordination with CVC & MNR
- Species identified as Threatened or Special Concern within the study area
- Natural Environment Study underway



**Queen Street West (Main Street to Mississauga Road)**

- 2-lane collector road with posted speed of 40km/h
- Mixture of urban & semi-urban cross-sections
- Sidewalk on south side in residential area, no designated crossings
- Constricted right-of-way
- No designated on-street parking areas



**Main Street (Highpoint Road to Queen Street)**

- 2-lane rural collector road with posted speeds of 40km/h and 60km/h
- Sidewalk on east side from Queen St. to Nicholas St.
- Lack of active transportation accommodation (e.g. paved shoulders)
- S-curve south of Highpoint Road (advisory speed of 30km/h)

## Opportunities

- Improve geometrics (lane widths, cross sections, alignment, etc.)
- Improve traffic calming
- Enhance pavement markings and signage
- Enhance pedestrian and cyclist accommodations
- Increase parking capacity to support businesses

# ACTIVE TRANSPORTATION



A **Complete Streets Approach** is required to improve existing active transportation facilities, and introduce new facilities where feasible, to increase connectivity and accessibility for all road users.



## Existing Conditions:

- Poor sidewalk condition, alignment, and grade issues
- Utility encroachments onto sidewalk
- Limited pedestrian crossing facilities
- Lack of cyclist accommodation
- No pedestrian/cyclist access or amenities at Alton Mills Pond

## Improvement Opportunities

- Improve sidewalks along the corridor
- Better road crossing opportunities for pedestrians
- Introduction of pedestrian amenities at the Alton Mill Pond
- Increase/extend pedestrian accommodation on Main Street
- Introduction of on and/or off-street cyclist facilities, where feasible
- Supporting pavement markings and/or signage
- Bicycle parking facilities at key locations (e.g. Alton Mill Pond)

# MAIN STREET BRIDGE REHABILITATION

- Concrete bridge structure built in 1969
- Requires major rehabilitation to deck, sidewalk and parapet walls
- Redesign parapet walls and railings to include architectural features that support local heritage surroundings
- Bridge water opening (hydraulic) requirements are met with current configuration





# STREETSCAPE IMPROVEMENTS



The **Six Villages Community Improvement Plan** identifies Alton as a tourism hub in the Town of Caledon. Streetscape improvements that enhance the unique cultural heritage character of Alton Village will be developed to provide a seamless extension to the Region's recent streetscape improvements along Queen Street East and Main Street South.

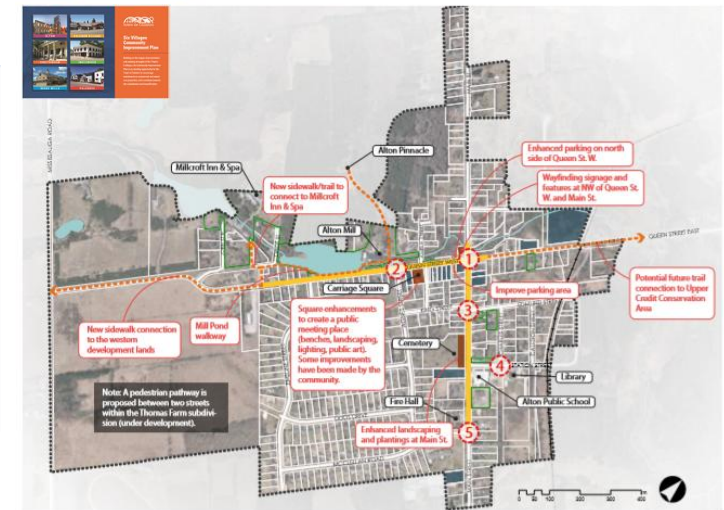
## Opportunities

- Create an inviting public realm through improved pedestrian accommodations and accessibility
- Increased pedestrian access near Alton Mill Pond & enhanced street frontage at Carriage Square Park
- Add bridge design features that supports local heritage
- Improve parking to accommodate visitors
- Add attractive wayfinding signage

## Challenges & Constraints

- Maintaining heritage character of the Village
- Coordination with Peel Region's Alton Village Phase 2 construction
- Streetscape features suitable for a narrow road allowance
- Capital cost restrictions

Alton Public Realm Strategy (Six Villages Community Improvement Plan)

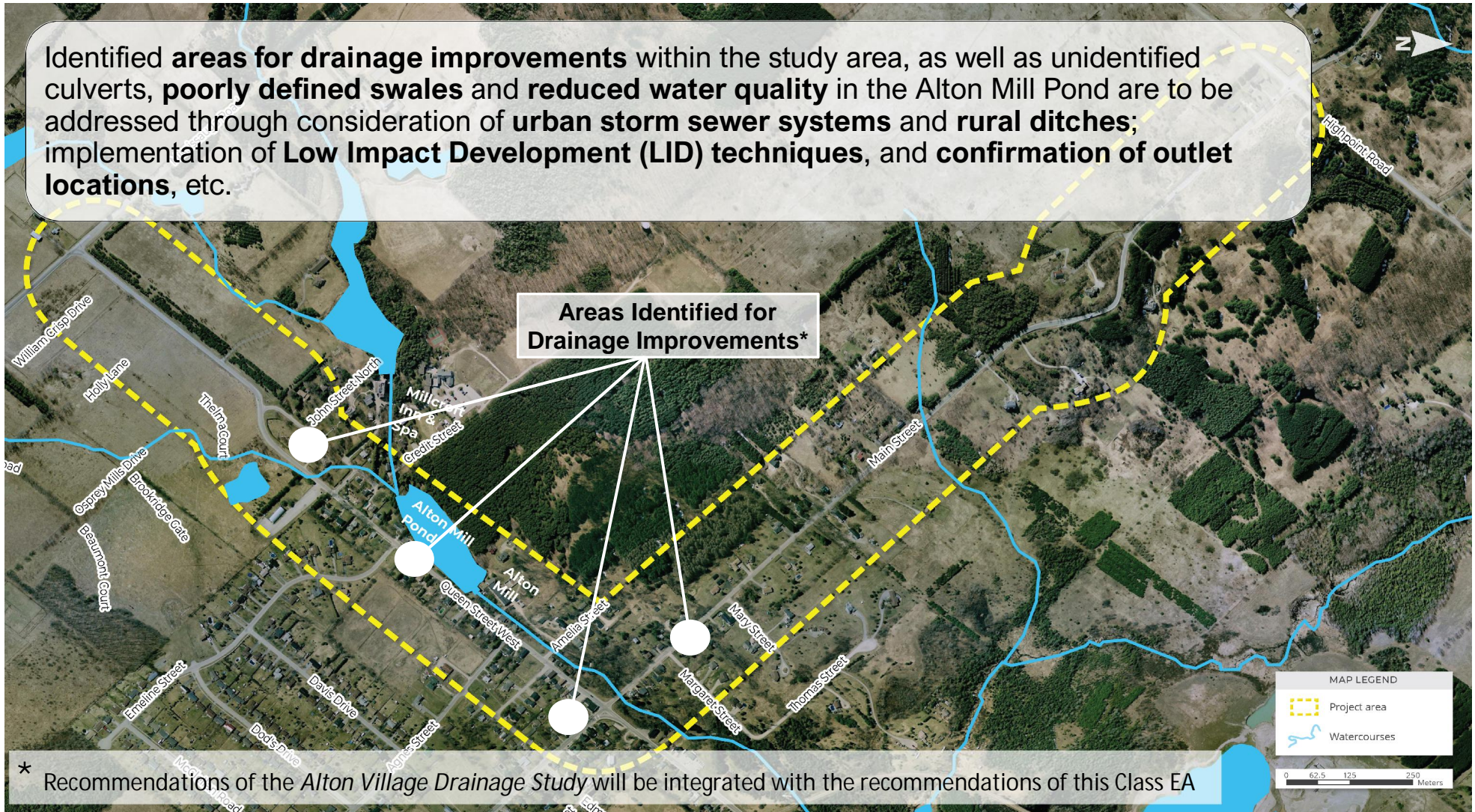


LEGEND	
<span style="color: yellow;">—</span>	Priority Streetscape Improvement Areas
<span style="color: orange;">- - -</span>	Conceptual Trail
<span style="color: grey;">■</span>	Existing Commercial Uses
<span style="color: green;">■</span>	Historic Properties Designated under the Ontario Heritage Act
<span style="color: brown;">■</span>	Potential Improvement Area
<span style="color: grey;">⋯</span>	Study Area Boundary
<span style="border: 1px solid black; border-radius: 50%; padding: 2px;"> </span>	Existing Features
<span style="border: 1px dashed red; border-radius: 50%; padding: 2px;"> </span>	Proposed Actions

INTERSECTION IMPROVEMENTS	
①	Main St./Queen St. intersection enhancements: Landscaping, lighting, pedestrian crossings, reconstruct the centre island
②	Enhanced crossing to the Alton Mill
③	Enhanced crossing at King St. and Main St.
④	Improved crossing and pedestrian access to library and the Alton Public School
⑤	Enhanced crossing at McClellan Road and Main St.

# DRAINAGE AND STORMWATER MANAGEMENT

Identified areas for drainage improvements within the study area, as well as unidentified culverts, poorly defined swales and reduced water quality in the Alton Mill Pond are to be addressed through consideration of urban storm sewer systems and rural ditches; implementation of Low Impact Development (LID) techniques, and confirmation of outlet locations, etc.



# ALTERNATIVE SOLUTIONS



The Municipal Class EA Planning and Design process requires that all feasible alternatives that address the study objectives are considered. Following the confirmation of the Preferred Solution, design options to implement the preferred solution will be developed and presented at the next PIC.

1. *Do Nothing (Maintain Existing Roadways As Is)*

- The study corridors would remain as is, with no improvements undertaken. This alternative is required primarily for comparison purposes under the EA Act

2. *Corridor Infrastructure Improvements with Six Villages Plan, TMP and OP*

- Undertake improvements to existing road, bridge and drainage infrastructure, incorporating the full recommendations of the Six Villages Plan, Caledon Transportation Master Plan, and Official Plan

3. *Hybrid Approach to Corridor Improvements*

- Municipal infrastructure and design recommendations for the study corridors would be determined in consideration of the Six Villages Plan, Caledon Transportation Master Plan, Official Plan and existing constraints within the Corridor

4. *Existing Infrastructure Improvements Only*

- Only improvements that address existing road, bridge and drainage infrastructure requirements would be undertaken, with no significant enhancements to the existing streetscape, pedestrian or cyclist environments

# EVALUATION OF ALTERNATIVE SOLUTIONS



EVALUATION CRITERIA	1. DO NOTHING		2. INFRASTRUCTURE IMPROVEMENTS SIX VILLAGES PLAN & TMP		3. HYBRID APPROACH TO IMPROVEMENTS		4. INFRASTRUCTURE IMPROVEMENTS ONLY	
<b>TECHNICAL</b>		No improvements to roadway safety, accessibility, active transportation or drainage		Addresses existing road, bridge and drainage infrastructure needs and fully incorporates streetscape enhancements, and pedestrian and cyclist connectivity requirements		Addresses existing road, bridge and drainage infrastructure needs and modestly incorporates streetscape enhancements, and pedestrian and cyclist connectivity requirements		Improvements to existing road, bridge and drainage infrastructure only. Streetscape enhancements, pedestrian and cyclist connectivity not addressed
<b>SOCIO-ECONOMIC</b>		No improvements recommended in Six Villages Plan provided		All elements of Six Villages Plan intended to provide improvements to Socio-Economic conditions would be provided. Potential property required to implement		Most elements of Six Villages Plan intended to provide improvements to Socio-Economic conditions would be provided. Negligible property requirements anticipated		Elements of Six Villages Plan intended to provide improvements to Socio-Economic conditions not provided.
<b>NATURAL ENVIRONMENT</b>		No negative or positive impacts on natural environment (e.g. water quality in Alton Mill Pond).		Increased potential for impacts to natural environment from additional trails and streetscape element. Positive impacts to natural environment from drainage improvements		Reduced impacts to natural environment from additional trails and streetscape element. Positive impacts to natural environment from drainage improvements		No negative impacts on natural environment. Positive impacts to natural environment from drainage improvements.
<b>CULTURAL HERITAGE / ARCHAEOLOGICAL IMPACTS</b>		No impact to archaeological or built heritage within of the Village.		Built heritage of the Village would be respected to the extent possible. Greater potential for archaeological impacts		Built heritage of the Village would be respected. Minimal potential for archaeological impacts		No impact to archaeological, built heritage or character of the Village.
<b>COST</b>		No capital cost but ongoing costs to maintain infrastructure		Highest cost, exceeds budget currently allocated by Town		Moderate cost, in line with budget currently allocated by Town		Lower cost as only infrastructure requirements are addressed
<b>EVALUATION SUMMARY</b>	<b>Not Recommended</b> ~ Least Preferred (4) ~		<b>Not Recommended</b> ~ Somewhat Preferred (5) ~		<b>Recommended</b> ~ Most Preferred (8) ~		<b>Not Recommended</b> ~ Somewhat Preferred (6) ~	

Legend

- Most Preferred
- Somewhat Preferred
- Least Preferred

***Alternative 3 has been recommended to be carried forward as it addresses the Town's objectives with minimal impacts on the surrounding environment.***

# WHAT ARE THE NEXT STEPS?



- § Review the comments submitted at PIC #1
- § Develop & evaluate **alternative design concepts**
- § Present the study recommendations at a **2<sup>nd</sup> Public Information Centre**
- § Confirm the **preferred design**
- § Prepare and submit **Environmental Study Report** for 30 Day public review
- § Proceed to **detailed design**  
(tentatively planned for 2020/2021 pending Council approval and budget)

# YOUR INPUT IS IMPORTANT



- Please provide your comments here today by completing a comment sheet. Alternatively, please mail or email your comments to the project team by September 19, 2019.
- Let us know if you would like to be included on the Study Mailing List on the Sign in Sheet at the front desk.

**THANK YOU FOR ATTENDING!  
PLEASE FILL OUT A COMMENT SHEET**

## Project Team Contacts:

### **Town of Caledon**

**Ian Todhunter, P.Eng.**

Senior Project Manager

Tel: (905) 584-2272, E. 4065

E-mail: [ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)



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

**Andrew McGregor, MCIP, RPP**

Senior Planner, EA & Approvals

Tel: (905) 685-5049, E. 4211

E-mail: [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)



## **NEXT CONSULTATION (WINTER/SPRING 2020)**

Public Information Centre #2: Design Concepts & Recommendations

**APPENDIX 1-4**

**Public Information Centre #2 Material**

## ONLINE PUBLIC INFORMATION CENTRE

**Please review the materials and provide your input using the comment forms included in the project website or submit them directly to the project team.**

**This information is being provided to present and obtain input on:**

- Project updates since the 1<sup>st</sup> Public Information Centre (PIC) held on August 8, 2019
- Alternative design concepts developed by the project team
- Evaluation criteria and evaluation process
- Preliminary recommended design
- Next steps in the project



*Following this PIC, the recommended design concept for Queen Street and Main Street will be confirmed in consideration of the comments received. We want your input!*



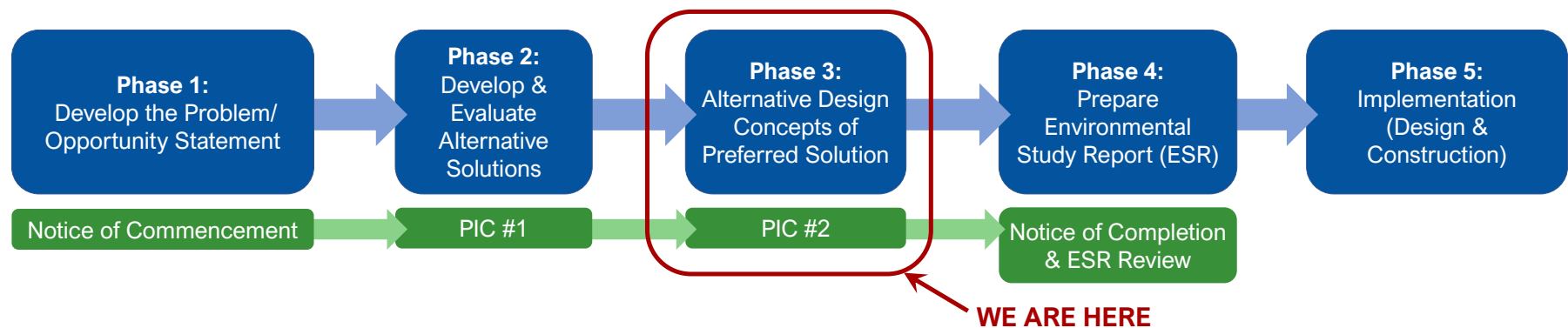
# MUNICIPAL CLASS EA PROCESS



The Class Environmental Assessment (EA) is undertaken prior to municipal **road, water, wastewater** and **transit** 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 'C' Municipal Class EA** and is subject to Phases 1 through 5 as defined by the Municipal Class EA.

# STUDY AREA & BACKGROUND



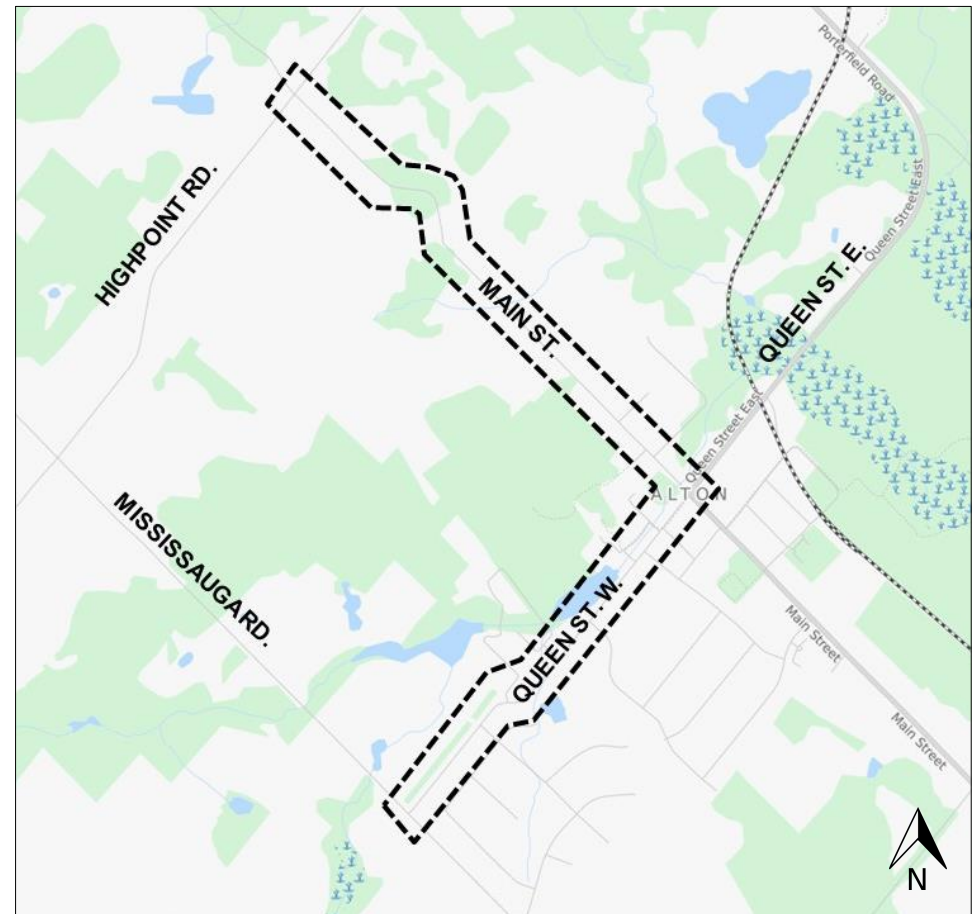
The study area consists of **Queen Street West** from Main Street to Mississauga Road & **Main Street** from Highpoint Sideroad to Queen Street

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

- Traffic operations and safety, including parking
- Active transportation (walking, cycling) needs
- Main Street Bridge rehabilitation requirements
- Streetscape enhancements
- Roadway drainage improvements and stormwater management

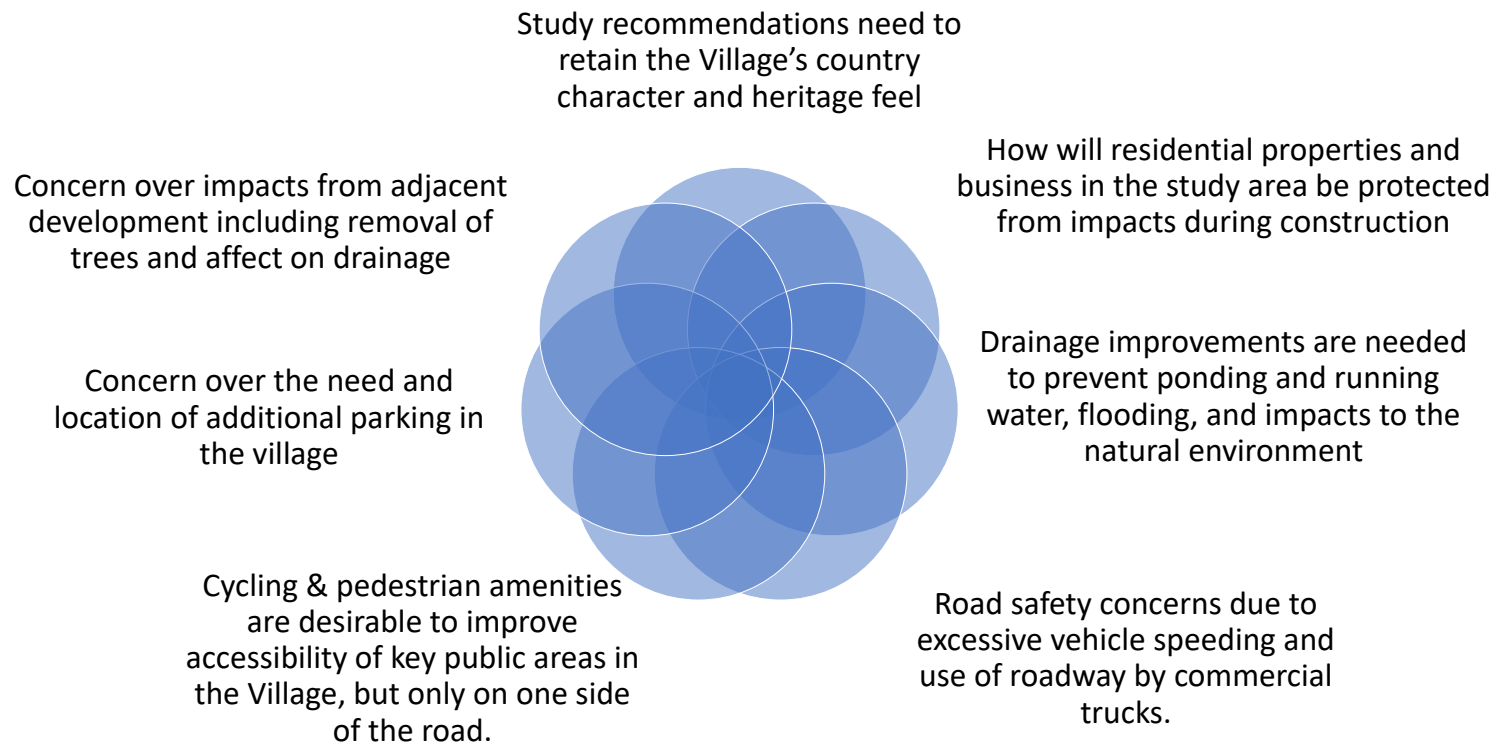
Following the 1st PIC, the project team confirmed that a **Hybrid Approach to Corridor Improvements** should be implemented, in consideration of the Six Villages Plan, the ongoing Alton Heritage Conservation District Study, Caledon Transportation Master Plan, Official Plan and existing constraints within the Corridor.



# INCORPORATING YOUR COMMENTS

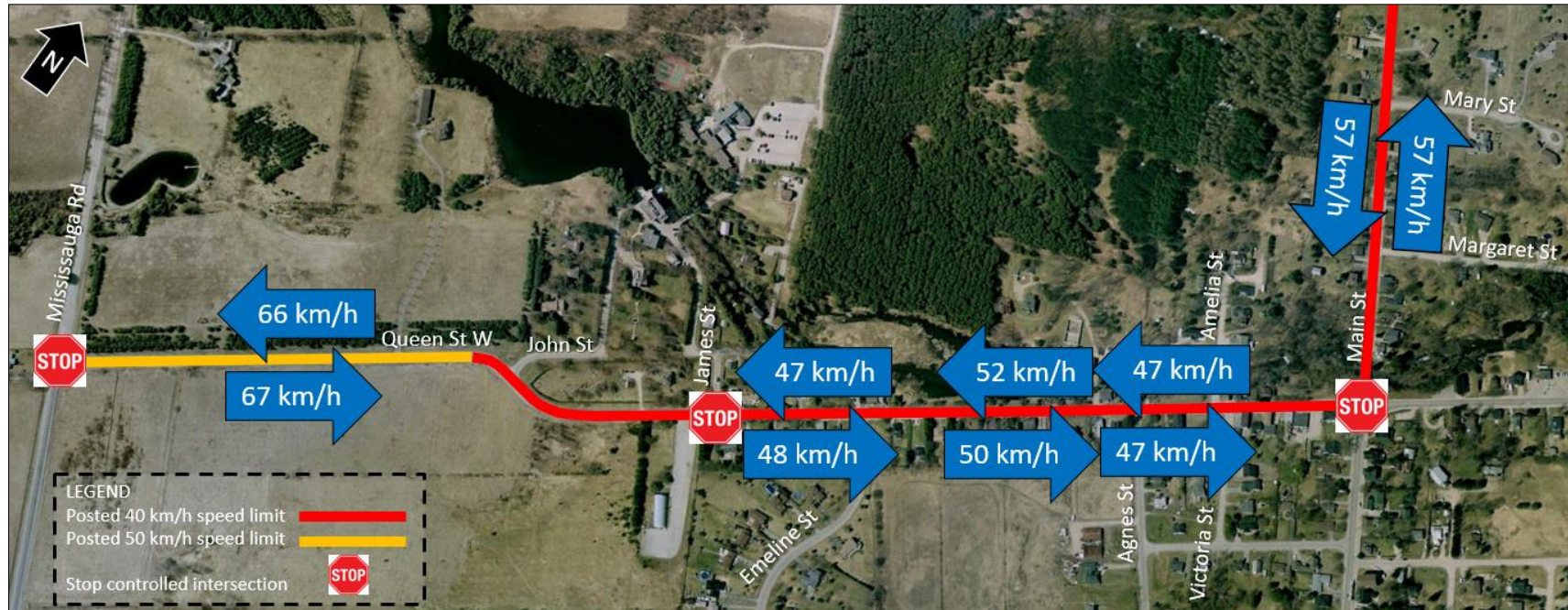


PIC #1 was held on August 8, 2019 at the Caledon Public Library, Alton Branch from 6:00pm to 8:00pm. Comments received at the PIC are summarized below.



Alternative & recommended design concepts were developed and evaluated in consideration of all comments provided.

# TRAFFIC OPERATIONS – VEHICLE SPEED STUDY RESULTS








- A *Vehicle Speed Study* was undertaken in consideration of comments received at 1<sup>st</sup> PIC
  - Vehicle speeds throughout the urbanized portions of the roadways are considered **acceptable**
  - The study identified **low compliance** with posted speed limits in rural sections of the corridor
- Increased urban cross-sections with **additional traffic calming features** (preventative markings, signage, and radar speed signs) are anticipated to reduce speeds
- The Town will monitor vehicle speeds following reconstruction to measure effectiveness

# EVALUATION OF ALTERNATIVE DESIGN CONCEPTS



Alternative design concepts to implement the preferred solution were comparatively evaluated based on criteria that represent the broad definition of the environment, as described in the *EA Act*.

CRITERIA	DESCRIPTION
 <b>Technical</b>	Does the alternative adequately address the technical requirements of the project (e.g. vehicular, pedestrian and cycling traffic needs)?
 <b>Socio-Economic Environment</b>	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.) ?
 <b>Natural Environment</b>	How does the alternative affect existing vegetation, water quality, fisheries/wildlife and habitat? Does the alternative address climate change?
 <b>Cultural Heritage</b>	Will the alternative affect archaeological, cultural heritage resources or Indigenous communities?
 <b>Costs</b>	What is the capital cost of the alternative? What is the cost for utility relocations and property acquisitions? What are the operation and maintenance cost impacts?

# WHAT ALTERNATIVE DESIGN CONCEPTS WERE CONSIDERED?



Key Element	Alternative Concepts Considered	Recommendation Summary
<b>Pedestrian Accommodation</b>	<ul style="list-style-type: none"> <li>✓ <b>AODA (<i>Accessibility for Ontarians with Disabilities Act</i>) compliant sidewalk on one side of the street only</b></li> <li>X AODA-compliant sidewalks on both sides of the street</li> <li>✓ <b>1.5 m paved shoulder (Main Street North)</b></li> <li>X Do nothing / leave sidewalk as is</li> </ul>	<p>Continuous 1.5 m wide sidewalks along the south side of Queen Street and east side of Main Street, improving pedestrian safety while avoiding significant impacts to adjacent properties.</p> <p>A 1.5 m paved shoulder added to the northern rural section of Main Street, in accordance with the Town’s Transportation Master Plan.</p>
<b>Cyclist Accommodation</b>	<ul style="list-style-type: none"> <li>✓ <b>1.5m paved shoulder</b></li> <li>X Shared-use lanes</li> <li>✓ <b>Do nothing / leave as is (no cycling infrastructure)</b></li> </ul>	<p>1.5 m paved shoulder provided for cyclists where feasible in addition to signed, shared-use lanes provided appropriately where property constraints do not allow for paved shoulders.</p>
<b>Parking</b>	<ul style="list-style-type: none"> <li>X Provide additional parking where required (ie. adjacent to businesses and properties without driveways)</li> <li>✓ <b>Provide additional layby parking only where feasible within existing right of way</b></li> <li>X Do nothing / no parking improvements</li> </ul>	<p>Provide additional layby parking on east side of Main Street between Queen Street and Mary Street. This will allow visitors to park in close proximity to local businesses while minimizing impacts to adjacent properties.</p>

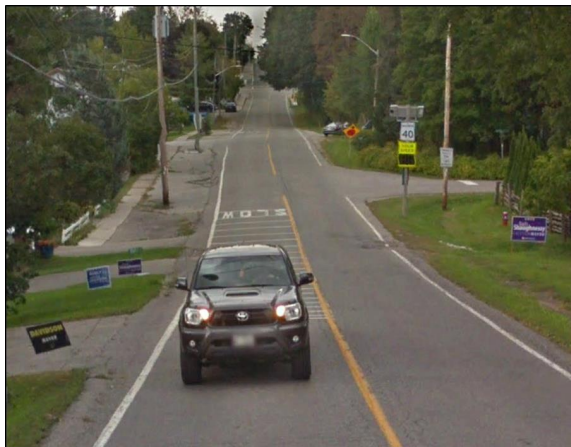
# WHAT ALTERNATIVE DESIGN CONCEPTS WERE CONSIDERED?



Key Element	Alternatives Concepts Considered	Recommendation Summary
<b>Roadway Drainage</b>	<ul style="list-style-type: none"> <li>✓ <b>Rural drainage swale (north of Mary Street)</b></li> <li>X Modified curb/gutter/swale (north of Mary Street)</li> <li>✓ <b>Urban curb/gutter/storm sewer (Queen Street and Main Street, south of Mary Street)</b></li> <li>X Do nothing / leave as is (no drainage improvements)</li> </ul>	<p>Improve drainage within the right-of-way (ROW), via upgrades to the storm sewer system (curb/gutter/catchbasins) throughout Queen Street and Main Street, south of Mary Street.</p> <p>Enhanced grass swales to capture runoff north of Mary Street.</p>
<b>Traffic Calming</b>	<ul style="list-style-type: none"> <li>X Speed bumps / humps / tables / cushions</li> <li>X Lane narrowing</li> <li>X Gateway treatments</li> <li>✓ <b>Additional warning signage</b></li> <li>✓ <b>Visual elements close to roadway corridor</b></li> <li>✓ <b>Pavement materials and appearance</b></li> <li>X Do nothing</li> </ul>	<p>Additional traffic calming measures incorporated into the road design including a median at Main Street, north of Mary Street and additional warning signage.</p> <p>Streetscaping features and an urbanized cross section with curb and gutter are also anticipated to reduce vehicle travel speeds in the Study Area.</p>



Queen Street West  
(Main Street to Mississauga Road)



Main Street  
(Highpoint Road to Queen Street)

## Study Recommendations

- **Improved roadway geometrics (lane widths, cross sections, alignment)**
  - Main Street urban cross section (curb/gutter) extended to Mary Street
    - 3.3m to 3.5m wide travel lanes
  - Queen Street urban cross section throughout
    - 3.5m wide travel lanes
- **Additional traffic calming measures**
  - Narrower travel lanes in some areas
  - Extension of urban cross section (curb/gutter) to Mary Street
  - Additional warning signage
  - Visual elements close to roadway (street lights, plantings, street furniture)
  - Pavement materials and appearance (coloured impressed concrete, stamped asphalt)
- **Three new on-street parking spaces provided at *Main Street, north of Shaw's Creek Bridge***



# ACTIVE TRANSPORTATION IMPROVEMENTS

## Study Recommendations

### Queen Street

- Extension of 1.5m accessible sidewalk to Mississauga Road from Osprey Mills Drive (south side only)
- Replacement and/or maintain existing 1.5m accessible sidewalk to James Street (south side only)
- Rest areas with bike racks and benches at the Alton Mill Pond and Carriage Square
- New Bicycle Route signage requesting users to share the road or and/or use paved shoulder

### Main Street

- Extension of 1.5m accessible sidewalk to 90m north of Mary Street (west side)
- “Shared-use” lanes through the village core to Mary Street, with additional signage requesting users to share the road
- 1.5m paved shoulders to accommodate pedestrians & cyclists north of Mary Street
- Rest areas with bike racks and benches
- Accessible sidewalk over Shaw’s Creek bridge



# MAIN STREET BRIDGE

## Study Recommendations

- Rehabilitation of the bridge deck
- Wider sidewalk on east side to meet AODA (*Accessibility for Ontarians with Disabilities Act*) requirements
- Parapet walls and railings to include architectural features that support local heritage surroundings (e.g. impressed concrete formliners)
- New bicycle-height railings (1.39m high)



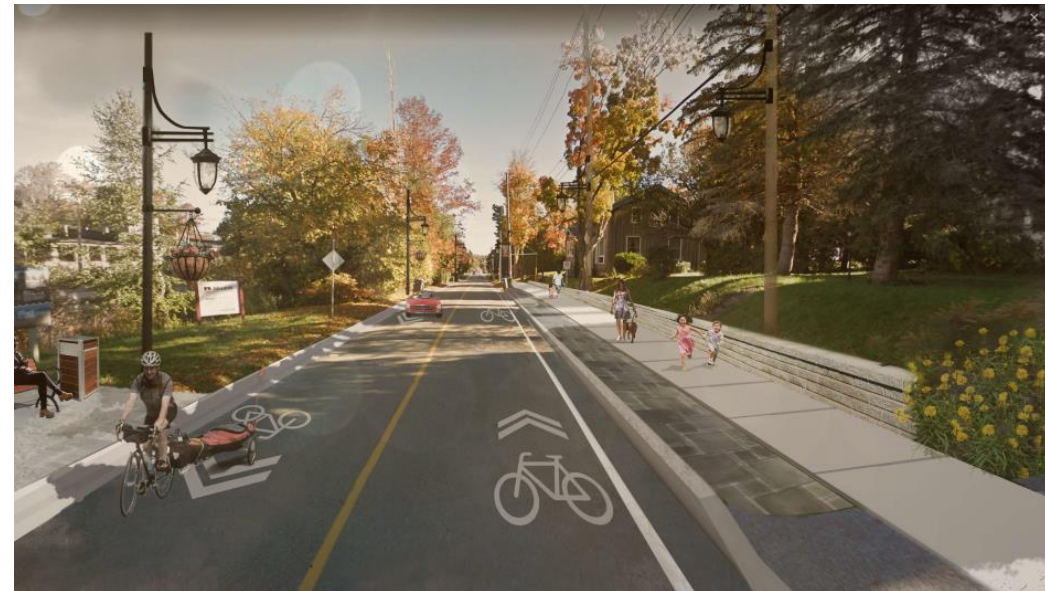
# STREETSCAPE ENHANCEMENTS



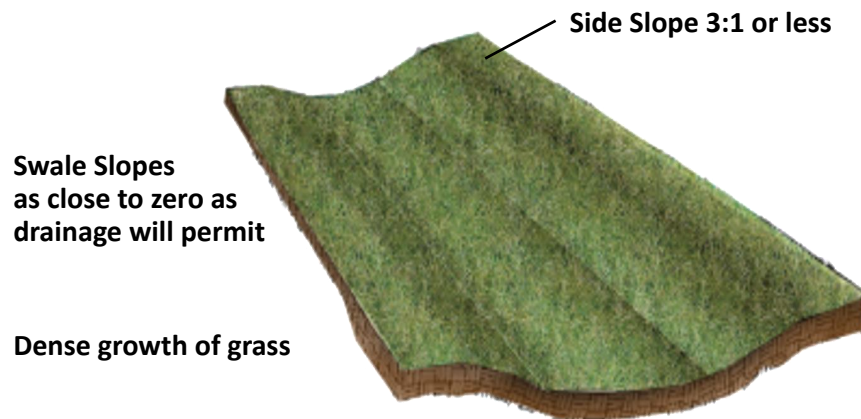
The ***Six Villages Community Improvement Plan*** identifies Alton as a tourism hub in the Town of Caledon. Streetscape improvements that enhance the unique heritage of Alton Village will be developed to provide a seamless extension to the Region's recent streetscape improvements along Queen Street East and Main Street South.

## Study Recommendations

- Incorporation of non-intrusive design elements for a narrow road allowance that maintains the heritage character of the Village (e.g. Impressed/colored concrete splashpads to replace existing asphalt splashpad and decorative lighting)
- More inviting public realm through improved pedestrian accommodations and accessibility
- Increased pedestrian access near Alton Mill Pond & enhanced street frontage at Carriage Square Park
- New bridge design and streetlighting features that supports local heritage
- Cost effective enhancements that compliment Region's design features east of Main Street



Identified **areas for drainage improvements** within the study area and **reduced water quality** in the Alton Mill Pond will be addressed via new **urban storm sewer systems** and **rural ditches** and implementation of **Low Impact Development (LID) techniques**.



Source: Modified from Galli, 1992

Example of an enhanced grass swale, to be installed along Mary Street North.

## Study Recommendations

- Storm sewer and catch basin infrastructure upgrades throughout Queen Street and Main Street (extended to Mary Street)
- Curb and gutter to replace existing concrete swales along Queen Street
- Enhanced grass swales north of Mary Street to retain the rural character of Main Street North
- Use of Oil Grit Separators (OGS) to improve water quality discharged to Shaw's Creek
- Storm sewers designed to convey the 10-year storm runoff without flooding

# KEY IMPACTS AND MITIGATION MEASURES



While impacts are anticipated to be **temporary**, mitigation measures to reduce the severity and duration of any impacts associated with the preferred design have been developed.

<b>Impacts to Cultural Heritage Resources</b>	<ul style="list-style-type: none"><li>• Grading, sidewalk, and boulevard upgrades will have minor impacts to property frontages with cultural heritage buildings. Mitigation measures include no-go zones with fencing during construction and a commitment to repair any damages caused by vibration during construction</li></ul>
<b>Restricted Access to Local Businesses</b>	<ul style="list-style-type: none"><li>• Access to business may be temporarily impacted due to construction activities. Directional signage directing vehicles to businesses could be added along the detour routes during these times.</li></ul>
<b>Impacts to Natural Environment</b>	<ul style="list-style-type: none"><li>• Drainage improvements will result in substantial tree removals on north end of Main Street. Impacts to Shaw's Creek will be avoided, with stormwater quality improved.</li></ul>
<b>Property Requirements</b>	<ul style="list-style-type: none"><li>• Corridor improvements were designed to limit property requirements as much as possible. Town will negotiate required property and / or grading easements with affected landowners</li></ul>
<b>Disruption to Vehicle Traffic, Pedestrians and Cyclists</b>	<ul style="list-style-type: none"><li>• Local and emergency traffic will be maintained during road works and rehabilitation of the Main Street Bridge</li><li>• Alternative detour routes will be developed during roadway closures to maintain access throughout the Village</li></ul>

During detailed design (following this study), mitigation measures will be developed further to ensure any temporary impacts associated with the improvements are minimized.

## WHAT ARE THE NEXT STEPS?



- Review & address the comments submitted at PIC #2
- Modify or confirm the **preferred design**
- Meet with additional stakeholders and/or technical agencies as appropriate
- Prepare and submit **Environmental Study Report** for 30 Day public review
- Proceed to **detailed design and construction** (tentatively planned for 2022 pending utility relocations and approval)

**THANK YOU FOR ATTENDING!  
PLEASE COMPLETE A COMMENT FORM**

## ONLINE PUBLIC INFORMATION CENTRE – TRANSCRIPT

### Slide 1 – Welcome Slide

Hello and welcome to the Online Public Information Centre (or PIC) for the Municipal Class Environmental Assessment for Main Street North and Queen Street West in the Village of Alton.

We encourage you to review all PUBLIC INFORMATION CENTRE materials and provide your input using the comment forms on the project website. Please submit any completed forms directly to the project team.

The purpose of this online PUBLIC INFORMATION CENTRE is to present information and obtain input on the Municipal Class Environmental Assessment including:

- Project updates since the first Public Information Centre held on August 8, 2019
- Alternative design concepts developed by the project team
- Evaluation criteria and evaluation process
- Preliminary recommended design; and
- Next steps in the project

Following this Public Information Centre, the recommended design for Queen Street and Main Street will be confirmed or revised in consideration of the comments received.

### Slide 2 – Municipal Class EA Process

A Class Environmental Assessment (or EA) is undertaken prior to municipal road, water, wastewater and transit construction projects. An Environmental Assessment ensures that all reasonable alternatives for a project, 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 in the Class Environmental Assessment process.

This project is classified as a Schedule ‘C’ Municipal Class Environmental Assessment and is subject to Phases 1 through 5 as defined by the Municipal Class Environmental Assessment. Currently the Project is at Phase 3 or Alternative Design Concepts of the Preferred Solution.

### Slide 3 – Study Area and Background

As shown on the attached plan, the study area consists of Queen Street West from Main Street to Mississauga Road & Main Street from Highpoint Sideroad to Queen Street within the Village of Alton.

This Environmental Assessment study was initiated to review opportunities to address several issues within the study area. The problem or opportunity statement includes the need to address:

- Traffic operations and safety, including parking
- Active transportation including walking and cycling needs

- Main Street Bridge rehabilitation requirements
- Streetscape enhancements; and
- Roadway drainage improvements and stormwater management

Following the first PUBLIC INFORMATION CENTRE, the project team confirmed that a Hybrid Approach to Corridor Improvements should be implemented to address the problem or opportunity statement. This means that alternative designs will be developed in consideration of the *Six Villages Plan*, the ongoing *Alton Heritage Conservation District Study*, the *Caledon Transportation Master Plan*, the *Town of Caledon Official Plan* and existing constraints within the corridor.

#### **Slide 4 – Incorporating Your Comments**

The first public information centre was held on August 8, 2019 at the Caledon Public Library, Alton Branch from 6:00pm to 8:00pm. Comments and questions provided at the first public information centre included:

- The environmental assessment study recommendations need to retain the Village's country character and heritage feel
- How will residential properties and business in the study area be protected from impacts during construction?
- Drainage improvements are needed to prevent ponding and running water, flooding, and impacts to the natural environment.
- Road safety is a concern due to vehicle speeding and use of roadway by commercial trucks.
- Cycling & pedestrian amenities are desirable to improve accessibility of key public areas in the Village, but only on one side of the road.
- There is concern over the need and location of additional parking in the village, and
- There is concern over impacts from developments adjacent to the roadway including removal of trees and their affect on roadway drainage

The alternative & recommended design concepts presented today were developed and evaluated in consideration of all comments provided.

#### **Slide 5 – Traffic operations – Vehicle speed study results**

Also in consideration of the comments received at the first PIC regarding excessive vehicle speeding, a *Vehicle Speed Study* was completed to determine the extent of speeding issues within the study area.

The Speed Study determined that while vehicle speeds throughout the urbanized portions of the study area are considered acceptable there is low compliance with posted speed limits in rural sections of the corridor, especially along the rural portion of Queen Street West.



The introduction of an urban cross-section with traffic calming features such as preventative markings, signage, and / or radar speed signs are anticipated to reduce speeds along this portion of Queen Street.

Following the reconstruction of the roadway, which will include the introduction of an urban cross-section and additional traffic calming features, the Town of Caledon will monitor vehicle speeds to measure the effectiveness in reducing speeding.

### **Slide 6 – Evaluation Of Alternative Design Concepts**

Alternative design concepts to implement the preferred solution were comparatively evaluated based on criteria that represent the broad definition of the environment, as described in the *Environmental Assessment Act*. As shown in the table, alternative design concepts were evaluated based on their impacts to the:

- *Technical Environment*– how the alternative addresses the technical requirements including vehicular, pedestrian and cyclist needs
- *Socio-Economic Environment* –how the alternative impacts the local community including compatibility with land use, impacts on local businesses and property requirements.
- *Natural Environment* – how the alternative impacts the vegetation, water quality, fisheries, and wildlife habitat as well as how the alternative addresses climate change.
- Cultural Heritage & Archaeological Environment – how the alternative will impact the archaeological, cultural heritage resources or Indigenous communities; and
- *Costs* – what the capital, construction, maintenance, property and other costs associated with the alternative.

### **Slide 7 – What Alternative Design Concepts Were considered? (Part 1)**

Several alternative design concepts were evaluated to implement the preferred solution. This slide illustrates the alternative design concepts considered and a summary of recommendations for pedestrian accommodation, cyclist accommodation, and parking.

Alternatives considered for pedestrian accommodation included:

- Accessibility for Ontarians with Disabilities Act (or AODA) compliant sidewalk on one side of the street only
- AODA-compliant sidewalks on both sides of the street
- 1.5-meter paved shoulder; and
- Do nothing, or, leave the sidewalk as is

Following an evaluation of the alternative pedestrian accommodations, Pedestrians are recommended to be accommodated via continuous 1.5-meter wide sidewalks along the south side of Queen Street and east side of Main Street through urban areas. These improvements are expected to increase pedestrian safety while avoiding significant impacts to adjacent properties.

Additionally, a 1.5-meter paved shoulder is recommended to be added to the northern rural section of Main Street, in accordance with the Town's *Transportation Master Plan*.

Alternatives considered for cyclist accommodation included:

- 1.5-meter paved shoulders
- Shared-use vehicle and cyclist lanes
- Do nothing, or, leave as is, with no cycling infrastructure added

Following an evaluation of the alternative cycling amenities, cyclists are recommended to be accommodated via 1.5-meter paved shoulders where feasible, and signed, shared-use lanes where property constraints do not allow for paved shoulders.

Alternatives considered for on-street parking included:

- Provide additional parking where required including adjacent to businesses and properties without driveways
- Provide additional layby parking only where feasible within the existing right of way; and,
- Do nothing, or, no parking improvements

Following an evaluation of the identified on-street parking alternatives, On-street parking is recommended to be addressed by providing additional layby parking on the east side of Main Street between Queen Street and Mary Street. This will allow visitors to park in close proximity to local businesses while minimizing impacts to adjacent properties and pedestrian improvements.

### **Slide 8 – What Alternative Design Concepts Were considered? (Part 2)**

This slide illustrates the alternative design concepts considered and a summary of recommend design concepts for roadway drainage, and traffic calming.

Alternatives considered for roadway drainage improvements included:

- Rural drainage swales in rural areas north of Mary Street
- Modified urban curb and gutter and rural swale combination in rural areas north of Mary Street
- Urban curb and gutter conveyed to storm sewers in village core along Queen Street and along Main Street south of Mary Street); and
- Do nothing or leave as is with no drainage improvements

Following an evaluation of the alternative drainage solutions, recommended upgrades to the storm sewer system within the right of way include the installation of curb, gutter and catch basins throughout Queen Street and along Main Street south of Mary Street. Enhanced drainage swales are recommended to capture runoff along Main Street north of Mary Street.

Alternatives considered for traffic calming included:

- Speed bumps, humps, tables, or cushions

- Lane narrowing
- Gateway treatments
- Additional warning signage
- Visual elements close to roadway corridor
- Pavement materials and appearance; and
- Do nothing, or, leave as is with no additional traffic calming measures along the roadway corridor.

Following a review of the alternative traffic calming measures, additional traffic calming measures to address speeding to be incorporated into the road design include a median at Main Street north of Mary Street and additional warning signage. Streetscaping features and an urbanized cross section with curb and gutter are also anticipated to reduce vehicle travel speeds. As noted earlier, following the reconstruction of the roadway, the Town of Caledon will monitor vehicle speeds to measure the effectiveness of the proposed measures in reducing speeding.

#### **Slide 9 - Study Recommendations: Traffic operations & safety**

Study recommendations for improvements to traffic operations and safety in the study area consist of improving the roadway geometrics, such as lane widths, cross sections, and alignment in the study area.

Specifically, recommended roadway geometric improvements along Main Street will consist of extension of the urban curb and gutter cross section on Main Street north to Mary Street and narrowing travel lanes to between 3.3 meters and 3.5 meters.

Roadway geometric improvements along Queen Street include an urbanized cross section with curb and gutters and 3.5 meter travel lanes throughout the study area.

Additional traffic calming measures to address vehicle speeding throughout the study area will include:

- Narrower travel lanes in some areas
- Extension of the urban cross section with curb and gutter to Mary Street
- Additional speeding warning signage
- Visual elements such as street lights, plantings, and street furniture close to roadway
- Pavement materials and appearance including coloured impressed concrete, and stamped asphalt

Three new, formalized on-street parking spaces will be provided at Main Street north of Shaw's Creek Bridge

#### **Slide 10 - Study Recommendations: Active Transportation improvements**

Study recommendations for improvements to the active transportation facilities along Queen Street include:

- Extension of 1.5-meter accessible sidewalk along the south side of the road from Osprey Mills Drive to Mississauga Road
- Replace and / or maintain the existing 1.5m accessible sidewalk to James Street on the south side of the road
- Installation of rest areas with bike racks and benches at the Alton Mill Pond and Carriage Square; and
- New Bicycle Route signage requesting users to share the road or and/or use paved shoulder

Study recommendations for improvements to the active transportation facilities along Main Street include:

- Extension of 1.5-meter accessible sidewalk along the west side of the road to 90m north of Mary Street
- “Shared-use” vehicle and cyclist lanes through the village core to Mary Street, with additional signage requesting users to share the road
- 1.5-meter paved shoulders to accommodate pedestrians & cyclists north of Mary Street
- Installation of Rest areas with bike racks and benches and;
- Widened accessible sidewalk over Shaw’s Creek bridge.

#### **Slide 11 - Study Recommendations: Main Street Bridge**

Study recommendations for improvements to the Main Street Bridge include:

- Rehabilitation of the concrete bridge deck
- Widening the sidewalk on the east side of the bridge to meet AODA requirements
- Parapet walls and railings improvements to include architectural features that support local heritage surrounding such as patterned impressed concrete; and
- New decorative 1.39-meter-high, bicycle-height railings

#### **Slide 12 - Study Recommendations: Streetscape Enhancements**

The *Six Villages Community Improvement Plan* identifies Alton as a tourism hub in the Town of Caledon. Streetscape improvements that enhance the unique heritage of Alton Village will be developed to provide a seamless extension to the Region’s recent streetscape improvements along Queen Street East and Main Street South.

Study recommendations for streetscape enhancements include:

- Incorporation of non-intrusive design elements for a narrow road allowance that maintains the heritage character of the Village. For example, Impressed/colored concrete splashpads to replace existing asphalt splashpad and decorative lighting as shown in the conceptual rendering on this slide.
- A more inviting public realm through improved pedestrian accommodations and accessibility
- Increased pedestrian access near Alton Mill Pond & enhanced street frontage at Carriage Square Park

- A new bridge design and streetlighting features that supports the local heritage of the Village
- Cost effective enhancements that compliment Region's design features east of Main Street and south of Queen Street

### **Slide 13 - Study Recommendations: Drainage and Stormwater Management**

Identified areas for drainage improvements within the study area and reduced water quality in the Alton Mill Pond will be addressed via new urban storm sewer systems, rural ditches and the implementation of Low Impact Development (LID) techniques.

Study Recommendations to improve drainage and stormwater management include:

- Storm sewer and catch basin infrastructure upgrades throughout Queen Street and Main Street (extended to Mary Street)
- Curb and gutter to replace existing concrete swales along Queen Street
- Enhanced grass swales north of Mary Street to retain the rural character of Main Street North as shown on the slide.
- Use of Oil Grit Separators (OGS) to improve water quality discharged to Shaw's Creek
- The new storm sewers will be designed to convey the 10-year storm runoff without flooding

### **Slide 14 – Key Impacts and Mitigation Measures**

While the impacts of implementing the preferred design concepts presented today are anticipated to be temporary, mitigation measures to reduce the severity and duration of any potential impacts have been developed.

Mitigation measures recommended to minimize impacts associated with the preferred design include:

- Grading, sidewalk, and boulevard upgrades will have minor impacts to property frontages with cultural heritage buildings. While no heritage buildings will be directly impacted, mitigation measures to minimize impacts to the cultural heritage resources in the study area are to include no-go zones with fencing during construction and a commitment to repair any damages to heritage buildings caused by vibration during construction.
- To mitigate the impacts of temporarily restricted access to local business during construction, directional signage directing vehicles to open businesses should be added along the detour routes during times of restricted access.
- The improvements to the drainage and stormwater management infrastructure will require tree removals on the north end of Main Street. Impacts to Shaw's Creek during these works will be avoided, with stormwater runoff quality improved after the stormwater management upgrades.

- Corridor improvements were designed to limit property requirements as much as possible. The Town of Caledon will negotiate any required property and / or grading easements with affected landowners
- To minimize the disruption to vehicles, pedestrians and cyclists during construction, local and emergency traffic will be maintained during road works and rehabilitation of the Main Street Bridge. Additionally, detour routes will be developed during roadway closures to maintain access throughout the Village.

Following this environmental assessment during detailed design, mitigation measures will be developed further to ensure any temporary impacts associated with the improvements are minimized.

### **Slide 15 – Next Steps**

Following this public information centre, next steps to be completed by the project team will include:

- Reviewing and addressing the comments submitted following this Online public information centre
- Modifying, if necessary, or confirming the preferred design concepts presented today
- Meeting with additional stakeholders and/or technical agencies as appropriate
- Prepare and submit the Environmental Study Report for 30 Day public review; and finally
- Proceeding to detailed design and construction, which is tentatively planned for 2022, pending utility relocations and approval

On behalf of the entire Project Team, thank you for your interest in the Municipal Class Environmental Assessment for Main Street North and Queen Street in the Village of Alton, and for participating in this Public Information Centre. Please provide your input by completing a comment form and submitting directly to the project team.



# ONLINE PUBLIC INFORMATION CENTRE FREQUENTLY ASKED QUESTIONS

## MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON MAIN STREET NORTH & QUEEN STREET WEST

### Introduction

An Online Public Information Centre (PIC) for the Municipal Class Environmental Assessment for the Village of Alton Main Street North & Queen Street West is provided on the project website. This Frequently Asked Questions document is intended to summarize answers to the most frequently asked questions related to the study. Please complete a comment form, and/or contact one of the following project team members for further information related to the study, if required.

#### **Town of Caledon**

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This FAQ document is broken into 4 Categories:

1. EA Planning & Design Process
2. Transportation and Property Impacts
3. Stormwater Management
4. Natural and Social Environmental Impacts

### 1. EA Planning & Design Process

#### **Q: What does the Environmental Assessment (EA) Study consider?**

The EA considers the broad definition of the environment including impacts to the social, cultural, economic, and natural environments. The Alton Village Class EA Study considered options to enhance connectivity and visitor accessibility to the Alton Village area.

In identifying the road improvements, the study considered technical (storm water and roadway operations and geometrics), aesthetic (streetscaping), and structural requirements; as well as socio-economic; cultural heritage, and natural environment factors.

#### **Q: What is a Schedule C Project?**

Schedule C projects involve the construction of new facilities and major expansions to existing facilities. These projects must go through the entire EA planning process (Phases 1-4)

#### **Q: How will my comments be incorporated into the study?**

Comments received will be reviewed for consideration in confirming the recommended design concepts.

With the exception of personal information, all comments will become part of the public record of study.

The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.



## ONLINE PUBLIC INFORMATION CENTRE FREQUENTLY ASKED QUESTIONS

### MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON MAIN STREET NORTH & QUEEN STREET WEST

**Q: Is the design already completed?**

No. The preliminary corridor design is under development, and will include the design concepts presented today, after being confirmed following review of the comments submitted at this PIC.

**Q: How can I continue to be involved in the study?**

Join the public mailing list, contact a member of the project team, and/or complete a comment sheet.

**Q: When is the road reconstruction anticipated to commence?**

The implementation of the study recommendations are tentatively planned for 2022, subject to Town Council approval and utility relocations

**Q: What happens following the EA Study?**

Following completion of the Class EA Study, the project will proceed to Phase 5 ~ Detailed Design and Construction

**Q: What are my options if I don't agree with the Town's recommendations?**

Anyone with concerns related to any aspect of the study may express such concerns in writing to the Project Manager at the Town of Caledon within the 30-calendar day review period following the Notice of Study Completion. If concerns cannot be resolved through discussions with the Town, then a 'Part II Order' (a provision in the MCEA to request a higher level of assessment of the project) may be requested. A request may be made to the Minister of Environment, Conservation and Parks within the 30-day calendar review period requesting an Individual Environmental Assessment in accordance with the Environmental Assessment Act.

**Q: What is the cost of the recommended design?**

We estimate the cost to implement the preferred design concepts presented today to be approximately \$14 million. This is a rough estimate based on information available at this time.

## 2. Transportation and Property Impacts

**Q: Will the recommended traffic calming measures be effective in reducing vehicle speeds?**

It is anticipated that expanding the urban cross-section to the currently rural roadways will result in reducing vehicle speeds approaching the village area. Following the implementation of the preferred design, the Town will monitor traffic speeds to determine the effectiveness of the recommended traffic calming measures.

**Q: Will there only be on-street parking at Main Street north of the bridge?**

Yes. The provision of additional on-street parking beyond the east side of Main Street between Queen Street and Mary Street is not feasible due to the narrow corridor.

With the exception of personal information, all comments will become part of the public record of study.

The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.



**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST**

**Q: Will my property be impacted?**

Attempts were made to mitigate impacts to adjacent properties during the development of the preferred design. Where impacts are unavoidable, lands disturbed during construction would be repaired to their existing condition.

**Q: What happens if my property is damaged during construction?**

Any lands disturbed as a result of construction would be restored to their current state.

**Q: Will I be compensated for lost property?**

Any property required to implement the preferred design for the corridor would be purchased from the property owner, following negotiation with the Town. Where required, discussions with impacted property owners to secure lands required to implement the preferred design will be initiated during the detailed design phase of the study.

**Q: How will construction impact my commute/access to my home/business?**

During construction, efforts will be made to maintain driveway access and to reduce the length of time the access will be impacted. Driveways may be closed for short periods of time (to be coordinated with property owner prior to construction activity).

**3. Stormwater Management**

**Q: What Low Impact Development (LID) stormwater management techniques will be incorporated into the design?**

All applicable LID stormwater management techniques were screened to select the most applicable techniques based on the constraints of the roadway. Enhanced grass swales, oil-grit separators, and catch basin protectors have been incorporated into the design to improve stormwater quantity and quality.

**Q: What does "designed for 10-year storm" mean?**

This means that the new storm sewers will be designed with sufficient hydraulic capacity to accommodate the peak flows of a storm of such size that the average time between events of equal or greater magnitude is 10 years.

**Q: How will ongoing and planned developments (eg. The Pinnacle Lands) effect drainage and stormwater management in the village?**

At this time, no development application has been filed for the referenced lands. If an application were to be filed, detailed studies, including a separate drainage and stormwater management assessment would need to be completed and approved by the Town. These reports would be made available for the public to view.

*With the exception of personal information, all comments will become part of the public record of study.*

*The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.*

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST**

**4. Natural and Social Environmental Impacts**

**Q: Will the natural woodlots be impacted?**

The recommended alignment will maintain the existing ROW of the roadway, and therefore is not anticipated to negatively impact the wooded areas adjacent to the roadway.

**Q: How will the Shaw's Creek be impacted?**

Stormwater management and LID techniques have been incorporated into the design to avoid/minimize water quality & quantity impacts to adjacent watercourses. The Design alternatives analysis considered measures to reduce impacts to the watercourse and drainage features within the study area by increasing the capacity of the storm sewer, incorporating LID techniques., reducing permanent footprint impacts, identifying appropriate in-water work timing windows, and erosion control strategies.

**Q: What will be done to protect natural woodlots and local wildlife and habitat adjacent to the corridor (e.g. wetland associated with the Alton Mill Pond), including Species at Risk?**

The recommended alignment will primarily be maintained to within the existing ROW of the roadway, and therefore is not anticipated to significantly impact the adjacent natural area.

**Q: Will the reconstruction impact the trees in front of my property?**

Any trees within the corridor that conflict with the above ground infrastructure will require removal. A replanting plan will be completed during detailed design of the to mitigate the loss of any trees.

**Q: Will the reconstruction impact groundwater quality and quantity?**

The reconstruction of the corridor is not anticipated to negatively impact groundwater quality/quantity. Prior to construction, a hydrogeological assessment will be completed to confirm ground water conditions, wells in the study area, and appropriate mitigation measures for potential impacts. During construction, groundwater wells will be monitored to ensure no negative impacts to groundwater quality and quantity.

**Q: Will the reconstruction works impact archaeological resources?**

A Stage 2 Archaeological Assessment will be conducted in any undisturbed areas prior to any proposed construction to ensure archaeological resources are protected.

**Q: Will cultural heritage properties be impacted?**

The preferred alternative is anticipated to result in only minor encroachment towards properties of cultural heritage value with no permanent negative impacts to any structures or landscape features of significant cultural heritage value.

**Q: How will the extended urbanized cross section fit with the rural cultural heritage?**

The design of the corridor will incorporate non-intrusive design features that tie into the ongoing improvements completed by the Region of Peel, improving the public realm of the village core while retaining the cultural heritage of the village. A rural cross section will be retained on Main Street North of Mary Street.



## **MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON MAIN STREET NORTH & QUEEN STREET WEST**

**ONLINE COMMENT FORM** With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

1. What is your name? (Optional)

w

2. What is your email? (Optional)

w

3. What is your mailing address? (Optional)

w

\* 4. Please check the box that applies to you  w

Study Area Resident

Resident Living Outside the Study Area

Study Area Business

Business Outside the Study Area

Technical Agency/Interest Group Representative

Other (Please Specify)

\* 5. Do you support the recommended design developed for the corridor?  w

Yes

No

Somewhat

6. Please provide any comments you may have on the key features of the recommended design:  w

1) Traffic  
Operations,  
Parking &  
Safety

[Redacted]

2) Active  
Transportati  
on  
(Pedestrian  
& Cycling)

[Redacted]

3) Main  
Street  
Bridge  
Rehabilitati  
on

[Redacted]

4)  
Streetscape  
Enhanceme  
nts

[Redacted]

5) Other  
(Please  
Describe)

[Redacted]

7. Do you have any other comments on the materials  
presented or the study in general?

[Redacted]

Done

## **APPENDIX 1-5**

### **First Nations, Technical Agency and Key Stakeholder Groups Correspondence**

---

**From:** Ian Todhunter <[ian.Todhunter@caledon.ca](mailto:ian.Todhunter@caledon.ca)>

**Sent:** August 12, 2019 9:27 AM

**To:** Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>; David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>; Elizabeth Hamley <[EHamley@rvanderson.com](mailto:EHamley@rvanderson.com)>; John P. Does <[jdoes@rvanderson.com](mailto:jdoes@rvanderson.com)>

**Subject:** RE: Alton Village PIC Pics

Morning All,

Great job with the PIC. AVA (Mary) called me the next morning and wanted to thank the project team on a job well done.

As far as debriefing, I have noted the following:

- Lookout feature on north side of Queen St. W was well received;
- May want to consider reduced lane width for Queen St. W to act as traffic calming, and allow for widened boulevard;
- Dark sky friendly;
- Consideration required for street furniture and maintenance required. May want to opt for wood benching.
- Parking may want to be strategically placed so it becomes well hidden in the village.
- Community would like to keep 'local' characteristics.
- Lots of SWM issues. Sounds like there is a high groundwater table. Hydrogeological investigation to be considered;
- Queen Street West – Rights of access exists for 1386 Queen St. W (Sylvia), 1380 Queen St. W (Margaret), 1398 Queen St. W (Mary). Need to collect more information from Owners.
- Look into booking at the School for PIC No. 2. May want to consider a formal presentation (5-10 minute duration (x2))

Let me know if you have any questions.

Regards,

Ian

**Ian Todhunter, P.Eng.**

Senior Project Manager, Engineering Services  
Finance and Infrastructure Services

Office: 905.584.2272 x.4065

Cell: 647.390.8704

Email: [ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)

Ministry of the Environment,  
Conservation and Parks

Ministère de l'Environnement, de  
la Protection de la nature et des Parcs



Central Region

Région du Centre

5775 Yonge Street, 8<sup>th</sup> floor  
North York ON M2M 4J1  
Tel.: 416 326-6700  
Fax.: 416 325-6345

8<sup>e</sup> étage, 5775, rue Yonge  
North York ON M2M 4J1  
Tél. : 416 326-6700  
Télééc. : 416 325-6345

May 15, 2019

File No.: EA 01-06-05

Ian Todhunter  
Senior Project Manager, Engineering Services  
Town of Caledon  
ian.todhunter@caledon.ca  
BY EMAIL ONLY

Re: **Main Street North and Queen Street West  
Town of Caledon  
Schedule C Municipal Class EA  
Response to Notice of Commencement**

Dear Mr. Todhunter

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 C project under the Municipal Class Environmental Assessment (Class EA).

The **updated** 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 of 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:

- Six Nations of the Grand River;
- Mississaugas of the Credit First Nation;
- Haudenosaunee Confederacy Chiefs Council; and
- Huron-Wendat Nation (if there is potential to impact archaeological resources).

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

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

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

The proponent must contact the Director of Environmental Approvals Branch under the following circumstances after 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
- A Part II Order request or elevation request is expected

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

<b>Email:</b>	<a href="mailto:enviopermissions@ontario.ca">enviopermissions@ontario.ca</a> Subject: Potential Duty to Consult
<b>Fax:</b>	416-314-8452
<b>Address:</b>	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 draft copy of the Environmental Study Report (ESR) should be sent to this office prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments. Please also forward the Notice of Completion and final ESR to me when completed.**

Should you or any members of your project team have any questions regarding the material above, please contact me at [trevor.bell@ontario.ca](mailto:trevor.bell@ontario.ca) or 416-326-3577.

Sincerely,



Trevor Bell  
Regional Environmental Assessment Coordinator  
Air, Pesticides and Environmental Planning

cc: Paul Martin, Supervisor, Technical Support Section, MECP  
Tina Dufresne, Manager, Halton Peel District Office, MECP  
Andrew McGregor, Senior Planner, R.V. Anderson Associates Limited  
Central Region EA File  
A & P File

Attach: 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.*

### **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 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 near 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.

- As you may be aware, in October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the ESR 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 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 ESR 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: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. The mapping tool will also

provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.

- For further information on the maps or source protection plan policies which may relate to their project, proponents 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 [jstephens@trca.on.ca](mailto:jstephens@trca.on.ca). Please document the results of that consultation within the ESR 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 Climate Change Action Plan. 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](#)" (2017) (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 proponent to:
  1. Consider 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 ESR 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. Please ensure climate change is considered in the report.

#### **Planning and Policy**

- Parts of the study area may be subject to the [Oak Ridges Moraine Conservation Plan](#), [Niagara Escarpment Plan](#), [Greenbelt Plan](#), [Lake Simcoe Protection Plan](#), or [Growth Plan for the Greater Golden Horseshoe](#). Applicable policies should be referenced in the ESR, and the proponent should describe how the proposed study adheres to the relevant policies in these plans. **The [new 2017 provincial plans](#) are now in effect.**

- The [Provincial Policy Statement](#) (2014) contains policies that protect Ontario’s natural heritage and water resources. Applicable policies should be referenced in the ESR, and the proponent should describe how this proposed project is consistent with these policies.

□ **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 ESR 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.
- Please note that the ministry 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 [Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities](#). Report prepared for Environment Canada. March 2005.
- The ESR 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 ESR should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:

- Areas of Natural and Scientific Interest (ANSIs)
- Rare Species of flora or fauna
- Watercourses
- Wetlands
- Woodlots

We recommend consulting with the Ministry of Natural Resources and Forestry (MNR), 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 ESR must include a sufficient level of information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's [Stormwater Management Planning and Design Manual \(2003\)](#) should be referenced in the ESR 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 ESR 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 ESR. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day. It should be noted that certain water taking activities have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW.

## □ **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 ESR.
- If the potential construction or decommissioning of water wells is identified as an issue, the ESR should refer to Ontario Regulation 903, Wells, under the OWRA.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the ESR. A PTTW under the OWRA will be required for any water takings that exceed 50,000 L/day. It should be noted that certain water taking activities have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW.

## □ **Contaminated Soils**

- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act* (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the ministry's District Offices for further consultation if contaminated sites are present.
- Any current or historical waste disposal sites should be identified in the ESR. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites.
- The location of any underground storage tanks should be investigated in the ESR. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- The ESR should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

□ **Excess Materials Management**

- Activities involving the management of excess soil should be completed in accordance with the MECP’s current guidance document titled “[Management of Excess Soil – A Guide for Best Management Practices](#)” (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 “D-Series” guidelines – Land Use Compatibility to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

□ **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 ESR and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly.

- 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 ESR, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

□ **Consultation**

- The ESR 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 ESR 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.



## □ **Class EA Process**

- The ESR 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* (EAA), although the plan itself would not be.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The ESR should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified, and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the ESR.
- Please include in the ESR a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including MECP's PTTW, EASR Registrations and ECAs, conservation authority permits, and approval under the *Canadian Environmental Assessment Act 2012* (CEAA 2012)
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy>. We encourage you to review all the available guides and to reference any relevant information in the ESR.

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

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### DEFINITIONS

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

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

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

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

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

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

### I. PURPOSE

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

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

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

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

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

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

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

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

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

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

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

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;
- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

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

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

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

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

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

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

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

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

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

- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

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

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

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

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;
- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;
- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

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

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

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

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

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

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

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

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

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant documentation;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

## **VI. WHAT IF MORE THAN ONE PROVINCIAL CROWN MINISTRY IS INVOLVED IN APPROVING A PROPONENT'S PROJECT?**

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.



May 15, 2019

R.V. Anderson Associates Limited  
1750 Courtwood Crescent, Suite 220  
Ottawa, ON K2C 2B5

**Re: Main Street North and Queen Street West in the Village of Alton  
Class Environmental Assessment Study  
Notice of Study Commencement and Development of Technical  
Agency Committee**

**Attn: Andrew McGregor  
Senior Planner**

---

Further to receipt of the Notice of Commencement dated April 25, 2019 CVC staff offers the following preliminary comments:

It is the understanding of CVC staff that the Town of Caledon has initiated a Schedule 'C' Municipal Class Environmental Assessment (EA) for the reconstruction of Main Street North and Queen Street West in the Village of Alton.

### **Site Characteristics**

#### **Regulated Area**

The study area is located partially within the Regulated Area. A permit may be required from CVC for any grading or construction works within this area.

#### **Watercourse**

The study area is traversed by Shaw's Creek and its valley corridor including its associated flooding and erosion hazards. Any alteration to a watercourse (i.e: culverts, bridges, storm fall outlets, ponds etc.) requires a permit issued by CVC. Our concerns for new construction would include maintaining setbacks to address channel bank erosion, sediment control during construction, and to ensure no degradation to water quality.

#### **Wetland**

The study area is located within a Wetland. Wetlands are diverse and productive ecosystems that are hydrologically significant to a watershed. They store water during flood events and provide low flow augmentation during dry periods. The vegetation and organic soils of wetlands aid in the filtration of nutrients and sediments that enhances water quality and assists in the maintenance of cool water

**May 15, 2019**

**Re: Main Street North and Queen Street West in the Village of Alton  
Class Environmental Assessment Study  
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Committee**

temperatures. Wetlands also provide habitat for diverse and uncommon species of flora and fauna.

### **Credit River Watershed Natural Heritage System**

A portion of the subject property is located within the Credit River Watershed Natural Heritage System (CRWNHS). The CRWNHS consists of High Functioning and Supporting terrestrial and aquatic natural heritage features, buffers, and complementary natural heritage areas (Centres for Biodiversity). Based on a watershed scale, the CRWNHS is intended to support Provincial, Regional and local municipal natural heritage systems as identified in their respective Strategies or Plans. As a watershed based management agency and landowner, CVC intends to implement the CRWNHS by using it as a strategic program guidance tool; to inform further development of CVC projects and policies; to assist CVC staff in providing technical advice to landowners and stakeholders at a watershed scale; and to promote a more consistent approach to natural heritage system planning across CVC's jurisdiction. For more detailed information or questions please contact the undersigned to discuss further.

### **Caledon EPA**

Portions of the property have been designated by the Town of Caledon as Environmental Policy Area (EPA). It is the policy of the Town of Caledon to protect and maintain these important natural areas. Credit Valley Conservation provides technical support with respect to the review of development within and adjacent to lands that have been designated EPA.

### **Provincial Greenbelt**

According to Schedules 1 and 4 of the Province of Ontario's Greenbelt Plan 2017, the entire property falls within the Protected Countryside of the Greenbelt Plan Area and is entirely designated as part of its Natural Heritage System.

### **Endangered and/or Threatened Species**

The subject property may contain or provide habitat for a known Species-at-Risk. Under the Provincial Policy Statement (2014), the Province protects the significant habitat of endangered and threatened species from development. Additionally, the Endangered Species Act 2007 provides legal protection and recovery for species-at-risk and their habitats. As such, consultation with Ministry of Environment, Conservations and Parks (MECP) is advised as a permit under the Endangered Species Act may be required.

### **Fisheries**

The watercourse that traverses the subject property is a cold-water stream. Due to the nature of the watercourse and its potential importance to fish habitat, CVC may require setbacks from the watercourse for new construction or lot grading.

### **Source Water Protection**

The subject property may be subject to the Approved Source Protection Plan: CTC Source Protection Region. We recommend that you contact your Local Municipality



May 15, 2019

Re: **Main Street North and Queen Street West in the Village of Alton  
Class Environmental Assessment Study  
Notice of Study Commencement and Development of Technical Agency  
Committee**

for further information with respect to these policies to establish if and how the Protection Plan may apply. You may also refer to the CTC Source Water Protection website [www.ctcswp.ca](http://www.ctcswp.ca).

Region of Peel	Stefan Herceg, Risk Management Inspector	905-791-7800 x4489	<a href="mailto:sourcewater@peelregion.ca">sourcewater@peelregion.ca</a>
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**EA Study Objectives:**

The EA Study must clearly identify and quantify the environmental constraints and enhancement opportunities within the study area, including the following:

Aquatic Habitat and Valleylands:

The project needs to evaluate alternatives that minimize impacts to the form and function of the Shaw’s Creek and if possible include opportunities for enhancement. The EA should list and describe the natural features (fish habitat, etc.) and site characteristics (e.g. Rolling topography, high water table, buffering vegetation, etc.) in the study area that may pose constraints to the project.

Stormwater Management:

The project should include quality and quantity control measures to treat stormwater runoff in accordance with the MECP and CVC guidelines. Typically we request that the proponent provide treatment for all new proposed impervious areas and where possible existing road surfaces.

Hydraulics and Geomorphology

Any alterations to a watercourse crossing may require a hydraulic analysis to ensure that there are no negative up or down stream impacts. In addition, the road improvements or reconstruction at a minimum should maintain existing depth flooding on the road or improve the road such that it is flood free under Regional Storm conditions. Any alterations to a crossing must also consider impacts to the geomorphic functions of the applicable watercourse reach.

Subwatershed Study:

The EA should ensure that the subwatershed study environmental targets and objectives are identified and identify proposed measures that implemented these targets and objectives.

Erosion and Sediment Controls

During the detailed design period of this project, all proposed methods to control sedimentation during construction and potential erosion following the completion of the project must be detailed. Furthermore, as means of minimizing impacts to aquatic habitat all works must be completed in the dry.

Restoration

All disturbed areas will need to be stabilized and restored with native/non-invasive seed mixes and woody species.

May 15, 2019

Re: **Re: Main Street North and Queen Street West in the Village of Alton  
Class Environmental Assessment Study  
Notice of Study Commencement and Development of Technical Agency  
Committee**

Given CVC's interest staff would like to be kept informed of future meetings and proceedings through the Environmental Assessment process. Please forward any information or reports when available to ensure that this Authority's policy and program interests are reflected in the planning and design components for this project.

Should you have any further questions please contact the undersigned at (905) 670-1615 extension 406.

Regards,



Tyler Slaght  
Regulations Officer

cc: Ian Todhunter  
Town of Caledon



Hydro One Networks Inc  
483 Bay St  
Toronto, ON

June 14, 2019

Re: VILLAGE OF ALTON MAIN STREET NORTH & QUEEN STREET WEST

To whom it may concern,

Following our preliminary assessment, we confirm there are no existing Hydro One transmission or distribution assets in the subject area.

Please be advised that this is only a preliminary assessment based on current information. No further consultation with Hydro One Networks Inc. is required if no changes are made to the 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](mailto:Secondarylanduse@hydroone.com).

Sent on behalf of,

***Secondary Land Use  
Asset Optimization  
Strategy & Integrated Planning  
Hydro One Networks Inc.***

**Ministry of Heritage, Sport, Tourism, Culture  
Industries**

Archaeology Program Unit  
Programs and Services Branch  
Heritage, Tourism and Culture Division  
401 Bay Street, Suite 1700  
Toronto ON M7A 0A7  
Tel.: (416) 314-7137  
Email: Jessica.Marr@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. : (416) 314-7137  
Email: Jessica.Marr@ontario.ca



Mar 5, 2020

Lisa Merritt (P094)  
ASI Archaeological and Cultural Heritage Services  
528 Bathurst Street Toronto ON M5S 2P9

**RE: Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "Stage 1 Archaeological Assessment Main Street North and Queen Street West Improvements Part of Lots 23-25, Concessions 3-4 WCR (Former Township of Caledon) Town of Caledon Regional Municipality of Peel, Ontario", Dated Aug 21, 2019, Filed with MTCS Toronto Office on N/A, MTCS Project Information Form Number P094-0294-2019, MTCS File Number 0010645**

Dear Ms. Merritt:

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, has been entered into the Ontario Public Register of Archaeological Reports without technical review.<sup>1</sup>

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 further information, please do not hesitate to send your inquiry to [Archaeology@Ontario.ca](mailto:Archaeology@Ontario.ca)

cc. Archaeology Licensing Officer  
David O'Sullivan, R.V. Anderson Associates Ltd.  
Ian Todhunter, 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.

## Connor MacIsaac

---

**From:** David OSullivan  
**Sent:** November 19, 2019 9:18 AM  
**To:** Andrew McGregor  
**Cc:** Elizabeth Rodgers  
**Subject:** FW: 184339-Sourcewater Protection

**Categories:** Red Category

Andrew,

Please see correspondence below from Peel regarding sourcewater protection.

Regards

**David O'Sullivan, P.Eng., PMP**  
*Senior Associate, Project Manager*



**R.V. Anderson Associates Limited**  
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**From:** Lasso Arboleda, Luis <luis.lasso@peelregion.ca>  
**Sent:** Tuesday, November 19, 2019 9:01 AM  
**To:** David OSullivan <dosullivan@rvanderson.com>  
**Cc:** Ian Todhunter <Ian.Todhunter@caledon.ca>; Estephan, Therese <therese.estephan@peelregion.ca>  
**Subject:** RE: 184339-Sourcewater Protection

Good morning David, first of we appreciate the patience you have had with this response, but we wanted to make sure all the information needed under the Source Protection and Clean Water Act were included in the final response.

1. Source Protection

Secondly please see below the information required under Source Protection and Clean Water Act for this specific project:

Based on review of the new delineated Alton WHPA mapping that reflects recent technical work to add the Region's new municipal production well (Alton Well 4A) and remove the decommissioned well (Alton Well 4) as proposed through the [section 34 amendment](#) submitted to the province pending approval, please find below preliminary source protection comments:

The project study area is situated in the Credit Valley Source Protection Area within the Credit Valley-Toronto and Region-Central Lake Ontario (CTC) Source Protection Region and is therefore subject to the CTC Source Protection Plan.

The Region's Risk Management Office is being proactive to review the study area in terms of the proposed amended source protection mapping. The source protection mapping shows the study area is located within the wellhead protection area (WHPA) for Alton Well 3 and Well 4A. The study area transects WHPA-B (vulnerability scores of 10, 8 and 6); WHPA-C (vulnerability scores of 8, 6 and 2); WHPA-D (vulnerability scores of 4 and 2); and WHPA-E (vulnerability score of 8).

Under the CTC Source Protection Plan, significant threat policies that may prohibit or manage activities apply within WHPA-B where the vulnerability score is 10 and WHPA-E where the vulnerability score is  $\geq 8$  (associated with sewage, waste and agricultural threats). However, the handling and storage of a dense non-aqueous phase liquid (Policy DNAP-1) is a significant drinking water threat within WHPA-A, B, and C regardless of vulnerability score.

The CTC Source Protection Plan is available on the CTC Source Protection Region [website](#) for reference. To determine if a specific activity is a significant drinking water threat consult the [Tables of Drinking Water Threats](#) for the specific circumstances that must be met for the activity to be a threat.

The study area also transects other vulnerable areas defined under the *Clean Water Act, 2006* designated as *highly vulnerable aquifers* and *significant groundwater recharge areas*. Within these vulnerable areas, policies that apply are SAL 10-12, DNAP-3 and OS-3. These policies address road salt, dense non-aqueous phase liquids and organic solvents that are moderate and low threats to drinking water sources and encourage best management practices for handling, storage and application.

Proponents undertaking a Municipal Class EA project must identify whether a project is occurring within a source water protection vulnerable area and should document whether any project activities are a prescribed drinking water threat and thus have the potential to adversely affect the quality or quantity of drinking water sources ([Ontario Regulation 287/07](#) under the *Clean Water Act* lists the 'prescribed' drinking water threats). This must be clearly documented in a section on "Source Water Protection" in the project file report or environmental study report. 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.

While road construction is not considered a prescribed drinking water threat under O. Reg. 287/07 under the *Clean Water Act, 2006*; construction activities relevant to completing the proposed project should be assessed for potential adverse impacts/drinking water threats and policy applicability (significant, moderate and low) contained in the CTC Source Protection Plan. The proponent should ensure mitigation measures are put in place to protect the municipal water supply, as appropriate to the scope/stages of the project.

## 2. Clean Water Act – Impact to Municipal Supply Sources of Water

As mentioned in numeral 1, the project intersects WHPAs B,C,D and E, but the project is considered a low impact project for groundwater, therefore the following will be required:

- a. A hydrogeological investigation with the analysis of the dewatering required for the entire project (If necessary) and the potential implications to the aquifer's sustainability. In summary, the Region wants to make sure that water supply is not impacted by the project.
- b. A water well survey has to be made within the 500 meters area for obtaining background information to any private wells. This will assist the Region in case of any well complaint during construction.

- c. A monitoring and contingency plan for any well complaint needs to be provided as well. The Region follows an internal well interference protocol on this cases, so it can be mentioned in the report.
- d. Finally and once the design is completed, we will need to know if the project requires the removal of any existing monitoring location for our groundwater network. If so, we will discuss with the Region's project manager the best action plan to resolve this.

Please feel free to contact either Therese or myself if you have any other questions on this.

Have a great day

## ***Luis Lasso P. Geo QPRA***

Advisor – Water Resources Management  
Infrastructure Planning & Studies, Growth, Groundwater & Source Water Protection  
Water & Wastewater Divisions - Public Works  
Region of Peel  
Phone: (905) 791-7800 ext. 4646  
Fax: (905) 791-0728

---

**From:** David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>  
**Sent:** November 13, 2019 5:45 PM  
**To:** Lasso Arboleda, Luis <[luis.lasso@peelregion.ca](mailto:luis.lasso@peelregion.ca)>  
**Cc:** Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>; Estephan, Therese <[therese.estephan@peelregion.ca](mailto:therese.estephan@peelregion.ca)>  
**Subject:** 184339-Sourcewater Protection

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

Hi Luis,

Just a friendly reminder to send through the e-mail summarizing Peel's Sourcewater concerns with respect to the Alton Village Streetscaping project as per our discussion last Wednesday.

Thanks

**David O'Sullivan, P.Eng., PMP**  
*Senior Associate, Project Manager*



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## Connor MacIsaac

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**From:** Andrew McGregor  
**Sent:** August 28, 2019 10:48 AM  
**To:** Maxime Picard  
**Cc:** Ian Todhunter; David OSullivan; Elizabeth Hamley  
**Subject:** RE: Village of Alton Main Street

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Thanks Maxime,  
You will be notified of the Stage 2 results as noted.  
Regards,

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



**RVA celebrates the summer season from June 28<sup>th</sup> to August 30<sup>th</sup>**  
***Our offices will be closed at 2:00 pm each Friday.***



**R.V. Anderson Associates Limited**

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**From:** Maxime Picard  
**Sent:** August 28, 2019 10:45 AM  
**To:** Andrew McGregor  
**Cc:** Ian Todhunter ; David OSullivan ; Elizabeth Hamley  
**Subject:** RE: Village of Alton Main Street

Well received and thanks Andrew.

We are comfortable with the report and content.

The Huron-Wendat Nation asks to be updated on the Stage 2 results too.

We do not need copies of other reports as our concerns are focused on the archaeological component of the project.

Have a great day,

Maxime





**NATION HURONNE-WENDAT**  
**Bureau du Nionwentsïo**

**Maxime Picard, B. Sc. A.**

Coordonnateur de projets - Ontario

255, Place Chef Michel-Laveau

Wendake (Qc) G0A 4V0

Téléphone : 418-843-3767 # 2105

Courriel : maxime.picard@cnhw.qc.ca



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**De :** Andrew McGregor [<mailto:AMcGregor@rvanderson.com>]

**Envoyé :** 28 août 2019 10:14

**À :** Maxime Picard

**Cc :** Ian Todhunter; David OSullivan; Elizabeth Hamley

**Objet :** RE: Village of Alton Main Street

Hi Maxime,

Following up on your request below, please see the attached draft Stage 1 Archaeological Assessment report. Kindly advise if you plan to provide comments on the content of the report so we can incorporate them prior to sending the Final version to the Ministry. Please also advise if you would like to receive copies of any other reports being completed as part of the study ie, Natural Environment, Cultural Heritage Assessment, Environmental Study Report (to be completed upon completion of the study).

Kind regards,

**Andrew McGregor, MCIP, RPP**

Senior Planner, EA & Approvals



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**From:** Maxime Picard <[maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca)>

**Sent:** June 6, 2019 11:12 AM

**To:** Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>

**Cc:** Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>; David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>; Elizabeth Hamley <[EHamley@rvanderson.com](mailto:EHamley@rvanderson.com)>

**Subject:** RE: Village of Alton Main Street

Good morning Andrew,

First of all let me thank you for following-up.

We would effectively appreciate to receive copy of the Stage 1 report once available.

We will wait to receive this information.

Best regards,  
Maxime Picard



**NATION HURONNE-WENDAT**  
**Bureau du Nionwentsiö**

**Maxime Picard, B. Sc. A.**

Coordonnateur de projets - Ontario

255, Place Chef Michel-Laveau

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Téléphone : 418-843-3767 # 2105

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**De :** Andrew McGregor [<mailto:AMcGregor@rvanderson.com>]

**Envoyé :** 6 juin 2019 10:42

**À :** [maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca)

**Cc :** Ian Todhunter; David OSullivan; Elizabeth Hamley

**Objet :** RE: Village of Alton Main Street

Hi Maxime,

Ian forwarded your email to me.

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.

Kind regards,

**Andrew McGregor, MCIP, RPP**

*Senior Planner, EA & Approvals*

RVA's Niagara office has moved. You can now find us at:



**R.V. Anderson Associates Limited**

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**From:** Maxime Picard <[maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca)>

**Sent:** Wednesday, May 22, 2019 2:14 PM

**To:** Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>

**Subject:** Village of Alton Main Street

Good afternoon Ian,

We received the attached letter regarding the Town of Caledon Municipal EA for the village of Alton.

Could you please clarify if any archaeological assessment is anticipated as part of this EA ?

Best regards,  
Maxime Picard



**NATION HURONNE-WENDAT**  
**Bureau du Nionwentsïo**

**Maxime Picard, B. Sc. A.**

Coordonnateur de projets - Ontario

255, Place Chef Michel-Laveau

Wendake (Qc) G0A 4V0

Téléphone : 418-843-3767 # 2105

Courriel : maxime.picard@cnhw.qc.ca



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Connor MacIsaac

---

From: Megan DeVries <Megan.DeVries@mncfn.ca>  
Sent: September 23, 2019 9:58 AM  
To: Andrew McGregor  
Cc: Fawn Sault; ian.todhunter@caledon.ca; David OSullivan; Elizabeth Rodgers  
Subject: RE: Village of Alton, Main St North & Queen St West EA

Good morning, Andrew,

Thank you for distributing. I have reviewed the Stage 1 archaeological report and have no further concerns. As noted, Stage 2 assessment is required and MCFN requests FLR participation during this fieldwork.

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 NOA 1H0  
P: 905-768-4260 | M: 289-527-2763  
<http://www.mncfn.ca>

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---

From: Andrew McGregor [mailto:AMcGregor@rvanderson.com]  
Sent: Friday, September 20, 2019 2:59 PM  
To: Megan DeVries <Megan.DeVries@mncfn.ca>  
Cc: Fawn Sault <Fawn.Sault@mncfn.ca>; ian.todhunter@caledon.ca; David OSullivan <dosullivan@rvanderson.com>; Elizabeth Hamley <EHamley@rvanderson.com>  
Subject: RE: Village of Alton, Main St North & Queen St West EA

Hi Megan,

We are in the process of getting the noted agreement signed and will send you a copy for execution shortly. Please note that the Stage 2 Archaeological Assessment may take place following the completion of the EA (timing to be determined) and that the remaining fieldwork for the Natural Investigation consists of the vegetation inventory (approx.. 1 day to complete). I've advised our Ecological subconsultant to hold off so that we can coordinate the fieldwork with MCFN, per your request.

In the meantime, please find a copy of the stage 1 archaeological assessment (draft) in the link below. Kindly advise if you plan to provide comments on the content of the report so we can incorporate them prior to sending the Final version to the Ministry. A copy of the Natural Environmental report will be provided when available.

<https://rvanderson-my.sharepoint.com/:b:/p/amcgregor/Ed2hZP4V7I1KmGOJfRZVyTsBog6u4SwxGVMwhWMDikLNNw?e=jesABh>

Any questions, please don't hesitate to ask.

Kind regards,

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



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From: Megan DeVries <[Megan.DeVries@mncfn.ca](mailto:Megan.DeVries@mncfn.ca)>  
Sent: September 5, 2019 9:04 AM  
To: Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>  
Cc: Fawn Sault <[Fawn.Sault@mncfn.ca](mailto:Fawn.Sault@mncfn.ca)>; [ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)  
Subject: RE: Village of Alton, Main St North & Queen St West EA

Good morning Andrew,

Unfortunately, our Consultation Manager, Fawn Sault, will be out of the office for the next couple of weeks, so I am responding on her behalf.

MCFN would like to receive copies of all reports completed in association with the Class EA study, including those you have listed.

Please note that MCFN requires its Field Liaison Representatives ("FLRs") are on site whenever any environmental or archaeological fieldwork (Stages 2 through 4) is occurring within our treaty territory. Our preference is that the cost for the participation of our FLRs is covered by the proponent, not the consultant, whom we view as having the ultimate responsibility to consult with the Nation. This includes the Natural Environment studies that you have indicated are currently underway.

Therefore, please find attached the contract that covers MCFN's participation in the upcoming fieldwork. This contract covers both environmental and archaeological fieldwork. The costs associated with this involvement reflect a number of expenses not visible at first glance: payment for the Field Liaison Representatives themselves, operational costs for the department, and efforts to engage the community to garner feedback on these projects. 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.

For your information, the Federal Canada Treasury Board guidelines can be located at the following web addresses. Currently, they are as follows:

Mileage (\$0.55/km): <https://www.njc-cnm.gc.ca/directive/d10/v238/s658/en#s658-tc-tm>

Meal Allowance (up to \$91.25 a day): <https://www.njc-cnm.gc.ca/directive/d10/v238/s659/en#s659-tc-tm>

The participation of the FLRs in project fieldwork is only one part of the consultation process that may be required for your development. I have CC'd our Consultation Manager, Fawn Sault, for any additional follow up that may be necessary. If you can please provide us with more detailed information about your project and the contact information for the approval or permitting authority, it would be greatly appreciated.

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

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  
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---

From: Joelle Williams  
Sent: Wednesday, August 28, 2019 11:55 AM  
To: Megan DeVries <[Megan.DeVries@mncfn.ca](mailto:Megan.DeVries@mncfn.ca)>  
Subject: FW: Village of Alton, Main St North & Queen St West EA

---

From: Andrew McGregor [<mailto:AMcGregor@rvanderson.com>]  
Sent: Wednesday, August 28, 2019 10:30 AM  
To: Fawn Sault  
Cc: [ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca); Joelle Williams; Elizabeth Hamley; David OSullivan  
Subject: RE: Village of Alton, Main St North & Queen St West EA

Hello Fawn,

I am just following up on earlier correspondence sent to MCFN regarding this Class EA study. Kindly advise if you would like to receive copies of any of the reports being completed as part of this study ie, Natural Environment (underway), Stage 1 Archaeological Assessment (draft completed), Cultural Heritage Assessment (draft completed), Environmental Study Report (to be completed upon completion of the study).

Kind regards,

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



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From: Joelle Williams <[Joelle.Williams@mncfn.ca](mailto:Joelle.Williams@mncfn.ca)>  
Sent: April 25, 2019 4:11 PM  
To: Elizabeth Hamley <[EHamley@rvanderson.com](mailto:EHamley@rvanderson.com)>  
Cc: Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>; [ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)  
Subject: RE: Village of Alton, Main St North & Queen St West EA - Notice of Commencement

Hello Elizabeth,

Thank you for your notice. I have forwarded it to our Consultation Manager - Fawn Sault ([fawn.sault@mncfn.ca](mailto:fawn.sault@mncfn.ca)) . In the future please send all notices to her.

Thank you,

*Joelle Williams*  
*Archaeological/Environmental Assistant*

Mississaugas of the Credit First Nation (MCFN)  
Department of Consultation & Accommodation (DOCA)  
4065 Highway 6 North, Hagersville, ON N0A 1H0  
P: 905-768-4260 | C: 905-870-2918  
Mon-Fri 8:30-4:30pm

Email: [joelle.williams@mncfn.ca](mailto:joelle.williams@mncfn.ca)  
Web: <http://www.mncfn.ca>  
Facebook: [Mississauga of the Credit First Nation](#)

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---

From: Elizabeth Hamley [<mailto:EHamley@rvanderson.com>]  
Sent: Thursday, April 25, 2019 3:39 PM  
Cc: Andrew McGregor; [ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)  
Subject: Village of Alton, Main St North & Queen St West EA - Notice of Commencement

Dear Sir/Madam,

On behalf of the Town of Caledon, please find attached the Notice of Study Commencement for the MAIN STREET NORTH & QUEEN STREET WEST (VILLAGE OF ALTON) CLASS ENVIRONMENTAL ASSESSMENT (EA) STUDY. The study will review opportunities for improvements to Main Street North and Queen Street West in the Village of Alton as part of planned road reconstruction. Elements to be reviewed include: road design that enhances connectivity and visitor accessibility to the Alton Village area; technical, aesthetic, and structural requirements; as well as socio-economic, cultural heritage and natural environment factors.

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 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,  
Beth Hamley, P.Eng.  
Project Coordinator



R.V. Anderson Associates Limited  
1750 Courtwood Crescent, Suite 220  
Ottawa, ON K2C 2B5

T 613 226 1844 x 3226

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**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
 MAIN STREET NORTH & QUEEN STREET WEST**

**COMMENT FORM**

**NAME:** Serguei Kabanov

**EMAIL (OPTIONAL):** serguei.kabanov@peelregion.ca

**MAILING ADDRESS (OPTIONAL):** \_\_\_\_\_

PLEASE ADD ME TO THE STUDY MAILING LIST

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Study Area
- Technical Agency/Interest Group Representative (Please Identify - Region of Peel )
- Other (Please Identify - \_\_\_\_\_ )

**2. Do you support the recommended design developed for the corridor?**

- Yes
- No
- Somewhat

**3. Please provide any comments you may have on the key features of the recommended design:**

a) Traffic Operations, Parking & Safety

- Improvements to Town's owned Green 'P' parking lot should be considered as part of overall project. The lot is located on Queen St W, West of Main/Queen Int., South side.

- Review the requirement for an additional speed hump North of Mary St. Peel provided temporary hump during Phase 2 construction as per Town's recommendation.

- Described proposed median on Main St. N., North of Mary St. not shown on plans.

b) Active Transportation (Pedestrian & Cycling)

- Provide amenity and rest areas (similar to Phase 1 and 2) on both Main St. N. and Queen St. W.

- Provide crosswalk at Queen St W and Amelia, including sidewalk at N/W corner to connect to Amelia St bridge. N/W corner is often used for parking. Provide sdwk connections.

- The square at Victoria St is a focal point of the Village. Provide rest areas.

c) Main Street Bridge Rehabilitation

- Since major rehabilitation of the bridge is being proposed, suggestion would be to also widen the West side of the structure and provide wider platform-sidewalk for snow storage and pedestrian viewing of the Creek. Utilize same formliner and railing style/colour as on Phase 1.

---

d) Streetscape Enhancements

- The rendering images show proposed streetlights and pattern colour concrete sidewalk that are different from Phase 1 and 2 (Region's Contracts). The styles and colours were consulted and selected by the Town for Region's Contracts. Please re-confirm, and if possible, provide same type/colour/style infrastructure within Town's phases.
- Consider providing decorative formliner to OPSD 3120.100 toe walls similar to Phase 1 bridge.
- Consider providing flower beds/gardens/grassed medians where possible.

e) Roadway Drainage and Stormwater Management

- Due to narrow ROW, curb appeal, and future maintenance, consider providing side inlet catchbasins and relocating storm sewer outside travel lane (under the curb) on both Main St. N. and Queen St. W.
- Major flooding occurs around Sta. 9+820Lt. May require additional storm at low point.

---

f) Other (Please Describe)

- DESIGN: please correct extra widening on Queen St. W. from Sta. 6+320Lt to 6+380Lt.
- DESIGN: connect proposed curb and gutter to Phase 2 works on Main St N.
- DESIGN: consider finishing off Highpoint SD RD intersection.
- DESIGN: consider gateway median (less monument maybe) on Main St. N., North of Mary St. and on Queen St. W., West of James St; new signage at the Legion 449.
- DESIGN: consider back shields during streetlighting design.

**4. Do you have any other comments on the materials presented or the study in general?**  
The material is well presented considering the challenges.

---

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**Please provide your comments by September 17<sup>th</sup>, 2020 to:**

**By Email:** [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)  
**By Mail:** Andrew McGregor  
c/o R.V. Anderson Associates Limited  
43 Church Street, Suite 104  
St. Catharines, ON L2R 7E1

*With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.*

**THANK YOU FOR YOUR TIME AND EFFORT!**

Ministry of Heritage, Sport,  
Tourism and Culture Industries

Programs and Services Branch  
401 Bay Street, Suite 1700  
Toronto, ON M7A 0A7  
Tel: 416.786.7553

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: 416.786.7553



September 9, 2020

EMAIL ONLY

David O' Sullivan, P.Eng.  
Project Manager  
R.V. Anderson Associates Ltd.  
43 Church Street, Suite 104  
St. Catharine's, ON L2R 7E1  
[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)

**MHSTCI File :** 0010645  
**Proponent :** The Corporation of the Town of Caledon  
**Subject :** Notice of Online Public Information Centre  
**Project :** Village of Alton, Main St North & Queen St West EA  
**Location :** Town of Caledon

---

Dear David O' Sullivan:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of Online Public Information Centre 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. The recommendations below are for a Schedule C Municipal Class EA project, as described in the notice of study commencement. If any municipal bridges may be impacted by this project, we can provide additional screening documentation as formulated by the Municipal Engineers Association in consultation with MHSTCI.

### **Project Summary**

The Corporation of the Town of Caledon is currently undertaking a Class Environmental Assessment for the reconstruction of Main Street North and Queen Street West in the Village of Alton. The project is being undertaken in accordance with Schedule 'C' of the Municipal Class Environmental Assessment (October 2000, as 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 [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MHSTCI archaeological sites data are available at [archaeology@ontario.ca](mailto:archaeology@ontario.ca). 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 [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) 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 [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) 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 Dan Minkin.

Sincerely,

Joseph Harvey  
*On behalf of*

Dan Minkin  
Heritage Planner  
Heritage Planning Unit  
[Dan.Minkin@ontario.ca](mailto:Dan.Minkin@ontario.ca)

Copied to: Ian Todhunter, Senior Project Manager, Town of Caledon  
Connor MacIsaac, Junior Environmental Planner, R.V. Anderson 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*.

## Connor Maclsaac

---

**From:** Saddi, Asha <asha.saddi@peelregion.ca>  
**Sent:** October 15, 2020 3:00 PM  
**To:** Ian Todhunter  
**Cc:** Connor Maclsaac; David OSullivan; Andrew McGregor; Lee, Arthur  
**Subject:** FW: Public Consultation - Village of Alton, Main St North & Queen St West EA  
**Attachments:** 184339-20200817-PIC2-Comment Sheet.pdf

**Categories:** Technical Agency Comments, Filed by Newforma

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

Hi Ian,

Please find attached comments from:

1. Serguei Kabanov - Roads Design and Construction (Comment Sheet attached above)
2. Mike Faye – Water and Wastewater comments:
  - We would like to request the water main information be added to the plan drawings. Hydrants appear to be indicated but I can't see anything else. The profile section indicates them so I assume they have our records to go from.
  - We need to discuss protection and potential relocation of the watermain in some areas.
  - Cost sharing for all/any remediation/movement/mitigation/protection of the water assets must also be considered within this project. The consultant must plan to protect and mitigate any water service disruptions and related infrastructure/system impacts.

Our Water and Wastewater team is requesting a meeting to discuss. Can we schedule a meeting? If you let me have some dates and times, I can get back to you with the names of our attendees.

3. Our Traffic team will be forwarding comments by next week as staff is currently away

I look forward to hearing from you.

*Kind regards,*

**Asha Saddi, BA(Hons), PMP**  
**Technical Analyst, Infrastructure Programming & Studies**  
**Transportation Division**  
**Public Works, Region of Peel**  
**Tel: 905-791-7800 x7794**  
[Asha.Saddi@peelregion.ca](mailto:Asha.Saddi@peelregion.ca)



This email, including any attachments, is intended for the recipient specified in the message and may contain information

## Connor Maclsaac

---

**From:** Connor Maclsaac  
**Sent:** September 9, 2020 9:40 AM  
**To:** King, Melanie  
**Cc:** Ian Todhunter; David OSullivan; Andrew McGregor  
**Subject:** RE: Public Consultation - Village of Alton, Main St North & Queen St West EA

Hi Melanie,

To follow up, the public information package, frequently asked questions, and online survey can be found at <https://www.caledon.ca/en/news/alton-village-environmental-assessmentmigration.aspx>.

Additionally, plan/profile drawings, and sections which show the road alignment is available for download at:

<https://rvanderson-my.sharepoint.com/:f/p/cmacisaac/EgH2dFmXUzpCngAmEx4IAgoBRIOOgWci2luYCTfyOSigAg?e=0Xe0VL>.

Please let me know if you require any further information.

Regards, Connor



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### Connor Maclsaac, 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 <AMcGregor@rvanderson.com>  
**Sent:** August 27, 2020 11:55 AM  
**To:** King, Melanie <Melanie.King@york.ca>; Connor Maclsaac <cmacisaac@rvanderson.com>  
**Cc:** Ian Todhunter <Ian.Todhunter@caledon.ca>; David OSullivan <dosullivan@rvanderson.com>  
**Subject:** RE: Public Consultation - Village of Alton, Main St North & Queen St West EA

Hi Melanie,

Apologies for the issues with the digital displays. We're having some issues with AODA compliance. We're aiming to get them up on the website asap.

Appreciate your patience.

Kind regards,



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**Andrew McGregor, MCIP, RPP**

Senior Planner, EA & Approvals

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**From:** King, Melanie <[Melanie.King@york.ca](mailto:Melanie.King@york.ca)>

**Sent:** August 27, 2020 11:27 AM

**To:** Connor MacIsaac <[cmaclsaac@rvanderson.com](mailto:cmaclsaac@rvanderson.com)>

**Cc:** Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>; Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>; David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>

**Subject:** RE: Public Consultation - Village of Alton, Main St North & Queen St West EA

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

Thank you for your email.

I took a look at the town's project website as noted below and there are no attachments/links to the previous PIC boards or display information.

Could you provide more information about the proposed reconstruction?

Is the major bend between Queen & Highpoint expected to be realigned?

Thank you again.

Best regards,

**Melanie King, BA(Hons), GDPA, PMP, CMP, FRI(E), CLO, RWP** | Real Estate Analyst, Property Services, Corporate Services

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1

Office/courier: 145 Harry Walker Parkway N | Newmarket, ON L3Y 7B3

1-877-464-9675 ext. 71636 | C: 905-716-0374 | [Melanie.King@york.ca](mailto:Melanie.King@york.ca) | [york.ca](http://york.ca)

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## Connor MacIsaac

---

**From:** Jordan Grant work <jordan@seatongroup.com>  
**Sent:** October 16, 2020 2:27 PM  
**To:** jeremy@seatongroup.com; David OSullivan; Connor MacIsaac  
**Cc:** Andrew McGregor; 'Ian Todhunter'; 'Randy Ugolini'; Ben Roberts  
**Subject:** Re: Public Consultation - Village of Alton, Main St North & Queen St West EA

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

Hi David, Connor and Andrew,

Thanks for the call today and for giving our comments serious consideration.

As promised here are links to the latest engineering drawing set that was submitted to the MNRF. [Sheets 1-25](#) [Sheets 30-63](#). You will see that the island configuration has changed since the public meeting presentations that we shared with you, but everything else is pretty much the same. The relevant sheets for your purposes are: P.8 General plan, G20 Construction sequencing (pg 10 of 1st pdf - note the temporary construction access points), G32 Excavation & Backfill plan (P.3 of 2nd pdf - note temporary minor encroachment into road boulevard ), G34 Fish Passage details (pg 5 of 2nd pdf), G62 Pedestrian Bridge B details (p 17 of 2nd pdf). I will advise once the formal LRIA approval is received - expected imminently.

And here is a link to the draft [landscape plans](#) that are currently under consideration by the CVC. These were really focussed on the island and in the next round we have asked them to pay closer attention to the Queen Street side, particularly the viewing area next to the old dam. We would also like to add a trail along the edge between Queen and the pond, but only if the second pedestrian crossing will be provided. Otherwise that would be encouraging pedestrians to cross informally, which could be a liability concern. So please advise on that topic so that we can instruct DTAH accordingly.

The westerly pedestrian crossing, where the bridge is located, is shown on the plans and should be included in your plans for sure.

We believe the project will create additional visitor demand and strongly urge it be accommodated through the proposed layby parking. Rather than become a formal partner in the project, the Town said it would take care of the components occurring on it's property as it's contribution. These included quality control for the incoming SWM pipe - which is well underway, and now the laybys and pedestrian crossings would be the second part. I am copying Ben Roberts, of the Economic Development Department here, as he participated in the master plan development on behalf of the Town and can verify this point. In case we didn't include it before, here is a link to the original [master plan document](#) which sets out all the project objectives.

If you have any further questions, please don't hesitate to reach out.

Thanks,

Jordan

On 2020-10-02 4:38 p.m., [jeremy@seatongroup.com](mailto:jeremy@seatongroup.com) wrote:



Hi David and EA project team;

Thank you for sending the link to the EA materials. Further to our conversation yesterday, we have prepared some comments for your review and consideration. See attached pdf. We didn't see an actual deadline for submission and trust this will be received and reviewed by the EA study team.

We would be pleased to meet with you on site or by virtual meeting if you feel further discussion in person would be helpful.

Sincerely;

Jeremy Grant,  
co-founder, Alton Mill Arts Centre  
Village of Alton, in the scenic Caledon Hills

Phone:

Alton Mill: 519-941-9300

Mobile: 519-766-3696

---

**From:** David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>

**Sent:** August 28, 2020 7:18 AM

**To:** [jeremy@seatongroup.com](mailto:jeremy@seatongroup.com); Connor MacIsaac <[cmacisaac@rvanderson.com](mailto:cmacisaac@rvanderson.com)>

**Cc:** Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>; 'Ian Todhunter' <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>; Jordan Grant - Seaton Group <[jordan@seatongroup.com](mailto:jordan@seatongroup.com)>

**Subject:** RE: Public Consultation - Village of Alton, Main St North & Queen St West EA

Hi Jeremy:

The presentation materials are available at the following link:

<https://rvanderson-my.sharepoint.com/:f/p/cmacisaac/EgH2dFmXUzpCngAmEx4IAgoBRIOgWci2luYCTfy0SigAg?e=0Xe0V>  
L

Regards



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**David O'Sullivan, P.Eng, PMP**  
Senior Associate, Project Manager

**P:** (416) 497-8600 ext. 1245  
**C:** (647) 928-5754

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



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---

**From:** [jeremy@seatongroup.com](mailto:jeremy@seatongroup.com) <[jeremy@seatongroup.com](mailto:jeremy@seatongroup.com)>  
**Sent:** Thursday, August 27, 2020 5:33 PM  
**To:** Connor MacIsaac <[cmaclsaac@rvanderson.com](mailto:cmaclsaac@rvanderson.com)>  
**Cc:** Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>; 'Ian Todhunter' <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>; David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>; Jordan Grant - Seaton Group <[jordan@seatongroup.com](mailto:jordan@seatongroup.com)>  
**Subject:** RE: Public Consultation - Village of Alton, Main St North & Queen St West EA

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

Hello;

Thank you for sending the information below.

Please send both my brother Jordan and I any presentation board materials that are available.

Sincerely;

Jeremy Grant,  
co-founder, Alton Mill Arts Centre  
Village of Alton, in the scenic Caledon Hills

Phone:

Alton Mill: 519-941-9300

Mobile: 519-766-3696

---

**From:** Connor MacIsaac <[cmaclsaac@rvanderson.com](mailto:cmaclsaac@rvanderson.com)>  
**Sent:** August 27, 2020 11:13 AM  
**Cc:** Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>; Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>; David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>  
**Subject:** Public Consultation - Village of Alton, Main St North & Queen St West EA

Dear Sir/Madam,

On behalf of the Town of Caledon, **you are invited to the 2<sup>nd</sup> Public Information Centre for the MAIN STREET NORTH & QUEEN STREET WEST (VILLAGE OF ALTON) CLASS ENVIRONMENTAL ASSESSMENT (EA) STUDY.** Given the ongoing COVID-19 pandemic, associated restrictions on public gatherings, and in the interest of public health, all display materials for the second Public Information Centre (PIC) will be made available on the Town of Caledon's project website at: [caledon.ca/notices](http://caledon.ca/notices). Refer to the attached notice for more detail.

The purpose of this online open house is to share information on the identification and evaluation of alternative design options and to receive input from the public on the preferred design solution for improvements to Main Street North and Queen Street West.

**Comments on Queen Street & Main Street EA, Alton, Ontario**  
**Online Public Information Centre #2**  
**Submitted by The Alton Development Inc.**  
**October 2, 2020**

We have received the link to the Queen & Main Street EA Online Public Information Centre #2 material and have several comments. We are a long-standing landowner in the village including owning the Alton Mill Arts Centre, which includes the millpond that directly abuts Queen Street. We have entered into a collaboration agreement with the Alton Millpond Association (AMA) to facilitate the Alton Millpond rehabilitation project and we are also involved in the Heritage Conservation District liaison committee. As such we have a strong interest in the EA process and the ultimate outcome.

Our main comments relate to the preliminary design for Queen Street along the frontage of the millpond.

1. **Parking:** As per slide #7 of the on-line Public Information Centre slide deck, parking is a key element for consideration. Provision has been made for *“additional layby parking only where feasible within the existing right of way”* and **not** *“where required adjacent to businesses and properties without driveways”*.

Layby parking has been recommended on the east side of Main Street between Queen and Mary Streets and the Region has recently installed layby parking in other locations in the village. However, we note that layby parking has so far not been recommended on Queen Street. We submit that parking along Queen Street in limited numbers will help satisfy the overall need for parking in the village and will also contribute to traffic calming.

As a result of the ongoing efforts by the authorities to promote Alton as a tourist destination and once the millpond project is completed, there will be added demand for parking in the Queen Street stretch of the village and to not plan for it now would be extremely shortsighted. Anyone who has visited Ray's Bistro can see that parking is definitely needed in that block, at least on one side.

Furthermore, the Alton Millpond Public Meeting presentation\* of October 24, 2018 included layby parking on the north side of Queen where it abuts the pond (see detail on following page). As illustrated, there is an opportunity to provide two groups of four layby parking spaces (ie. total 8 spaces) either within the existing right of way if room exists, or if needed, supplemented by a widening that could be provided to the Town by our company for such purpose. It will have less of a negative impact on the neighbours across the street than people parking in the roadway or pulling onto the boulevard.

\* while not an official EA process, the public meeting for the Millpond project was publicly advertised in accordance with EA procedures and followed two meetings with the immediate neighbours.



2. **Pedestrian Accommodation:** As per slide #7 of the on-line Public Information Centre slide deck, a 1.5 m sidewalk on the south side only is recommended along Queen Street. The above noted millpond plan includes a pedestrian bridge to link the overall proposed trail system to Queen Street and the sidewalk system (see #4 below). This should be taken into account when planning the sidewalks and road crossings.

There is also the opportunity for a sidewalk or trail on the north side along the frontage of the millpond leading from the bridge connection to a terrace/overlook at the south side of the existing dam, where a future major art/water feature is planned. We have agreed with the AMA to sign a heritage easement which will guarantee public access to the entire millpond property. Therefore if additional land or access is necessary to accommodate a trail or sidewalk, that can be accomplished - details to be worked out.

Because there isn't room for a sidewalk along the entire north side of Queen, the two trail termination points will require two crossings to/from the south side as illustrated above.

3. **Traffic Calming:** As per slide #8, it appears that the focus is on signage, visual elements near the roadway corridor (eg. streetlights, plantings, street furniture) and materials, all of which is positive. Lane narrowing doesn't seem to have been adopted nor has the idea of on-street parking been considered. Both of the techniques would provide natural/behavioural traffic-calming and should be included wherever possible.
4. **Active Transportation Improvements:** as per slide # 10, rest areas with bike racks and benches are proposed at the Alton Millpond and Carriage Square (which we assume is the Village Square). We wholeheartedly support the idea of a rest area and bike rack in front of the millpond. We suggest the bike rack be located near the future bridge crossing.

As shown in the plan below, the Millpond rehabilitation plan includes an overall trail system. As mentioned in #2 above, the overall pedestrian/active transportation plan that is part of this EA should also take into account the future millpond trail and bridge system.

The suggested north-side trail/sidewalk and crossings, combined with the layby parking would also allow for safer and more efficient mail pick up at the Canada Post Community Mailbox that is located in this area. All these elements combined would improve the overall pedestrian connectivity within the village.



5. **Queen and Main Street typical cross sections:** it appears that throughout the entire project barrier curbs are proposed, some with wider gutters (.5 m width) and some with narrow gutters (.25 m width). The current curbs on Queen Street West are mountable curbs and have a soft, village-like feel. Most of Main Street doesn't have any curbs which is very appealing from a visual point of view.

We would like to know why barrier curbs are proposed as we feel that such curbs will not be in keeping with the village character referred to throughout the EA process (eg. slide deck

#12 Streetscape Improvements suggest *“incorporation of non-intrusive design elements for a narrow road allowance that maintains the heritage character of the Village”*.

Quite the opposite, barrier curbs are a very urban feature and we don't think it is the correct standard to be used in the Village of Alton. There are alternative standards that should be looked at, such as [OPSD 600.100](#), a narrow gutter, mountable curb often used on narrow streets.

In conclusion we request that the the EA design be amended to:

1. Provide layby parking in front of the millpond
2. Provision of two pedestrian crossings at the points shown on the millpond project plans
3. a sidewalk and/or trail along the north side of the millpond that connects with the proposed rest area with bike racks and benches, community mailbox and future trail connection to the millpond area and Millcroft trails.
4. Amend curb standard to mountable curbs using the narrowest possible gutter standard (eg. [OPSD 600.100](#))

Aside from the above comments, we commend the study team for recommending measures to reduce stormwater impacts and for proposing an aesthetically pleasing design that is bicycle- and pedestrian-friendly.

Respectively submitted by

The Alton Development Inc.

Jeremy and Jordan Grant  
October 2, 2020

## Connor Maclsaac

---

**From:** Andrew McGregor  
**Sent:** September 22, 2020 9:38 AM  
**To:** Connor Maclsaac; David OSullivan  
**Subject:** FW: Another Comment

**Categories:** Technical Agency Comments

Fyi



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**Andrew McGregor, MCIP, RPP**

Senior Planner, EA & Approvals

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**From:** Mary Cooney <mcooney19@rogers.com>  
**Sent:** September 22, 2020 9:03 AM  
**To:** Andrew McGregor <AMcGregor@rvanderson.com>; P. Eng. Project Manager Ian Todhunter <ian.todhunter@caledon.ca>  
**Cc:** Jesse Cardinal <jessecardinal@gmail.com>  
**Subject:** Another Comment

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

Good morning Andrew and Ian. I hope that you both are doing well.

Last evening we had our first AVA meeting on line since COVID-19 restrictions came into play. We have asked all directors to encourage their neighbours to fill in Comment sheets provided on the Town of Caledon Web Site.

After a brief discussion we also agreed that we would like to encourage you to include on your plans planting trees along our two village streets Main North, and Queen West where possible. This is not only great for our environment, but will enhance and restore the character of our village.

One suggestion is at the Village Square, on the portion next to the street along Queen West, would be a great spot to add trees, along with other areas.

So if you could include this request into your plans, it would be greatly appreciated.

Thanks again for all your help.

Sincerely Mary

Mary Cooney - President Alton Village Association  
1398 Queen Street W  
519.941.1349  
Alton, ON L7K 0C3  
[mcooney19@rogers.com](mailto:mcooney19@rogers.com)

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September 17, 2020

Sally Drummond  
Heritage Resource Officer  
Community Services  
Town of Caledon  
6311 Old Church Road  
Caledon ON L7C 1J6

Dear Sally,

RE: **Municipal 'C' Class** Environmental Assessment, Town of Alton  
Streetscape Improvements: Queen Street West and Main Street North

**OUR FILE: '1038 O'**

---

The purpose of this letter is to provide input on the Phase 2 Environmental Assessment for the reconstruction of Main Street North and Queen Street West (Alton Village) as it relates to cultural heritage resources.

We have reviewed the online Public Information Centre No. 2 Display Boards posted on the Town of Caledon Website. These PIC boards identify on page 2 that "...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." Page 3 of the display boards identify that "...a Hybrid Approach to Corridor Improvements should be implemented, in consideration of... the ongoing Alton Heritage Conservation Districts study."

We have also noted that page 4 of the display boards identifies that feedback received from the August 8, 2019 meeting includes that the project "...needs to retain the Village's country character and heritage feel."

We feel that a balanced approach is necessary in order to preserve the heritage character of Alton along Main Street North and Queen Street West while altering the road and streetscape as part of the EA. This balanced approach should recognize traffic, cyclist and pedestrian safety issues while respecting the special heritage character of Alton.

We have noted that the first phase of the project (i.e. along Queen Street East and Main Street South) has resulted in the use of a standard palate of designs. These designs, including those which may be described as “heritage” design standards do not address the unique scale and history of Alton Village. The use of any type of standard design for heritage areas diminishes the unique heritage character of these communities.

We suggest that the alterations to the road and streetscape along Queen Street West and Main Street North consider the following principles which would assist in a more balanced approach:

- Understand and document the existing built and natural features of these areas, and their associated heritage value. This includes those which are part of the right-of-way as well as those which are located on public/private lands (i.e. adjacent to the road);
- Adopt the principle of avoiding the removal of these features which makeup the special character of Alton. These features are considered non-renewable cultural heritage resources. They cannot be replicated with new materials. The loss of these features would have an adverse impact on the character of the Town.
- In cases where the removal and demolition of existing features of the streetscape cannot be avoided, they should be retained and replaced as existing, or be replaced in-kind (i.e. using salvaged materials or materials which are of the same material, colour, texture, etc.);
- Consider the use of tailor-made design solutions which are unique to Alton and would not be found anywhere else in the Province. These designs should appreciate the existing scale, character and history of Alton. This includes consideration in the design of bridges, light standards, curbs, etc.

We have identified that there are heritage features within the EA study area along the right-of-way (within close proximity of the road) located on both public and private lands. This includes (but is not limited to) a variety of hedges, fences, retaining walls, trees, stone stairs, and others which are characteristic of their own time (i.e. date of construction) and setting. It is important to note that the character of Main Street North is different than that of Queen Street West. Similarly, the character of residential areas is different than that of the commercial core area. Collectively, these features create a very rich impression of streetscape character which has been identified as important to local residents and should be retained wherever possible.

The following list and figures are provided in order to help understand examples of the existing features which make-up the unique character of the streetscape along Main Street North and Queen Street West.

Main Street North:

- Narrow street with sidewalk at the east side only;
- Entrances to side streets off Main Street;
- Grass boulevard;
- Gardens, vegetation, trees, and landscape features located on private lands;
- Modest scale of curbs, sidewalks, and other built features which are part of the streetscape;
- Diversity along the edge of the road;
- Scenic views of Shaw's Creek from the bridge; and
- Naturalized plantings and mature trees which are indicative of valley lands and streams, including the area located at the west side of Main Street North (north of the bridge).



Figures 1 & 2: (left) View of stone wall at 19876 Main Street North, (right) View of 19876 Main Street North and split rail fence located adjacent to Nicholas Street. (MHBC, 2020)



Figures 3 & 4: (left) View of stone wall at 19871 Main Street North noting low rail fence and garden, (right) View of bridge north of the intersection of Main Street and Queen Street noting presence of naturalized vegetation at the west side of Main Street (MHBC, 2020)



Figures 5 & 6: (left) View of 19980 Main Street North noting permeable surfaces/driveway adjacent to the street, (right) View of 19897 Main Street noting ditch (MHBC, 2020)



Figure 7: View of 19852 Main Street North and vegetation within close proximity to the street, (MHBC, 2020)

#### Queen Street West:

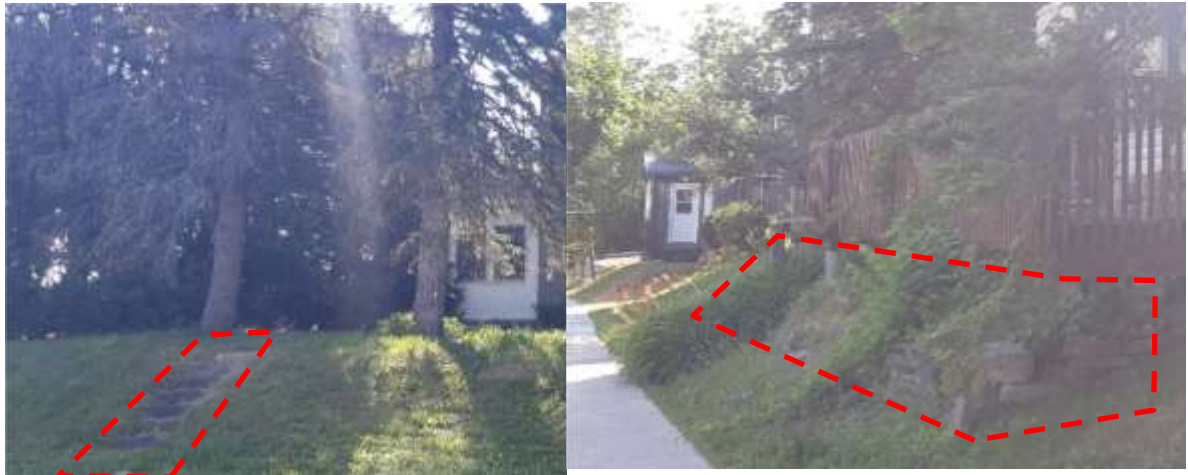
- Narrow streets with sidewalk on the south side only;
- Entrances to side streets off Queen Street;
- Naturalized vegetation at the north side of Queen Street (across from municipal parking lot);
- Grass boulevard;
- Gardens, vegetation, trees, and landscape features located on private lands;
- Stone stairs, retaining walls, fences, vegetation and landscaped areas located on private lands;
- Modest scale of curbs, sidewalks, and other built features which are part of the streetscape; and
- Features of the Carriage Works dry stone wall located at the Municipal Square within close proximity to the street (1447 Queen Street West).



Figures 8 & 9: (left) View of dry stone walls located at 1447 Queen Street West (Carriage Works Park) located within close proximity to the street (right) View of stairs and stone pathway at 1401 Queen Street West, (MHBC, 2020)



Figures 10 & 11: (left) View of stone wall at 1387 Queen Street West, (right) View of stone steps at 1387 Queen Street West adjacent to the street (MHBC, 2020)



Figures 12 & 13: (left) View of 1379 Queen Street West noting stone stairs and landscaped open space accommodating for the change in grade, (right) View of 1375 Queen Street West and stone retaining wall, (MHBC, 2020)



Figures 5 & 6: (left) View Alton Mill Arts Centre and mill pond looking north-east from Queen Street West noting grass boulevard with naturalized vegetation and mature trees, (MHBC, 2020)

Please note that the images and examples provided in this letter provide *only a selection* of the existing features of the streetscape which makeup the heritage character of Alton Village. The variety, textures, materials, and other aspects of these features are important to the streetscape and should be retained and enhanced where possible.

Sincerely,

A handwritten signature in black ink, appearing to read "Vanessa Hicks". The signature is fluid and cursive, with a large initial 'V'.

Vanessa Hicks  
*Senior Heritage Planner*  
MHBC

*cc. Dan Currie*  
*cc. Wendy Shearer*  
*cc. Peter Stewart*



Connor MacIsaac

---

From: Slaght, Tyler <Tyler.Slaght@cvc.ca>  
Sent: December 14, 2020 3:28 PM  
To: David OSullivan  
Cc: Ian Todhunter; Andrew McGregor; Connor MacIsaac  
Subject: RE: [External] RE: 184339-Alton Main Street North and Queen Street West

Categories: Technical Agency Comments

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

Hi David,

Please consider the following comments as high level and note that additional comments may be provided once additional information is made available.

1. Please note that portions of Queen Street's study area are located within the floodplain associated with the neighboring Shaw's Creek. The proposed road reconstruction should not be proposing significant fill within this section of road without further justification and analysis to demonstrate no offsite impacts. Please note that if the changes to the road result in offsite impacts, the proposed changes will not be supported. The EA should note this for detailed design.
2. The following are comments related to existing and proposed drainage patterns within the study limits:
  - a. Please provide additional details related to existing and proposed drainage conditions, specifically related to the location of the outfalls and drainage areas contributing to these outfalls (outfalls noted within Tables 1 and 2 of the EA).
  - b. The drainage report makes reference to maintaining a portion of Main Street as a rural road cross-section under proposed conditions. Please provide additional details within the report drawings illustrating the location of these urban and rural road cross-sections along Main Street.
  - c. The drainage report makes reference to road stations, however; there does not appear to be any figures/drawings within the drainage report illustrating this. Please provide a drawing within the drainage report with road stations referenced.
  - d. Please provide additional details related to major and minor drainage patterns under existing and proposed conditions. Based on details provided within the drainage report, significant changes to the Main Street drainage patterns are being proposed. Table 2 within the drainage report appears to be suggesting that major flows from the proposed urbanized Main Street are being directed towards the outlet at Station 9+970. Please confirm.
3. Based on details provided within the drainage report, significant changes to the Main Street drainage patterns are being proposed. The redirecting of 4 ha of roadway directly

outletting to the watercourse has the potential to accelerate the rate of erosion and flooding within Shaw's Creek. The following are comments related to the potential impacts to the erosion and flood hazards associated with the proposed changes in the Main Street drainage patterns:

- a. Please provide additional justification for the proposed changes in drainage patterns along Main Street. Please confirm whether there is an opportunity to better maintain drainage patterns (compared to existing conditions) while still maintaining the urban road cross-section.
  - b. The proposed change to the Main Street drainage patterns increases runoff being directed towards the main branch of Shaw's Creek (at Station 9+970). An erosion risk assessment is required in support of the proposed changes to Main Street to demonstrate that the proposed drainage alterations do not impact the erosion rates within the watercourse when compared to existing conditions. Please refer to the following link for additional information:  
[https://cvc.ca/wp-content/uploads/2015/05/CVC-Fluvial-G-Guide\\_April-2015.pdf](https://cvc.ca/wp-content/uploads/2015/05/CVC-Fluvial-G-Guide_April-2015.pdf)  
Please note that erosion controls may be required to mitigate for the proposed changes in erosion rates.
  - c. The proposed change to the Main Street drainage patterns increases peak flows being directed towards the main branch of Shaw's Creek (at Station 9+970). Additional analysis and discussion is required within the EA to demonstrate that the proposed changes in Main Street's drainage patterns do not result in offsite impacts due to flooding.
    - i. As noted within the drainage report, flood controls (post development to pre-development conditions) will be required in support of the proposed changes.
    - ii. Please confirm whether the proposed changes in flows directed to Shaw's Creek were incorporated into CVC's approved HEC-RAS model for Shaw's Creek. If changes were made to the original model, please provide any proposed conditions model for review and approval.
4. Section 5.2 of the drainage report notes that hydrologic analysis was completed under existing and proposed conditions (illustrated in Tables 1 and 2 of the EA). Please provide the model/analysis for file and review.
  5. Based on details provided within the drainage report, Main Street's study limit encompasses an existing bridge crossing associated with Shaw's Creek. Please confirm whether any bridge works will be required and whether any work is required within the vicinity of the existing bridge for the proposed outfall at Station 9+970 (Shaw's Creek Bridge outlet). Please provide additional discussion within the EA document relating to any proposed changes to the existing bridge structure.
  6. The following are comment related to the stormwater management concepts provided within Section 3 of the drainage report:
    - a. The drainage report makes reference to SWM drawings within Appendix A of the report, however; there are no conceptual SWM drawings provided. Please provide.
    - b. Table 3 within the EA does provide discussion related to water quantity controls to mitigate increased peak flows generated by the Main Street road urbanization. It is unclear whether there is sufficient space to accommodate for stormwater management controls within the existing road ROW. Please provide conceptual analysis/ sizing

calculations to demonstrate that the proposed LIDs will be feasible given the space constraints.

- c. Please note that in accordance with CVC's Stormwater Management Guideline (August 2012), an OGS unit operating as a stand-alone treatment measure is capable of achieving a TSS removal efficiency of 50% (OGS units cannot be a stand alone water quality control for enhanced treatment) and should be used as part of a multi-component (treatment train) approach to achieve enhanced quality control.
- d. Please note erosion controls may be required as part of the overall SWM strategy for the Main Street road urbanization and changes to the drainage patterns.

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

Regards,

Tyler Slaght, RPP  
Regulations Officer | Credit Valley Conservation  
905-670-1615 ext 406 | C: 647-286-7427 | 1-800-668-5557  
[tyler.slaght@cvc.ca](mailto:tyler.slaght@cvc.ca) | [cvc.ca](http://cvc.ca)

Please be advised that I am currently working remotely and can be reached at 647-286-7427.

---

From: David OSullivan <dosullivan@rvanderson.com>  
Sent: Tuesday, December 1, 2020 8:00 AM  
To: Slaght, Tyler <Tyler.Slaght@cvc.ca>  
Cc: Ian Todhunter <Ian.Todhunter@caledon.ca>; Andrew McGregor <AMcGregor@rvanderson.com>; Connor MacIsaac <cmaclsaac@rvanderson.com>  
Subject: RE: [External] RE: 184339-Alton Main Street North and Queen Street West

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Thanks Tyler,

We will be providing the EIS shortly, there were some changes to the north end of the project that are currently being implemented.

Yes, you will be circulated the draft ESR. We could incorporate your comments at that time as well.

Regards



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**David O'Sullivan, P.Eng., PMP**

Senior Associate

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---

From: Slaght, Tyler <[Tyler.Slaght@cvc.ca](mailto:Tyler.Slaght@cvc.ca)>  
Sent: Tuesday, December 1, 2020 7:57 AM  
To: David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>  
Cc: Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>; Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>; Connor MacIsaac <[cmaclsaac@rvanderson.com](mailto:cmaclsaac@rvanderson.com)>  
Subject: RE: [External] RE: 184339-Alton Main Street North and Queen Street West

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Hi David,

In your email from November 12 you mentioned that we would be circulated on an EIS however we have not received it. Additionally we would normally be circulated on the full draft ESR. At this time we are intending to complete the review and provide comments on the SWM report that was circulated.

My schedule is fairly open next week in the afternoon between Tuesday and Friday. I'm not anticipating that technical staff will need to be involved in the discussion about the alton mill pond.

Regards,

Tyler Slaght, RPP  
Regulations Officer | Credit Valley Conservation  
905-670-1615 ext 406 | C: 647-286-7427 | 1-800-668-5557  
[tyler.slaght@cvc.ca](mailto:tyler.slaght@cvc.ca) | [cvc.ca](http://cvc.ca)

Please be advised that I am currently working remotely and can be reached at 647-286-7427.

---

From: David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>  
Sent: Tuesday, December 1, 2020 6:02 AM  
To: Slaght, Tyler <[Tyler.Slaght@cvc.ca](mailto:Tyler.Slaght@cvc.ca)>  
Cc: Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>; Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>; Connor MacIsaac <[cmaclsaac@rvanderson.com](mailto:cmaclsaac@rvanderson.com)>  
Subject: [External] RE: 184339-Alton Main Street North and Queen Street West

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Hi Tyler,

Can you please confirm if the CVC has any further comments to the Alton Main Street North and Queen Street West EA?

If you do, please provide them within the next week or two, as we are planning to issue our Notice of Study Completion soon.

Also, would you be available to discuss the Millpond Development and the status of this development. The developers have proposed adding crosswalks to future pathways and layby parking next to the pond, and we would like to discuss the status of the proposed development, and the CVC's position on how this request should be addressed in the ESR. What is your availability next week and the week after?

Thanks



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**David O'Sullivan, P.Eng., PMP**

Senior Associate

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---

From: David OSullivan

Sent: Thursday, November 12, 2020 4:23 PM

To: Slaght, Tyler <[Tyler.Slaght@cvc.ca](mailto:Tyler.Slaght@cvc.ca)>

Cc: Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>; Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>; Connor MacIsaac <[CMacIsaac@rvanderson.com](mailto:CMacIsaac@rvanderson.com)>

Subject: 184339-Alton Main Street North and Queen Street West

Tyler,

Please follow the link below for the updated drawings and SWM report for the Alton Village Main Street North and Queen Street West Class EA.

 [Alton Village EA - CVC Submission](#)

Please provide any comments or concerns that you may have.

I am available to meet by teleconference if you would like to have further discussion regarding this project.

We will have a natural environmental Impact Assessment ready to share with you shortly, which I will forward to you when ready.

Best Regards,



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**David O'Sullivan, P.Eng., PMP**

Senior Associate

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Connor MacIsaac

---

From: David OSullivan  
Sent: December 14, 2020 2:13 PM  
To: Slaght, Tyler  
Cc: Ian Todhunter; Andrew McGregor; Connor MacIsaac  
Subject: 184339-Draft Impact Assessment  
Attachments: Draft NHR Impact Assessment ver. 1.pdf

Tyler,

Please see attached draft Natural Heritage Impact Assessment Report for Alton Main Street North and Queen Street West. Please provide any comments to the report that you may have.

Regards



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**David O'Sullivan, P.Eng., PMP**

Senior Associate

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Connor MacIsaac

---

From: David OSullivan  
Sent: January 18, 2021 5:50 PM  
To: Slaght, Tyler  
Cc: Ian Todhunter; Andrew McGregor; Connor MacIsaac; Matthew de Wit  
Subject: 184339-Wetland at Margaret Street  
Attachments: 184339 - Margaret Street Wetland.pdf

Tyler,

As requested, please see attached memorandum that describes the impacts to flows into the Wetland on Margaret Street arising from our proposed design for Main Street in the preferred alternative design.

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

Regards



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**David O'Sullivan, P.Eng., PMP**

Senior Associate

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## MEMORANDUM

**TO:** David O’Sullivan **RVA:** 184339  
**FROM:** Matt de Wit  
**DATE:** 18/01/2021  
**SUBJECT:** Alton Village Phase 3 – Flows to Wetland at Margaret Street

---

As part of the Alton Village Phase 3 streetscaping and urbanization project, Main Street is proposed to be urbanized from Queen Street, north to Mary Street. The proposed urbanization includes new storm sewers which will convey collected road drainage directly to Shaw’s Creek. These proposed sewers will change existing drainage patterns, as currently road drainage is conveyed via roadside ditches to outlets at Margaret Street and Shaw’s Creek.

Under existing conditions, a wetland north of Margaret Street is fed by both the road drainage and external drainage areas, which are conveyed across Main Street via existing culverts. Under proposed conditions these culverts will remain, and continue to convey the external drainage, maintaining the existing wetland. Table 1 summarizes the proposed impact on flows and volume to the existing wetland. Flows and volumes would decrease under proposed conditions as the road drainage portion would be conveyed via sewers past the outlet.

Storm	Peak Flow (cms)		Volume (m3)	
	Existing	Proposed	Existing	Proposed
2-yr	0.129	0.043	772	368
5-yr	0.369	0.195	3377	2411
10-yr	0.546	0.304	5074	3804
25-yr	0.819	0.492	7893	6154
50-yr	1.026	0.636	9832	7782
100-yr	1.265	0.808	12052	9653



Connor MacIsaac

---

To: David OSullivan  
Cc: Andrew McGregor; Matthew de Wit  
Subject: RE: Alton EA - Natural Heritage Report

---

From: Slaght, Tyler <[Tyler.Slaght@cvc.ca](mailto:Tyler.Slaght@cvc.ca)>  
Sent: Tuesday, January 19, 2021 3:04 PM  
To: David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>  
Cc: Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>; Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>; Connor MacIsaac <[cmaclsaac@rvanderson.com](mailto:cmaclsaac@rvanderson.com)>; Matthew de Wit <[MdeWit@rvanderson.com](mailto:MdeWit@rvanderson.com)>  
Subject: Suspicious Link Found In the Email: Alton EA - Natural Heritage Report

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Hi David,

CVC staff have reviewed the Draft Natural Heritage Report. At this time, we have not reviewed the supplementary memo regarding the wetland on Margaret Street and we will advise if we have any concerns once it has been reviewed. The following comments are provided for your consideration.

1. The Natural Heritage Report indicates that only indirect aquatic impacts may occur as a result of the proposed work which do not involve in-water works. The following comments are related to potential in water works.
  - a. The Natural Heritage Report indicates the Main Street bridge will be rehabilitated (section 3.0); please provide more details on the proposed rehabilitation work. The natural heritage report should provide a discussion of the impacts this undertaking may have on Shaw's Creek and the aquatic habitat it supports and how impacts will be mitigated.
  - b. The Stormwater Drainage Design Brief indicates a new outfall is proposed to Shaw's Creek (page 10). The natural heritage report should provide a discussion of the impacts this infrastructure will have on Shaw's Creek including impacts to its bed, banks and riparian areas and discuss how impacts will be mitigated.
2. The Natural Heritage Report does not include a discussion of significant wildlife habitat (SWH) features within the study area. CVC has confirmed SWH mapping for this area including within the right-of-way at the intersection of Main and Queen street. The Natural Heritage report should characterize the existing conditions of the study area which should include a discussion of SWH. The report should further investigate the potential impacts the projects will have on SWH features and propose mitigation.

3. Based on the provided plan and profile drawings there are several areas where opportunities to reduce grading limits into natural features should be reviewed. Peel Core Greenland occurs near 8+500 – 8+800 and the Shaw's Creek regulated valley occurs near 9+930 – 9+980. The Natural Heritage report also indicates 0.04 ha of meadow marsh will be impacted, grading in this location should be revised to reduce removals of wetland. Currently proposed grading limits will result in direct impacts to these features. Grading limits should be reduced to minimize impacts to these features. Additionally, the following areas should also be reviewed to reduced grading limits within natural areas 8+280 – 8+340; 8+560; 8+920 – 9+010. During detailed design grading limits should be reduced adjacent to natural features wherever feasible.
4. The Natural Heritage report recommends restoration and compensation to offset ecological impacts resulting from the proposed works. A robust restoration and compensation plan should be developed once project details and impacts have been quantified. Restoration plans should include only common native species, seed mixes and cover crops selected from the [CVC Plant Selection Guideline](#) (CVC 2018). Compensation should follow recommendations in the [CVC Ecosystem Offsetting Guideline](#). Tree replacement based on diameter at breast height ratios is satisfactory for this project. Commitments should be made to develop a satisfactory restoration and compensation plan that demonstrates an ecological gain during detailed design.
5. The Natural Heritage Report indicates that after self assessment it was determined that a review under the *Fisheries Act* will not be required for this project, however the self assessment method is no longer being used by Fisheries and Oceans Canada. Given that works are proposed in or near water, it is the responsibility of the proponent to ensure that works, undertakings or activities do not cause the death of fish or cause the harmful alteration, disruption or destruction of fish habitat under the *Fisheries Act*. Please review the complete list of measures to avoid harm at <http://www.dfo-mpo.gc.ca/pnw-ppe/measures-mesures-eng.html> and implement those that are applicable to the proposed work. If it is not possible to avoid or mitigate impacts, proponents can submit a request for review form to their region's Fish and Fish Habitat Protection Program office (contact info: [fisheriesprotection@dfo-mpo.gc.ca](mailto:fisheriesprotection@dfo-mpo.gc.ca) or 1 855 852-8320). Please refer to the Fisheries and Oceans Canada (DFO) website for additional information.
6. Due to the presence and potential for Species at Risk to occur within the project area it is recommended that the proponent should contact the Ministry of Environment Conservation and Parks ([sarontario@ontario.ca](mailto:sarontario@ontario.ca)) to discuss potential permitting requirements under the *Endangered Species Act*.
7. The Natural Heritage report indicates no trees were inventoried that have potential to provide suitable habitat for bats. Please provide details on the protocol methodology used to make this determination including the dates of the surveys completed.

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

Regards,

Tyler Slaght, RPP

Regulations Officer | Credit Valley Conservation

905-670-1615 ext 406 | C: 647-286-7427 | 1-800-668-5557

[tyler.slaght@cvc.ca](mailto:tyler.slaght@cvc.ca) | [cvc.ca](http://cvc.ca)

Please be advised that I am currently working remotely and can be reached at 647-286-7427.

## Connor Maclsaac

---

**From:** Slaght, Tyler <Tyler.Slaght@cvc.ca>  
**Sent:** June 28, 2021 11:03 AM  
**To:** Matthew de Wit  
**Cc:** David OSullivan; Ian Todhunter; Andrew McGregor; Connor Maclsaac  
**Subject:** RE: [External] RE: Alton EA - Main & Queen Streets

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Hi Matthew,

Thank you for the information. We still have outstanding concerns and would suggest a meeting with the appropriate RV Anderson and Town staff to discuss this. We feel that having a chat will result in clear path forward to wrap this up.

Regards,

I'm working remotely. The best way to reach me is by email, mobile phone or Microsoft Teams.

**Tyler Slaght** | RPP |

Senior Regulations Officer, Planning and Development Services | Credit Valley Conservation  
905-670-1615 ext 406 | M: 647-286-7427  
[tyler.slaght@cvc.ca](mailto:tyler.slaght@cvc.ca) | [cvc.ca](http://cvc.ca)



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**From:** Matthew de Wit <MdeWit@rvanderson.com>  
**Sent:** Monday, June 21, 2021 3:14 PM  
**To:** Slaght, Tyler <Tyler.Slaght@cvc.ca>  
**Cc:** David OSullivan <dosullivan@rvanderson.com>; Ian Todhunter <Ian.Todhunter@caledon.ca>; Andrew McGregor <AMcGregor@rvanderson.com>; Connor Maclsaac <cmaclsaac@rvanderson.com>  
**Subject:** [External] RE: Alton EA - Main & Queen Streets

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Hello Tyler,

Please see below for our responses to CVC's comments. I've also attached the fluvial report that was completed as part of Alton Village Phase 2 works for the Main Street bridge over Shaw's Creek.

Thanks,



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**Matt de Wit, P.Eng**

Project Engineer

**P:** (416) 497-8600 ext. 1244

**C:** (519)-719-7644

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---

**From:** David OSullivan

**Sent:** Friday, June 11, 2021 2:09 PM

**To:** Matthew de Wit <[MdeWit@rvanderson.com](mailto:MdeWit@rvanderson.com)>

**Cc:** Connor MacIsaac <[CMaIsaac@rvanderson.com](mailto:CMaIsaac@rvanderson.com)>; Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>

**Subject:** FW: Alton EA - Main & Queen Streets

Matt:

Please see comments from CVC below, with LGL's comments and my preliminary thoughts noted. Please update to make this ready to submit to CVC. Please have Andrew McGregor proofread and send it though in my absence. Comments are in [blue](#).



**David O'Sullivan, P.Eng, PMP**

SENIOR ASSOCIATE

t 416 497 8600 ext. 1245 | m 647 928 5754

a 2001 Sheppard Avenue East, Suite 300, Toronto, ON M2J 4Z8



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SUMMER HOURS: RVA celebrates the summer season from June 4th to September 3rd. Our offices will be closed at 2 PM each Friday.

---

**From:** Slaght, Tyler <[Tyler.Slaght@cvc.ca](mailto:Tyler.Slaght@cvc.ca)>

**Sent:** Thursday, June 10, 2021 12:29 PM

**To:** David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>

**Cc:** Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>

**Subject:** Alton EA - Main & Queen Streets

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Hi David,

Credit Valley Conservation (CVC) staff have reviewed the submission and provide the following comments. CVC staff continue to have concerns with the feasibility of being able to meet the storm water management criteria. A meeting to discuss further is recommended.

## **Engineering**

1. Please note that portions of Queen Street's study area are located within the floodplain associated with the neighboring Shaw's Creek. The proposed road reconstruction should not be proposing significant fill within this section of road without further justification and analysis to demonstrate no offsite impacts. Please note that if the changes to the road result in offsite impacts, the proposed changes will not be supported. The EA should note this for detailed design.

No significant fill is proposed within the floodplain of Shaw's creek along Queen Street. The proposed design generally matches the existing road profile along Queen Street.

2. The following are comments related to existing and proposed drainage patterns within the study limits:
  - a. Please provide additional details related to major and minor drainage patterns under existing and proposed conditions. Based on details provided within the EA, significant changes to the Main Street drainage patterns are being proposed. Please confirm major/minor drainage and flow pathways. Please confirm whether road runoff will be conveyed towards Shaw's Creek without bypassing.

Additional details will be added to the report. Minor and Major flows from the urbanized portion of Main Street are proposed to discharge to Shaw's Creek. Please see response to comment 3. (a) for more details.

3. Based on details provided within the SWM Design Brief (RVA, dated April 23, 2021), and the EA (RVA, dated March 2021), significant changes to the Main Street drainage patterns are being proposed. The redirecting of 4 ha of roadway directly outletting to the watercourse has the potential to accelerate the rate of erosion and flooding within Shaw's Creek. The following are comments related to the potential impacts to the erosion and flood hazards associated with the proposed changes in the Main Street drainage patterns:
  - a. Please provide additional justification for the proposed changes in drainage patterns along Main Street. Please confirm whether there is an opportunity to better maintain drainage patterns (compared to existing conditions) while still maintaining the urban road cross-section.

Proposed changes to minor drainage patterns along Main Street include bypassing the existing outlet at Mary Street via the proposed storm sewer along Main Street. This will direct additional drainage area directly to Shaw's Creek. This proposed change was made to alleviate existing flooding that occurs along Mary Street and at the wetland at the northeast corner of Main Street and Mary Street. No negative impacts to the overall creek are anticipated from this change as the existing drainage area proposed to be diverted connects to Shaw's Creek approximately 200m downstream of the Main Street bridge. This change in discharge location is negligible given the over scale of the watershed and the watershed drainage area at this location.

- b. The proposed change to the Main Street drainage patterns increases runoff being directed towards the main branch of Shaw's Creek (at Station 9+970). An erosion risk

assessment is required in support of the proposed changes to Main Street to demonstrate that the proposed drainage alterations do not impact the erosion rates within the watercourse when compared to existing conditions. Please refer to the following link for additional information:

[https://cvc.ca/wp-content/uploads/2015/05/CVC-Fluvial-G-Guide\\_April-2015.pdf](https://cvc.ca/wp-content/uploads/2015/05/CVC-Fluvial-G-Guide_April-2015.pdf)

Please note that erosion controls may be required to mitigate for the proposed changes in erosion rates.

A fluvial study was complete previously as part of Alton Phase 2 for this section of Shaw's Creek, and additional studies have been completed as part of development works. Specific erosion control measures will be designed during the detailed design phase of this project, but will include erosion protection matting, or flow spreading at the Main Street outlet to mitigate any possible erosion at the outlet. Additionally the proposed increase in flows are less than 1% of the flows in Shaw's Creek under small storm conditions and represent a negligible increase in possible erosion and peak flow.

4. The updated SWM report (RVA, dated April 23, 2021) and the EA notes that hydrologic analysis was completed under existing and proposed conditions (illustrated in Tables 1 and 2 of the SWM Design Brief). Please provide the model/analysis for file and review.

Will provide.

5. The following are comment related to the stormwater management concepts provided within the SWM Design Brief (RVA, dated April 23, 2021):
  - a. The SWM report did not include an author and the analysis was not signed and sealed by a qualified professional engineer. Please finalize the report. The finalized report is to be signed and sealed by a qualified professional engineer.

Will provide.

- b. The proposed change to the Main Street drainage patterns increases peak flows being directed towards the main branch of Shaw's Creek (at Station 9+970). Addition analysis and discussion is required within the supporting SWM Brief to demonstrate that the proposed changes in Main Street's drainage patterns do not result in offsite impacts due to flooding. Appendix A for the SWM Brief includes SWM drawings within the report, however; the drawings do not appear to include any water quantity controls and erosion controls within these drawings. Please include conceptual SWM designs within these drawings to demonstrate the feasibility of the LID features proposed within Table 3 of the SWM report. Please confirm the storage volume required to meet water quantity controls criteria for the above noted area.

Additional discussion will be added to the report. Changes in drainage patterns along Main Street will reduce flooding along Mary Street and at the existing wetland. The proposed storm sewer will bypass road drainage from Main Street to Shaw's Creek via the proposed storm sewers. No quantity controls are proposed for the sewer along Main Street as the increase in peak flows is minor relative to the flows within the creek (less than 1% increase) and it was previously agreed that quantity controls would not be necessary.

- c. Table 3 within the SWM Design Brief (RVA, dated April 23, 2021) does not provide discussion related to water quantity controls to mitigate increased peak flows generated by the Main Street road urbanization. It is unclear whether there is

sufficient space to accommodate for stormwater management controls within the existing road ROW and the storage volume required to meet quantity control criteria (post to pre-development controls). Please provide conceptual analysis/ sizing calculations to demonstrate that the proposed LIDs will be feasible given the space constraints.

No quantity controls are proposed for the project as it was previously agreed that they would not be necessary due to the minor increase in peak flows relative to Shaw's Creek, less than a 1% increase at the outlet point.

- d. Based on details provided within the SWM Design Brief (RVA, dated April 23, 2021), enhanced water quality control is proposed to be met through the use of OGS units, CB shields and enhanced grass swales. Table 3 notes that there is insufficient space to implement enhanced grass swales within the urban cross-sections of Main Street. Please confirm whether there is sufficient room for enhanced grass swales associated with the proposed storm sewer associated with the proposed Shaw's Creek outfall.

Enhanced grass swales are not currently proposed for the Main Street Shaw's Creek outfall, through some may be added at the discharge location as part of detailed design, depending upon proposed erosion protection.

- e. Please note erosion controls will be required as part of the overall SWM strategy for the Main Street road urbanization and changes to the drainage patterns.

Erosion controls will be design as part of the detailed design.

6. Based on details provided within the municipal class environmental assessment completed by RVA, dated March 2021, the Main Street bridge is proposed to be rehabilitated as part of the proposed road works. The EA is suggesting that the bridge deck will be rehabilitated and widened to accommodate a wider sidewalk and bike lane. Please note that bridge works are to account for and respect the natural hazards associated with Shaw's Creek. The bridge rehabilitation and widening works should be evaluated during the EA process to ensure the bridge rehabilitation works have no impacts on the natural hazards to facilitate these works.

Bridge deck widening will be provided by a 600mm cantilever that is attached to the bridge structure itself.

Impacts to grading limits beyond the bridge on the North side are shown in the preliminary design drawings.

There are no impacts south of the bridge as no changes are proposed for the existing sidewalk and the Main and Queen intersection, which was recently reconstructed by the Region of Peel in 2019.

## **Ecology**

1. The Stormwater Drainage Design Brief indicates that there is a wetland feature near the corner of Margaret and Main Street which currently receives baseflow via a 750mm culvert with a drainage area of 27.4ha. Approximately 4ha of drainage is proposed to be diverted away (>10% drainage area) from the wetland feature and directed directly towards Shaw's Creek. This feature and the impact of changes to drainage was not discussed in the Natural Heritage Report. The design should ensure the water balance of this feature is not be significantly impacted by the proposed work. Since changes to the drainage are proposed the natural heritage report should be updated to characterize the feature (including wildlife usage) and evaluate its sensitivity as per the TRCA Wetland Water Balance Risk Evaluation. The report should discuss how impacts have be avoided or mitigated to ensure wetland function is maintained.



We never looked at this “feature” because it was outside of the Study Area. At the time LGL carried out their field work, there was no cause for concern regarding this lot on Margaret St. (which is approximately 60 m away from Main St.) so it was never assessed. Looking at this wetland (which, from the street view is a depression filled in with cattails) it likely does not have a significant function for wildlife in there area given that it’s situated inside a neighbourhood which is surrounded by large expanses of natural areas.

Base flows will be maintained to this wetland from the large external drainage area which will continue to discharge to the wetland via the existing culvert. This wetland currently floods regularly and the road drainage diversion is proposed to alleviate this flooding.

2. The Natural Heritage Report indicates that only indirect aquatic impacts may occur as a result of the proposed work which do not involve in-water works. The following comments are related to potential in water works.
  - a. The Natural Heritage Report indicates the Main Street bridge will be rehabilitated (section 3.0); please provide more details on the proposed rehabilitation work. The natural heritage report should provide a discussion of the impacts this undertaking may have on Shaw’s Creek and the aquatic habitat it supports and how impacts will be mitigated. **Addressed, to be discussed further at detailed design.**  
Item Closed.
  - b. The Stormwater Drainage Design Brief indicates a new outfall is proposed to Shaw’s Creek (page 10). The natural heritage report should provide a discussion of the impacts this infrastructure will have on Shaw’s Creek including impacts to its bed, banks and riparian areas and discuss how impacts will be mitigated. **Partially addressed, the report acknowledges the location of the outfall but not any specific impacts. The natural heritage report indicates that there may be an opportunity to implement mitigation measures to prevent thermal impacts. This is to be carried forward through for detailed design or discussed further at the requested meeting.** We cannot progress the design the outfall at this time because it’s in a conceptual state. Input to the design that incorporate potential impacts to the natural environment can be done at detailed design. **The proposed outlet at Shaw’s Creek is not a new outlet, it is an expansion of the existing CB outlet at this location. Report will be revised.**
1. The Natural Heritage Report does not include a discussion of significant wildlife habitat (SWH) features within the study area. CVC has confirmed SWH mapping for this area including within the right-of-way at the intersection of Main and Queen street. The Natural Heritage report should characterize the existing conditions of the study area which should include a discussion of SWH. The report should further investigate the potential impacts the projects will have on SWH features and propose mitigation. **Addressed, site restoration will be reviewed at detailed design, any plantings are to be common native species.**  
Item Closed.

2. Based on the provided plan and profile drawings there are several areas where opportunities to reduce grading limits into natural features should be reviewed. Peel Core Greenland occurs near 8+500 – 8+800 and the Shaw’s Creek regulated valley occurs near 9+930 – 9+980. The Natural Heritage report also indicates 0.04 ha of meadow marsh will be impacted, grading in this location should be revised to reduce removals of wetland. Currently proposed grading limits will result in direct impacts to these features. Grading limits should be reduced to minimize impacts to these features. Additionally, the following areas should also be reviewed to reduced grading limits within natural areas 8+280 – 8+340; 8+560; 8+920 – 9+010. During detailed design grading limits should be reduced adjacent to natural features wherever feasible. **Drawings to verify this have not been provided.**  
Item Closed.
3. The Natural Heritage report recommends restoration and compensation to offset ecological impacts resulting from the proposed works. A robust restoration and compensation plan should be developed once project details and impacts have been quantified. Restoration plans should include only common native species, seed mixes and cover crops selected from the [CVC Plant Selection Guideline](#) (CVC 2018). Compensation should follow recommendations in the [CVC Ecosystem Offsetting Guideline](#). Tree replacement based on diameter at breast height ratios is satisfactory for this project. Commitments should be made to develop a satisfactory restoration and compensation plan that demonstrates an ecological gain during detailed design. **Addressed, to be carried over to detailed design.**  
Item Closed.
4. The Natural Heritage Report indicates that after self assessment it was determined that a review under the *Fisheries Act* will not be required for this project, however the self assessment method is no longer being used by Fisheries and Oceans Canada. Given that works are proposed in or near water, it is the responsibility of the proponent to ensure that works, undertakings or activities do not cause the death of fish or cause the harmful alteration, disruption or destruction of fish habitat under the *Fisheries Act*. Please review the complete list of measures to avoid harm at <http://www.dfo-mpo.gc.ca/pnw-ppe/measures-mesures-eng.html> and implement those that are applicable to the proposed work. If it is not possible to avoid or mitigate impacts, proponents can submit a request for review form to their region's Fish and Fish Habitat Protection Program office (contact info: [fisheriesprotection@dfo-mpo.gc.ca](mailto:fisheriesprotection@dfo-mpo.gc.ca) or 1 855 852-8320). Please refer to the Fisheries and Oceans Canada (DFO) website for additional information. **Addressed, to be carried over to detailed design.**  
Item Closed.
5. Due to the presence and potential for Species at Risk to occur within the project area it is recommended that the proponent should contact the Ministry of Environment Conservation and Parks ([sarontario@ontario.ca](mailto:sarontario@ontario.ca)) to discuss potential permitting requirements under the *Endangered Species Act*. **Addressed, to be carried over to detailed design.**

Item Closed.

6. The Natural Heritage report indicates no trees were inventoried that have potential to provide suitable habitat for bats. Please provide details on the protocol methodology used to make this determination including the dates of the surveys completed.

- a. Based on the updated Natural Heritage Report there is a new outfall proposed at the north west corner of the existing Shaw's Creek bridge. This area is mapped as a deciduous forest community which has potential to support bat material roost SWH. Please confirm the methodology of the tree inventory taken and if the tree inventory included the area of the proposed outlet location. **Comment not addressed, the area of concern is the FOD woodland around Shaw's Creek on the west side of the bridge however it has been classified as CUW but based on airphoto canopy coverage would be >60% pushing this into FOD category which can be SWH. CVC has it mapped as FOD as well. FOD may support bat maternal roost SWH and this is where the proposed outlet will be going and therefore the SWH needs to be addressed.**

The area in question (location of the outfall and cultural woodland) has relatively sparse and small (young) trees. It almost certainly is not significant wildlife habitat for bats as there are no potential maternal roost trees that were observed in that area during fieldwork (see first two photos on last page of attached photo appendix). LGL did not characterize any forest habitats as FOD within the study area. We do not believe that an acoustic survey in this location is justifiable.

In light of the above noted concerns regarding the proposed SWM CVC recommends a meeting to discuss these comments and identify a resolution. Please do not hesitate to contact me if you have any questions or concerns.

Regards,

**Tyler Slaght, RPP**

Senior Regulations Officer | Credit Valley Conservation

905-670-1615 ext 406 | C: 647-286-7427 | 1-800-668-5557

[tyler.slaght@cvc.ca](mailto:tyler.slaght@cvc.ca) | [cvc.ca](http://cvc.ca)

**Please be advised that I am currently working remotely and can be reached at 647-286-7427.**

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## MEETING NOTES

### CREDIT VALLEY CONSERVATION COORDINATION MEETING

#### TOWN OF CALEDON, Project # 2018-81 Village of Alton, Main Street North, and Queen Street West Class Environmental Assessment

**DATE:** July 8, 2021 at 9:30 am

**PLACE:** Teleconference

**PROJECT NO.:** 184339

**PRESENT:** Tyler Slaght, Credit Valley Conservation (CVC)  
Ian Todhunter, Town of Caledon  
Matthew de Wit, R.V. Anderson Associates Limited (RVA)  
David O'Sullivan, R.V. Anderson Associates Limited (RVA)  
Andrew McGregor, R.V. Anderson Associates Limited (RVA)  
Connor MacIsaac, R.V. Anderson Associates Limited (RVA)

**PURPOSE:** Discussion with CVC was held to resolve outstanding issues identified by CVC related to the Alton Queen Street West and Main Street North Class EA.

#### DISCUSSION:

#### ACTION BY:

1. Project Update

RVA's PM provided a brief update on the study progress and timeline.

INFO

2. Outstanding Issues Discussed

- CVC stated that generally, when there is a change in Drainage area, SWM controls are required, and this project includes a change in drainage area in the form of 4 new hectares routed to storm sewer.
- RVA to document in EA that no impacts to the function of the wetland or wildlife that use it are expected as a result of the works
- RVA to document that erosion control at the outlet will be provided in ESR, with actual design to be confirmed in detailed design. RVA to note in EA that at the outlet, energy dissipation approved by CVC will be developed during detailed design, and commit that there will be no additional erosion due to more concentrated flows at the outlet.
- RVA to include a commitment to monitor the erosion control to determine if further ESC required.
- RVA to confirm that there will be no impacts to flooding as a result of the widening of the bridge deck

INFO

Meeting Notes  
July 8, 2021

- 2 -

**R.V. Anderson Associates Limited**

Notes prepared by: Connor MacIsaac, EPt

Distribution: All present

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



January 15, 2021

RVA 184339

Alton Village Community Stakeholder Group

**Attention: Alton Village Community Stakeholder Group**

Dear Alton Village Community Stakeholder Group:

Re: Comments from Community Stakeholder Group  
Online Public Information Centre #2 and Preliminary Recommended Design  
Municipal Class Environmental Assessment (EA) for Village of Alton

This letter has been prepared in response to the discussions and requests regarding the Town's preliminary recommended design for Queen Street West & Main Street North presented at the meeting held on October 15, 2020. Only those items that were not sufficiently addressed at the meeting are discussed below.

1. Active Transportation Facilities along the "S-Curve" on Main Street

The provision of active transportation facilities along the "S-Curve" located on Main Street North approximately 500 meters north of Highpoint Sideroad requested by the stakeholder group was investigated by the project team. Based on a review of the feasibility and safety of providing active transportation facilities in this area, the addition of a 1.5-meter paved shoulder to accommodate pedestrians and cyclists through the S-bend is recommended.

Other options to improve active transportation and pedestrian connectivity through the "S-Curve" area that were considered included addition of a sidewalk, boardwalk outside of the guardrail and/or a separated multiuse trail. The selection of a paved shoulder was chosen over the addition of a sidewalk in order to be consistent with the Town of Caledon's typical approach to rural routes identified in the Transportation Master plan and provides better continuity with adjacent rural road sections which have widened shoulders.

A cantilevered boardwalk was requested by the stakeholder group to be considered as an option for improved pedestrian and cycling connectivity through the "S-Curve". This was determined to result in a higher overall cost considering capital construction costs and required maintenance. Boardwalks are not typically used by the Town of Caledon in rural roads for providing cycling and pedestrian connectivity and are not identified in the Transportation Master Plan. The existing geotechnical conditions are not favorable for construction of a boardwalk as very deep foundations would be required to support this boardwalk without destabilizing the existing slope. The required depth of these foundations is not presently known as the current geotechnical boreholes do not go deep enough to confirm the required depth. Maintenance of a boardwalk would require checking for raised nails, replacing boards which are not a normal part of road maintenance operations for the Town. Snow clearing using a separate sidewalk snowplow would also be required whereas the widened shoulder can be cleared using a road snowplow.

A separate multiuse trail was also considered as an option to improve active transportation and pedestrian connectivity through the “S-Curve” area. This would require substantial additional property acquisition and increased height for the retaining wall on the west side. Due to the increased property impacts and cost, the addition of a separated multiuse trail was not considered to be a viable option.

For these reasons, installation of a boardwalk, sidewalk, multiuse trail or other facility to accommodate pedestrians throughout the curve is less favorable than the newly added 1.5 meter widened paved shoulder.

Preliminary Design drawings which include the widened paved shoulder are included with this letter. Some of the changes resulting from this include increasing the retaining wall height from 1.42 meters to 3.02 meters in height, additional tree and removals, additional property impacts on both the east and west side of the road, and additional fill and excavation. The additional cost to add this paved shoulder through the “S-Curve” including all required grading work, easements, and heightened retaining walls is estimated at approximately \$883,000. A summary of the additional cost for this widened shoulder are summarized below:

Wall Structure	\$ 796,320
Fill	\$ 8,103
Fee Simple	\$ 27,180
Grading Easement	\$ 32,122
Tree Removals	\$ 9,750
Asphalt	\$ 9,151
<b>Total</b>	<b>\$ 882,627</b>

## 2. Additional Parking on Main Street, North of Mary Street

The provision of additional on-street parking along Main Street north of Mary Street was investigated by the project team. Based on a review of the feasibility of providing additional parking spaces in this location, it was determined that three additional lay-by parking spaces immediately north of Mary Street could be added. These have been added to the preliminary design presented in the study recommendations. The updated drawings are attached with this letter.

## 3. Request for Grass Boulevards/Splashpads over Impressed Concrete

The request made for grass boulevards/splashpads to replace the impressed concrete splashpad recommended throughout the village core was reconsidered in response to the community’s request. Although these are less favorable from a maintenance standpoint, based on the project team’s evaluation, it has been determined that the impressed concrete splashpads included in the preliminary recommendations throughout the Village core will be replaced with sod boulevard, as requested.

The above changes to the preliminary design recommendations will be reflected in the final study recommendations and documented in the Environmental Study Report.

We trust that the responses provided above are acceptable. We will be happy to continue to consult with the Community Stakeholder Group should you have any further questions or concerns.

Thank you for your interest in the project.

Yours very truly,

**R.V. ANDERSON ASSOCIATES LIMITED**



David O'Sullivan, P.Eng., PMP  
Senior Associate, Project Manager





January 14, 2021

RVA 184339

Alton Development Inc.

**Attention: Jeremy and Jordan Grant**

Dear Mr. Jeremy Grant and Mr. Jordan Grant:

Re: Comments from Alton Development Inc.  
Online Public Information Centre #2 and Preliminary Recommended Design  
Municipal Class Environmental Assessment (EA) for Village of Alton

This letter has been prepared in response to the comments contained in your letter dated October 2<sup>nd</sup>, 2020 and meeting held with Alton Development Inc. (ADI) on October 16<sup>th</sup>, 2020. Only those items that were not sufficiently addressed at the meeting are discussed below.

1. Request for additional Layby Parking on Queen Street

The provision of additional on-street parking along Queen Street was investigated by the project team, in consultation with the CVC. Due to the constraints along the Queen Street corridor, additional parking has been recommended within the Town right-of-way along Main Street north of Mary Street only. It has also been identified that as the requested parking areas along the north side of Queen Street shown on ADI's concept drawings are potentially within the CVC Erosion Hazard Limits, any development within this area may be subject to CVC approval.

Without having the necessary approval in place prior to completion of the EA, the Town will be proceeding with the design without the noted layby parking. Following completion of the EA, and if the subject development plan has secured the necessary approvals, a request may be made to the Town to amend the design to include the noted infrastructure.

2. Pedestrian Crossings to connect with ADI's proposed pedestrian bridge/trail system

In response to the proposal by ADI, RVA has undertaken a Pedestrian Crossing Review to assess the requested pedestrian crossings between the sidewalk on the south side of Queen Street and the proposed pedestrian amenities and facilities at the Alton Millpond, on the north side of Queen Street. Based on the analysis, both pedestrian crosswalks could be provided without adversely affecting traffic operations and safety. At present however, there is not enough information to confirm that the ultimate condition of this development would require the requested crosswalks, therefore the noted pedestrian crossings have not been identified in the preliminary design. Following completion of the EA and prior to construction, a request may be made to the Town to amend the design to include the noted infrastructure, following finalization of the bridge/trail system and securement of the necessary approvals.

3. Provision of a Pedestrian sidewalk or trail along the north side of Queen Street to connect proposed rest area and future trail connection

The requested pedestrian path/trail cannot be accommodated at the noted location due to the lack of available space and potential CVC erosion hazard area at this location. Without having the necessary approval in place prior to completion of the EA, the Town will be proceeding with the design without the noted sidewalk or trail. Following completion of the EA, and if the subject development plan has secured the necessary approvals, a request may be made to the Town to amend the design to include the noted infrastructure.

4. Request for amending the recommended curb standard to mountable curbs

The project team evaluated the feasibility of amending the recommended curb standard to mountable curbs using the narrowest possible gutter standard (e.g. OPSD 600.100), as requested by ADI. As the recommended barrier curbs will provide additional safety for the pedestrian facilities and will be more effective in discouraging parking in prohibited areas following road reconstruction, it is confirmed that the recommendation for a barrier curb will be provided in the preliminary design.

The above considerations for changes to the preliminary design recommendations will be documented in the Environmental Study Report.

We trust that the responses provided above are acceptable and will be happy to consult with ADI further if requested.

Thank you for your interest in the project.

Yours very truly,

**R.V. ANDERSON ASSOCIATES LIMITED**



David O'Sullivan, P.Eng., PMP  
Project Manager

Encls.

Connor MacIsaac

---

To: David OSullivan  
Cc: Andrew McGregor  
Subject: RE: R. V. Anderson Associates' January 15, 2021 letter on the Environmental Assessment for Village of Alton

---

From: Steve Hertzberg <[stevehertzberg@gmail.com](mailto:stevehertzberg@gmail.com)>  
Sent: Wednesday, February 3, 2021 9:57 AM  
To: Ian Todhunter <[ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)>  
Cc: David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>; Mary Cooney <[mcooney19@rogers.com](mailto:mcooney19@rogers.com)>; Tanner & Ana Wadden <[tannerwadden@hotmail.com](mailto:tannerwadden@hotmail.com)>; Lynn Kiernan <[lynn.kiernan@caledon.ca](mailto:lynn.kiernan@caledon.ca)>; Betty and Mike Starr <[image.star@rogers.com](mailto:image.star@rogers.com)>  
Subject: R. V. Anderson Associates' January 15, 2021 letter on the Environmental Assessment for Village of Alton

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Hello Ian,

The following are our comments to R. V. Anderson Associates' January 15, 2021 letter of comment to the Alton stakeholder group following the October 15 2020 meeting:

- Paved Shoulder on S Curve. We support the recommendation to add a 1.5 meter widened paved shoulder to accommodate pedestrian and cyclist traffic around the "S-Curve" located on Main Street North, south of Highpoint Sideroad.
- Sod Boulevards. We support the recommendation to have sod boulevards throughout the Village core.
- More Parking Spaces. We support the recommendation for three new lay-by parking spaces on Main St. just north of Mary Street.
- Lighting is an important outstanding issue. There is a need for a plan to address a number of lighting details, for example - lower light levels, light shields, fewer light fixtures/poles. Arriving at a suitable plan clearly requires more detailed work and communication by the Town with the Village.

Would you please send us the locations and the lighting specifications for the "indicative recent street lighting installation" – Cheltenham and Mayfield West (referred to in your documents). Thank you.

We would like to thank you, Ian, and David O'Sullivan at R.V. Anderson Associates, for all your work and strong engagement with the Alton community in this important project.

Regards,

Pat and Steve Hertzberg

Connor MacIsaac

---

To: David OSullivan  
Subject: RE: 184319-Alton Main Street North and Queen Street West Draft ESR

---

From: David OSullivan <dosullivan@rvanderson.com>  
Sent: April 8, 2021 11:21 AM  
To: Ian Todhunter <Ian.Todhunter@caledon.ca>  
Cc: Andrew McGregor <AMcGregor@rvanderson.com>; Connor MacIsaac <cmaisaac@rvanderson.com>  
Subject: FW: 184319-Alton Main Street North and Queen Street West Draft ESR

Ian,  
  
Please see below. We will note this in future commitments if Caledon is in agreement with the request from Huron-Wendat FN.

Regards



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**David O'Sullivan, P.Eng., PMP**  
Senior Associate

**P:** (416) 497-8600 ext. 1245  
**C:** (647) 928-5754

**R.V. Anderson Associates Limited**  
2001 Sheppard Avenue East, Suite 300 Toronto, ON M2J 4Z8  
[rvanderson.com](http://rvanderson.com)



---

From: lori-jeanne bolduc <[lori-jeanne.bolduc@cnhw.qc.ca](mailto:lori-jeanne.bolduc@cnhw.qc.ca)>  
Sent: Thursday, April 8, 2021 11:19 AM  
To: David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>  
Cc: mario gros-louis <[mario.gros-louis@cnhw.qc.ca](mailto:mario.gros-louis@cnhw.qc.ca)>  
Subject: TR: 184319-Alton Main Street North and Queen Street West Draft ESR

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Hi David,

Is it possible for us to send a monitor on site for stage 2 archaeology? Is there funding for the huron-wendat Nation to be involved?

Thanks and best regards,



**NATION HURONNE-WENDAT**  
**Bureau du Nionwentsïo**

**Lori-Jeanne Bolduc, M. ATDR**  
Conseillère en aménagement du territoire  
255, Place Chef Michel-Laveau  
Wendake (Qc) G0A 4V0  
Téléphone : 418-843-3767 # 2211  
Courriel : lori-jeanne.bolduc@cnhw.qc.ca



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De : David OSullivan [<mailto:dosullivan@rvanderson.com>]  
Envoyé : 15 mars 2021 15:40  
À : Maxime Picard  
Cc : Andrew McGregor; Connor MacIsaac; Mélanie Vincent; mario gros-louis  
Objet : RE: 184319-Alton Main Street North and Queen Street West Draft ESR

Hi Maxime,

Please refer to attached previous correspondence on the Stage 1 AA that was provided. I have attached it with this e-mail for your convenience.

The Town will provide the Stage II AA Report during detailed design stage as a future commitment.

Best Regards



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**David O'Sullivan, P.Eng., PMP**  
Senior Associate

**P:** (416) 497-8600 ext. 1245  
**C:** (647) 928-5754

**R.V. Anderson Associates Limited**  
2001 Sheppard Avenue East, Suite 300 Toronto, ON M2J 4Z8

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



From: Maxime Picard <[maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca)>  
Sent: Monday, March 15, 2021 2:38 PM  
To: David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>; Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>; Slaght, Tyler <[Tyler.Slaght@cvc.ca](mailto:Tyler.Slaght@cvc.ca)>  
Cc: Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>; Connor MacIsaac <[cmaclsaac@rvanderson.com](mailto:cmaclsaac@rvanderson.com)>; John P. Does <[jdoes@rvanderson.com](mailto:jdoes@rvanderson.com)>; Mélanie Vincent <[melanievincent21@yahoo.ca](mailto:melanievincent21@yahoo.ca)>; mario gros-louis

<[mario.gros-louis@cnhw.qc.ca](mailto:mario.gros-louis@cnhw.qc.ca)>

Subject: RE: 184319-Alton Main Street North and Queen Street West Draft ESR

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Good afternoon David,

This is to acknowledge reception of your email and information on the Alton Main Street North and Queen Street West Draft ESR.

Could you please let us know if any archaeological studies have been completed yet on this initiative ?

Thanks and best regards,

Maxime



**NATION HURONNE-WENDAT**  
**Bureau du Nionwentsïo**

**Maxime Picard, B. Sc. A.**  
Coordonnateur de projets - Ontario

255, Place Chef Michel-Laveau  
Wendake (Qc) G0A 4V0  
Téléphone : 418-843-3767 # 2105  
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De : David OSullivan [<mailto:dosullivan@rvanderson.com>]

Envoyé : 15 mars 2021 14:29

À : Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>; Slaght, Tyler <[Tyler.Slaght@cvc.ca](mailto:Tyler.Slaght@cvc.ca)>; Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>; [Dan.Minkin@ontario.ca](mailto:Dan.Minkin@ontario.ca); [karla.barboza@ontario.ca](mailto:karla.barboza@ontario.ca); [trevor.bell@ontario.ca](mailto:trevor.bell@ontario.ca); [maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca); [administration@cnhw.qc.ca](mailto:administration@cnhw.qc.ca); [hdi2@bellnet.ca](mailto:hdi2@bellnet.ca); [rlnn@sixnations.ca](mailto:rlnn@sixnations.ca); [lonnybomberry@sixnations.ca](mailto:lonnybomberry@sixnations.ca); [Megan.DeVries@mncfn.ca](mailto:Megan.DeVries@mncfn.ca); [doca@mncfn.ca](mailto:doca@mncfn.ca); [Fawn.Sault@mncfn.ca](mailto:Fawn.Sault@mncfn.ca); [consultations@metisnation.org](mailto:consultations@metisnation.org); [lindan@metisnation.org](mailto:lindan@metisnation.org)

Cc : Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>; Connor MacIsaac <[cmaclsaac@rvanderson.com](mailto:cmaclsaac@rvanderson.com)>; John P. Does

<[jdoes@rvanderson.com](mailto:jdoes@rvanderson.com)>

Objet : 184319-Alton Main Street North and Queen Street West Draft ESR

The Town of Caledon has completed a Draft Environmental Study Report for the Schedule 'C' Class Environmental Assessment for the reconstruction of Alton Main Street North from Queen Street to Highpoint Sideroad, and Queen Street West from Main Street to Mississauga Road. The Town is planning to issue a Notice of Study Completion in the coming weeks.

Before issuing the Notice, the Town would like to provide a copy of the draft report for your review. Please provide any comments that you have (if any), so that they may be addressed prior to distributing the Environmental Study Report. We would respectfully like to request that all comments be provided within the next three weeks, so that the Town can continue to move forward with the completion of the Environmental Assessment.

The complete Environmental Study Report can be downloaded from the following link:

 [Alton ESR](#)

Thank you in advance for your contribution to this Study.

Best Regards



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**David O'Sullivan, P.Eng., PMP**

Senior Associate

**P:** (416) 497-8600 ext. 1245

**C:** (647) 928-5754

**R.V. Anderson Associates Limited**

2001 Sheppard Avenue East, Suite 300 Toronto, ON M2J 4Z8

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April 14, 2021

EMAIL ONLY

David O'Sullivan, P.Eng., PMP  
Senior Associate  
R.V. Anderson Associates Limited  
2001 Sheppard Avenue East, Suite 300  
Toronto, ON M2J 4Z8  
dosullivan@rvanderson.com

**MHSTCI File** : 0010645  
**Proponent** : Town of Caledon  
**Subject** : Draft Environmental Study Report  
**Project** : Village of Alton, Main Street North and Queen Street West  
**Location** : Town of Caledon, Ontario

Dear Mr: O'Sullivan:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the draft Environmental Study Report for the above-referenced project (dated March 15, 2021, prepared by R.V. Anderson).

### Project Summary

The Town of Caledon is currently undertaking a study for the reconstruction of Main Street North and Queen Street West in the Village of Alton. The study corridors include Main Street North from Queen Street West to Highpoint Side Road, and Queen Street West from Mississauga Road to Main Street North. The project is being undertaken in accordance with Schedule 'C' of the Municipal Class Environmental Assessment.

### Review Comments

We have reviewed the report and offer the following comments.

1. We recommend cleaning up the terminology with respect to cultural heritage. *Cultural heritage resources* is the overarching term that encompasses *built heritage resources*, *cultural heritage landscapes*, and *archaeological resources*. Therefore, for example, Sections 2.7 and 7.2.2 should be titled "Built Heritage Resources and Cultural Heritage Landscapes", and the main title for Section 7.1 should be Cultural Heritage Resources. The evaluation criterion "Cultural Heritage/Archaeological Impacts" can be shortened to "Cultural Heritage", as this includes archaeological resources.
2. Section 7.2.1 notes that areas identified as having archaeological potential will require a Stage 2 archaeological assessment prior to construction. The report should contain a commitment that Stage 2 and any further stages of archaeological assessment recommended through the Stage 2 report will be completed as early as possible in the detail design process. This should be noted here and reiterated in Section 8.2.
3. Sections 7.2.1 and 7.2.2 incorrectly reference the cultural heritage technical studies as Appendices 3 and 4, when in fact they are appendices 7 and 8 in this draft.
- 4.

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  
[dan.minkin@ontario.ca](mailto:dan.minkin@ontario.ca)

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*.

Connor MacIsaac

---

From: David OSullivan  
Sent: April 29, 2021 10:10 AM  
To: Slaght, Tyler  
Cc: Ian Todhunter; Connor MacIsaac; Andrew McGregor  
Subject: RE: [External] 184319-Alton Main Street North and Queen Street West Draft ESR  
Attachments: 184339 - CVC Comments.xls

Hi Tyler,

As discussed, please find our comment responses for SWM attached. The updated SWM Report can be found here:  
 [184339-20210428- SWM\\_Report\\_Compiled.pdf](#)

Regards



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**David O'Sullivan, P.Eng., PMP**

Senior Associate

**P:** (416) 497-8600 ext. 1245

**C:** (647) 928-5754

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---

From: Slaght, Tyler <Tyler.Slaght@cvc.ca>  
Sent: Friday, April 16, 2021 10:04 AM  
To: David OSullivan <dosullivan@rvanderson.com>  
Cc: Ian Todhunter <Ian.Todhunter@caledon.ca>  
Subject: RE: [External] 184319-Alton Main Street North and Queen Street West Draft ESR

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yes

Tyler Slaght, RPP  
Senior Regulations Officer | Credit Valley Conservation  
905-670-1615 ext 406 | C: 647-286-7427 | 1-800-668-5557  
[tyler.slaght@cvc.ca](mailto:tyler.slaght@cvc.ca) | [cvc.ca](http://cvc.ca)

Please be advised that I am currently working remotely and can be reached at 647-286-7427.

---

From: David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>  
Sent: Friday, April 16, 2021 10:02 AM

To: Slaght, Tyler <[Tyler.Slaght@cvc.ca](mailto:Tyler.Slaght@cvc.ca)>  
Cc: Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>  
Subject: RE: [External] 184319-Alton Main Street North and Queen Street West Draft ESR

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Hi Tyler,

Will you be able to provide comments back for the Alton EA within the next couple days?

Thanks



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Senior Associate

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---

From: Slaght, Tyler <[Tyler.Slaght@cvc.ca](mailto:Tyler.Slaght@cvc.ca)>  
Sent: Thursday, April 1, 2021 10:30 AM  
To: David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>  
Cc: Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>  
Subject: RE: [External] 184319-Alton Main Street North and Queen Street West Draft ESR

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Hi David,

With respect to our review, we are not likely able to provide comments until the week of April 12. I apologize for any inconvenience as this is slightly past the requested due date.

Regards,

Tyler Slaght, RPP

Senior Regulations Officer | Credit Valley Conservation

905-670-1615 ext 406 | C: 647-286-7427 | 1-800-668-5557

[tyler.slaght@cvc.ca](mailto:tyler.slaght@cvc.ca) | [cvc.ca](http://cvc.ca)

Please be advised that I am currently working remotely and can be reached at 647-286-7427.

From: David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>

Sent: Monday, March 15, 2021 2:29 PM

To: Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>; Slaght, Tyler <[Tyler.Slaght@cvc.ca](mailto:Tyler.Slaght@cvc.ca)>; Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>; [Dan.Minkin@ontario.ca](mailto:Dan.Minkin@ontario.ca); [karla.barboza@ontario.ca](mailto:karla.barboza@ontario.ca); [trevor.bell@ontario.ca](mailto:trevor.bell@ontario.ca); [maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca); [administration@cnhw.qc.ca](mailto:administration@cnhw.qc.ca); [hdi2@bellnet.ca](mailto:hdi2@bellnet.ca); [rlinn@sixnations.ca](mailto:rlinn@sixnations.ca); [lonnybomberry@sixnations.ca](mailto:lonnybomberry@sixnations.ca); [Megan.DeVries@mncfn.ca](mailto:Megan.DeVries@mncfn.ca); [doca@mncfn.ca](mailto:doca@mncfn.ca); [Fawn.Sault@mncfn.ca](mailto:Fawn.Sault@mncfn.ca); [consultations@metisnation.org](mailto:consultations@metisnation.org); [lindan@metisnation.org](mailto:lindan@metisnation.org)

Cc: Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>; Connor MacIsaac <[cmacisaac@rvanderson.com](mailto:cmacisaac@rvanderson.com)>; John P. Does <[jdoes@rvanderson.com](mailto:jdoes@rvanderson.com)>

Subject: [External] 184319-Alton Main Street North and Queen Street West Draft ESR

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The complete Environmental Study Report can be downloaded from the following link:

 [Alton ESR](#)

Thank you in advance for your contribution to this Study.

Best Regards



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**David O'Sullivan, P.Eng., PMP**

Senior Associate

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# DESIGN REVIEW TABLE

Project No.: 184339  
 Project Name: Alton Village Phase 3  
 Consultant PM: David O'Sullivan (RV Anderson)

Sheet No.	Reviewer	Agency Comments	Action	Consultant Action:
				1 - Agreed
				2 - Clarification Required
				3 - Not Applicable (Provide Explanation)
				4 - Outstanding Items/Not Completed

## ENVIRONMENTAL ASSESSMENT - PRELIMINARY DESIGN COMMENTS

General Comment	Tyler Slaght	Please note that portions of Queen Street's study area are located within the floodplain associated with the neighboring Shaw's Creek. The proposed road reconstruction should not be proposing significant fill within this section of road without further justification and analysis to demonstrate no offsite impacts. Please note that if the changes to the road result in offsite impacts, the proposed changes will not be supported. The EA should note this for detailed design.	1	Noted
SWM Report	Tyler Slaght	Please provide additional details related to existing and proposed drainage conditions, specifically related to the location of the outfalls and drainage areas contributing to these outfalls (outfalls noted within Tables 1 and 2 of the EA).	1	Drainage drawings will be added.
SWM Report	Tyler Slaght	The drainage report makes reference to maintaining a portion of Main Street as a rural road cross-section under proposed conditions. Please provide additional details within the report drawings illustrating the location of these urban and rural road cross-sections along Main Street.	1	Road drawings will be added to the appendix which show the limits of the rural and urban sections. Station is included on these drawings.
SWM Report	Tyler Slaght	The drainage report makes reference to road stations, however; there does not appear to be any figures/drawings within the drainage report illustrating this. Please provide a drawing within the drainage report with road stations referenced.	1	Road drawings will be added to the appendix which show the limits of the rural and urban sections. Station is included on these drawings.
SWM Report	Tyler Slaght	Please provide additional details related to major and minor drainage patterns under existing and proposed conditions. Based on details provided within the drainage report, significant changes to the Main Street drainage patterns are being proposed. Table 2 within the drainage report appears to be suggesting that major flows from the proposed urbanized Main Street are being directed towards the outlet at Station 9+970. Please confirm.	1	This is correct. Under proposed conditions all drainage along the urbanized section of Main street is proposed to be collected and conveyed directly to Shaw's Creek. This is proposed to alleviate existing flooding at the Nicholas outlet at Sta 9+820. No significant change is anticipated to the creek flows as drainage is currently conveyed directly to Shaw's Creek directly via ditches along Margaret Street, discharging approximately 200m downstream of the Main Street bridge.
	Tyler Slaght	Please provide additional justification for the proposed changes in drainage patterns along Main Street. Please confirm whether there is an opportunity to better maintain drainage patterns (compared to existing conditions) while still maintaining the urban road cross-section.	1	Existing drainage patterns are proposed to change to alleviate existing flooding concerns along Margaret Street. The proposed change will not negatively impact the creek as stated above. This has been noted in the report.
	Tyler Slaght	The proposed change to the Main Street drainage patterns increases runoff being directed towards the main branch of Shaw's Creek (at Station 9+970). An erosion risk assessment is required in support of the proposed changes to Main Street to demonstrate that the proposed drainage alterations do not impact the erosion rates within the watercourse when compared to existing conditions. Please refer to the following link for additional information: <a href="https://cvc.ca/wp-content/uploads/2015/05/CVC-Fluvial-G-Guide_April-2015.pdf">https://cvc.ca/wp-content/uploads/2015/05/CVC-Fluvial-G-Guide_April-2015.pdf</a> Please note that erosion controls may be required to mitigate for the proposed changes in erosion rates.	1	The proposed increase in drainage is minor with respect to the flows within Shaw's creek. Additionally the proposed change in drainage patterns does not change drainage patterns as dramatically as it appears in the table as existing drainage along Margaret flows directly to Shaw's creek approximately 200m downstream of the proposed outlet. Erosion protection will be proposed as part of the detailed design. Additional details have been added to the report.
	Tyler Slaght	The proposed change to the Main Street drainage patterns increases peak flows being directed towards the main branch of Shaw's Creek (at Station 9+970). Additional analysis and discussion is required within the EA to demonstrate that the proposed changes in Main Street's drainage patterns do not result in offsite impacts due to flooding.  i. As noted within the drainage report, flood controls (post development to pre-development conditions) will be required in support of the proposed changes. ii. Please confirm whether the proposed changes in flows directed to Shaw's Creek were incorporated into CVC's approved HEC-RAS model for Shaw's Creek. If changes were made to the original model, please provide any proposed conditions model for review and approval.	3	The proposed changes reduce flooding within the study area, as drainage is directed away from the existing flood prone outlet at 9+820. Increased peak flows at Shaw's Creek are minor compared to the existing flows within the creek. No updates to the HEC-RAS model were made as the model does not break down flows throughout the drainage reach, and a full Hydrology and hydraulics study of Shaw's creek is not within the scope of this project.



Connor MacIsaac

---

To: David OSullivan; Andrew McGregor  
Subject: RE: 184319-Alton Main Street North and Queen Street West Draft ESR

---

From: Bell, Trevor (MECP) <[Trevor.Bell@ontario.ca](mailto:Trevor.Bell@ontario.ca)>  
Sent: Monday, May 17, 2021 3:46 PM  
To: David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>  
Cc: Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>  
Subject: RE: 184319-Alton Main Street North and Queen Street West Draft ESR

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Hi David,

I just wanted to touch base with you and let you know we reviewed the draft ESR. I apologize for the delay in getting back to you.

My one comment is to request that you add a brief section on applicable policies in the Provincial Policy Statement (2020) and how the project conforms with those policies.

Otherwise we have no technical concerns and look forward to receiving the notice of completion.

Thanks,  
Trevor

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, 8<sup>th</sup> floor, Toronto ON, M2M 4J1  
New Phone: 437-770-3731 | [trevor.bell@ontario.ca](mailto:trevor.bell@ontario.ca)

---

From: David OSullivan <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>  
Sent: March 15, 2021 2:29 PM  
To: Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>; Slaght, Tyler <[Tyler.Slaght@cvc.ca](mailto:Tyler.Slaght@cvc.ca)>; Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>; Minkin, Dan (MHSTCI) <[Dan.Minkin@ontario.ca](mailto:Dan.Minkin@ontario.ca)>; Barboza, Karla (MHSTCI) <[Karla.Barboza@ontario.ca](mailto:Karla.Barboza@ontario.ca)>; Bell, Trevor (MECP) <[Trevor.Bell@ontario.ca](mailto:Trevor.Bell@ontario.ca)>; [maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca); [administration@cnhw.qc.ca](mailto:administration@cnhw.qc.ca); [hdi2@bellnet.ca](mailto:hdi2@bellnet.ca); [rlinn@sixnations.ca](mailto:rlinn@sixnations.ca); [lonnybomberry@sixnations.ca](mailto:lonnybomberry@sixnations.ca); [Megan.DeVries@mncfn.ca](mailto:Megan.DeVries@mncfn.ca); [doca@mncfn.ca](mailto:doca@mncfn.ca); [Fawn.Sault@mncfn.ca](mailto:Fawn.Sault@mncfn.ca); [consultations@metisnation.org](mailto:consultations@metisnation.org); [lindan@metisnation.org](mailto:lindan@metisnation.org)  
Cc: Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>; Connor MacIsaac <[cmacIsaac@rvanderson.com](mailto:cmacIsaac@rvanderson.com)>; John P. Does <[jdoes@rvanderson.com](mailto:jdoes@rvanderson.com)>  
Subject: 184319-Alton Main Street North and Queen Street West Draft ESR



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 [Alton ESR](#)

Thank you in advance for your contribution to this Study.

Best Regards



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**David O'Sullivan, P.Eng., PMP**

Senior Associate

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From: David OSullivan  
Sent: May 18, 2021 9:08 AM  
To: Kabanov, Serguei; Ian Todhunter  
Cc: Saddi, Asha; Lovisotto, Sandy; Nieuwenhuysen, Bob; Connor MacIsaac; Andrew McGregor  
Subject: RE: Alton Village - Town's EA

Dear Mr. Kabanov,

Thank you for providing your comments on the Main Street North and Queen Street West Class EA. We provide the following responses to your questions below in red.

1. Rehabilitation of Main Street Bridge:

- a) The comment I provided in my previous review requested the Town to look into widening of the West side sidewalk. You will be rehabilitating the entire bridge at \$1.25M and may want to consider adding extra platform-sidewalk for observation, winter maintenance storage, etc. I am not sure if you know but the N/W corner property of Main and Queen is currently up for sale. There are two lots there. The lot closest to the intersection is up for development. As soon as the development application is filed, the Region will be seeking 15x15 daylight triangle. It's important to connect the bridge to the N/W corner of the intersection with a sidewalk as we witnessed residents crossing Main St N at the bridge, from East to West. According to the copies of the comments, numerous residents were also of support to add sidewalks on the bridge.

**Response: The need to add a sidewalk on the west side of the bridge is being considered in coordination with the sidewalk layout in the preferred alternative. No sidewalk is currently being provided north of the Shaw's Creek Bridge on the west side of Main Street.**

- b) Formliner: have you considered using the same formliner as the bridge on Queen Street East? Your proposed stone formliner is very close to what we used; however, it is not the same. Due to close proximity of two structures, my suggestion would be to utilize the same pattern as Peel used as it was selected by the community during our PIC meetings. The Town is already proposing to use the same black railing.

**Response: The pattern of the formliner will be determined in detailed design, and this suggestion will be taken into consideration.**

- c) This leads me to benches: we provided numerous alternatives to the community on benches. At that time, the community decided not to use wood surface benches due to maintenance and potential vandalism. I see the study suggest to use wood surface benches. Something to think about.

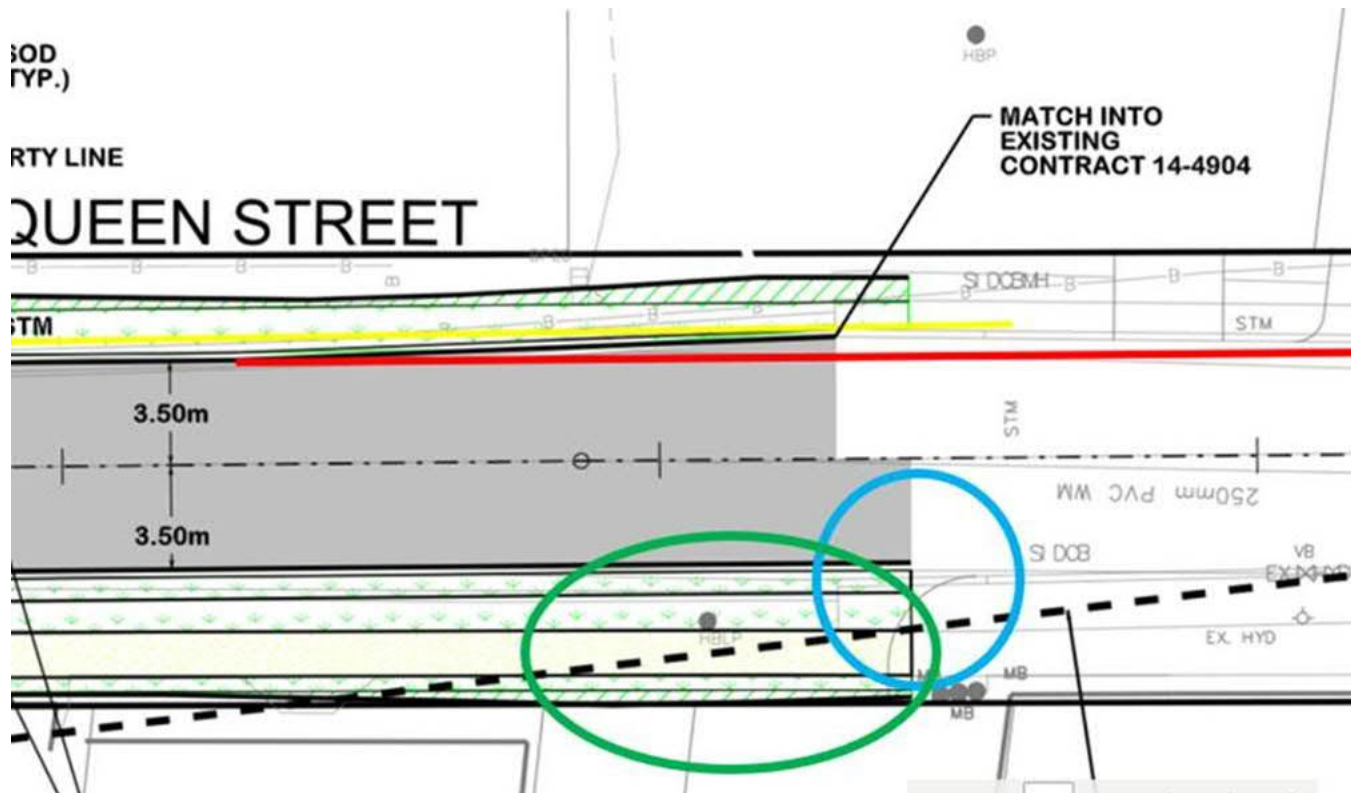
**Response: The benches provided (if any) will be determined in detailed design, and this suggestion will be taken into consideration.**

2. Connection on Queen Street West with Peel's Contract:

- a) The 30% drawings that were provided with the package did not show the requested changes. It was flagged and requested in my previous review to correct the "kink" in the roadway along the North side of Queen St W. The current bend is very noticeable on site, see red line. The South side of

Queen St W – the proposed curb, does not appear to be matching the Region’s contract, see blue circle. There is a driveway to Green P parking lot immediately after your match point, at Sta. 6+340Rt. Your proposed design drawing does not show it and includes grass boulevard, see green circle.

Response: This comment is being addressed, and the preferred alternative will be updated to reflect this suggestion.

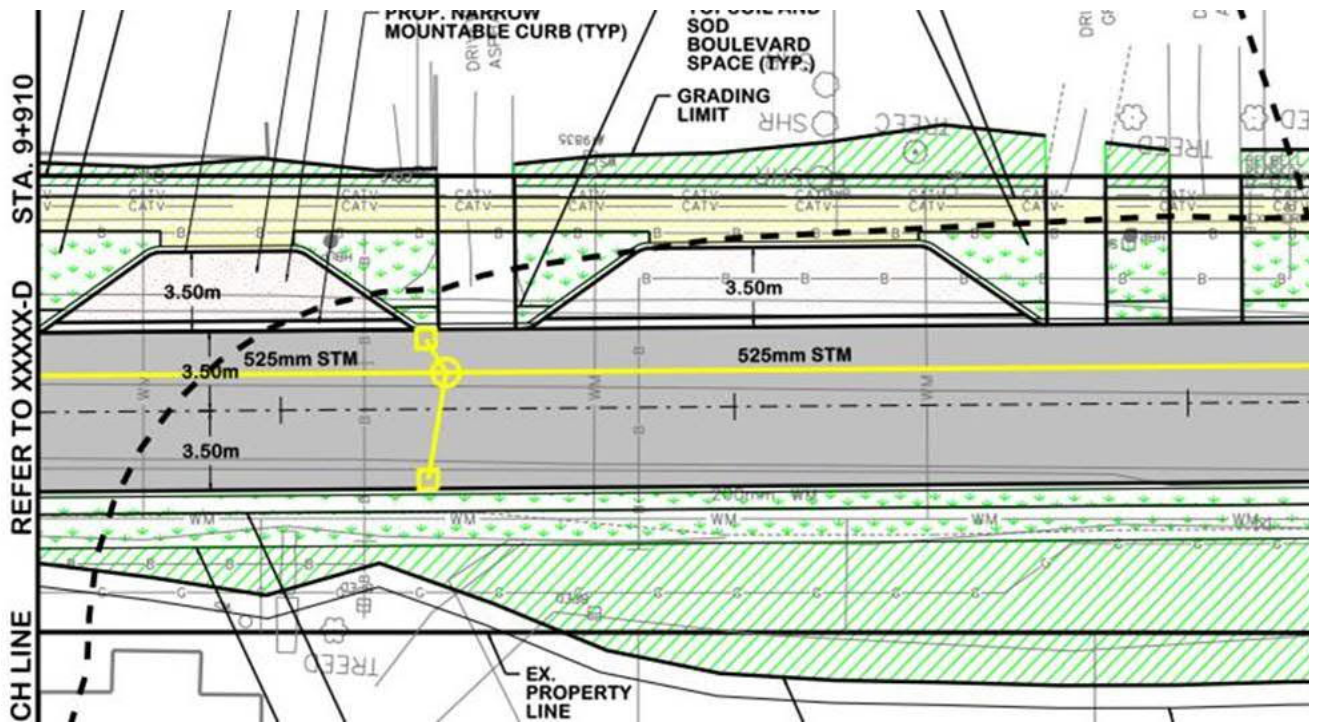


3. Storm sewer:

- a) My suggestion and similar to the comment in my previous review, due to tight ROW, would be to use side inlet CBs and avoid installation of main line storm sewers, where possible, in the middle of the lanes, which are too narrow. You are proposing to have cycling infrastructure and regular CBs in close proximity to MHs are not ideal for this. Also, even though the proposed MHs are drawn in the middle of the lanes, the installation of them will not be exact and the frames may end up under the wheel path, either left or right. This will be an issue for future maintenance and access, let alone the noise.

Response: Detailed sewer configuration will be determined in detailed design. Layout provided in the preferred alternative was selected in an effort to address functional needs for drainage improvements while also considering economic viability of the work. Double side inlet catch basins require larger manhole structures, resulting in higher capital costs. This will be reviewed in the detailed design stage while also considering the construction capital budget for the project.

- b) I did not see in the proposed design any infiltration chambers and all proposed storm sewers simply outlet into existing creek or connect to existing storm manholes.



4. Traffic Calming Measures:

- a) The study suggests that numerous traffic calming measure were recommended and incorporated in the design: median splitter islands at Main St, North of Mary St. I provided the same comment in my previous review. I did not see those islands on the 30% DD drawings provided with the report, specifically North of Mary Street.

Response: Traffic calming median splitter islands were considered north of Mary Street, however these could not be provided within the lands available. The existing 20m wide right of way is not wide enough to provide splitter islands, and the addition of splitter islands would trigger a need for land acquisition from private land owner if they were to be implemented. There is an approximately 85 meter long section north of Mary Street with a 23 meter wide right of way in which the addition of splitter islands could be provided, however this would come at the expense of layby parking spaces.

5. Active Transportation:

- a) As per my previous review comment, have you considered to provide a pedestrian crosswalk at Queen St W and Amelia St: connect the South side sidewalk with N/W corner sidewalk at the bridge?

Response: This comment was considered, however there are no plans at this time to include a crosswalk at this location in the preferred alternative.

- b) Please consider providing 1.8m wide sidewalks, where possible, as 1.5m sidewalks are too narrow to be installed in between dwellings and splash pads which will accommodate hydro poles/street light poles/roadway signs.

Response: This comment was considered, however there are no plans at this time to increase the sidewalk width to 1.8 meters due to property impacts that would result from an increased sidewalk width. The 1.5 meter sidewalk width provided meets all applicable standards, including the Access for Ontarians with Disabilities Act.

6. On Street Parking:
  - a) It appears that you have some unused ROW along the North side, between Main St and Amelia St, due to elimination of sidewalk. The South side of this stretch is known as business area of Alton. Have you explored the opportunity to utilize the North side ROW and the South side grass boulevard to provide on street parking, where possible? Numerous studies in your report confirm that vehicles park along that stretch. Proposed installation of barrier curbs will significantly reduce parking abilities and put stain on already crowded green P parking lot.

**Response: This was explored, however there is not enough space within the existing 15 meter wide right of way to provide additional parking in this area without the acquisition of land from private land owners.**

Best Regards,



RVA IS GROWING!

Our NEW **Halton** and **Halifax** offices are now open.



**David O'Sullivan, P.Eng., PMP**

Senior Associate

**P:** (416) 497-8600 ext. 1245

**C:** (647) 928-5754

**R.V. Anderson Associates Limited**

2001 Sheppard Avenue East, Suite 300 Toronto, ON M2J 4Z8

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



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From: Kabanov, Serguei <serguei.kabanov@peelregion.ca>  
Sent: Wednesday, March 17, 2021 4:49 PM  
To: Ian Todhunter <Ian.Todhunter@caledon.ca>; David OSullivan <dosullivan@rvanderson.com>  
Cc: Saddi, Asha <asha.saddi@peelregion.ca>; Lovisotto, Sandy <sandy.lovisotto@peelregion.ca>; bob.nieuwenhuysen@peelregion.ca  
Subject: Alton Village - Town's EA

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

Good Afternoon Ian and David,

Hope all is well. I was not copied on the circulation but received an email regarding your completed Schedule C EA Draft Environmental Study Report for Alton and wanted to chat about a few things.

I don't believe any of the comments I provided in PIC#2 have been answered or addressed.

Specifically, there are a few issues I wanted to flag to you again:

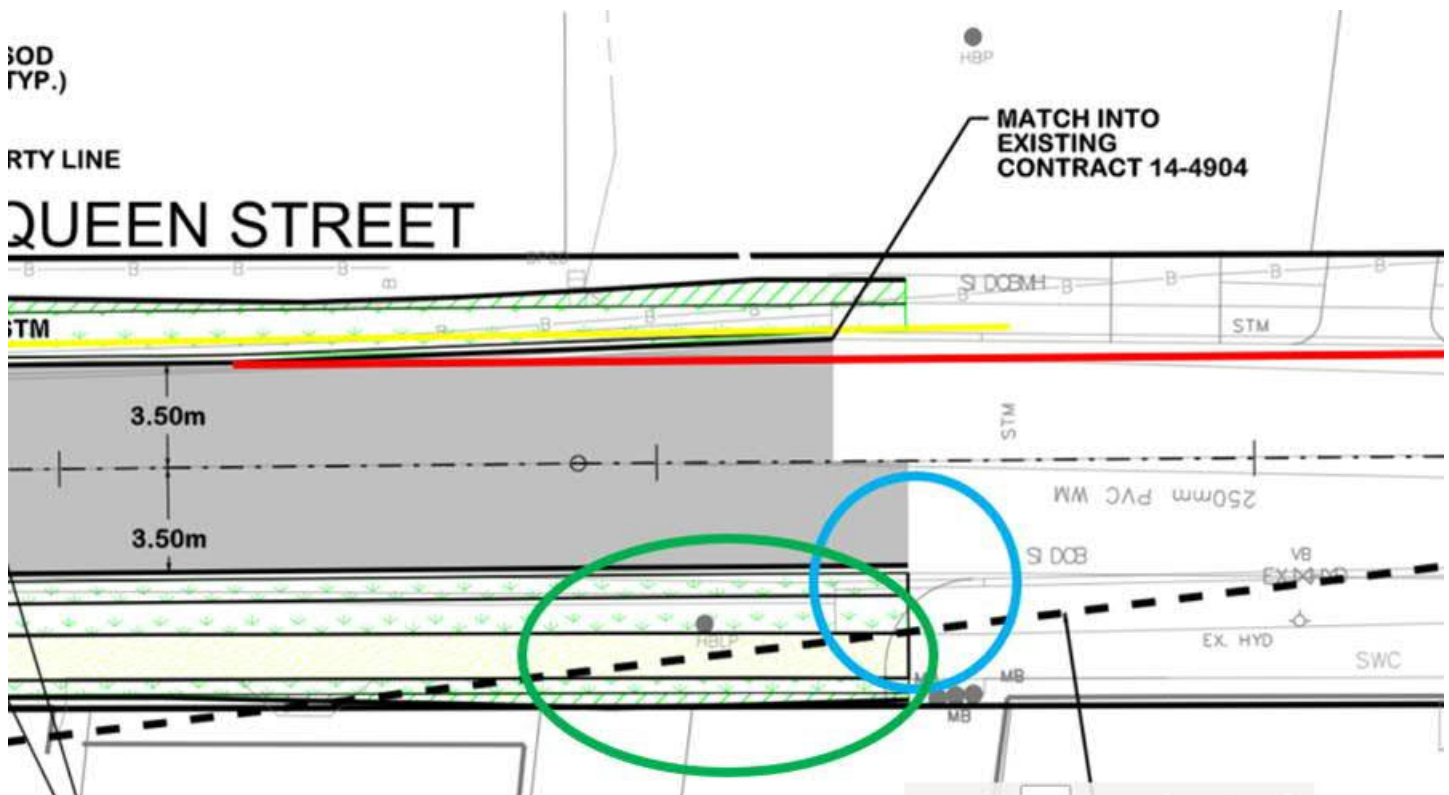
1. Rehabilitation of Main Street Bridge:
  - a) The comment I provided in my previous review requested the Town to look into widening of the West side sidewalk. You will be rehabilitating the entire bridge at \$1.25M and may want to consider adding extra platform-sidewalk for observation, winter maintenance storage, etc. I am not sure if you know but the N/W corner property of Main and Queen is currently up for sale. There are two lots there. The lot closest to the

intersection is up for development. As soon as the development application is filed, the Region will be seeking 15x15 daylight triangle. It's important to connect the bridge to the N/W corner of the intersection with a sidewalk as we witnessed residents crossing Main St N at the bridge, from East to West. According to the copies of the comments, numerous residents were also of support to add sidewalks on the bridge.

- b) Formliner: have you considered using the same formliner as the bridge on Queen Street East? Your proposed stone formliner is very close to what we used; however, it is not the same. Due to close proximity of two structures, my suggestion would be to utilize the same pattern as Peel used as it was selected by the community during our PIC meetings. The Town is already proposing to use the same black railing.
- c) This leads me to benches: we provided numerous alternatives to the community on benches. At that time, the community decided not to use wood surface benches due to maintenance and potential vandalism. I see the study suggest to use wood surface benches. Something to think about.

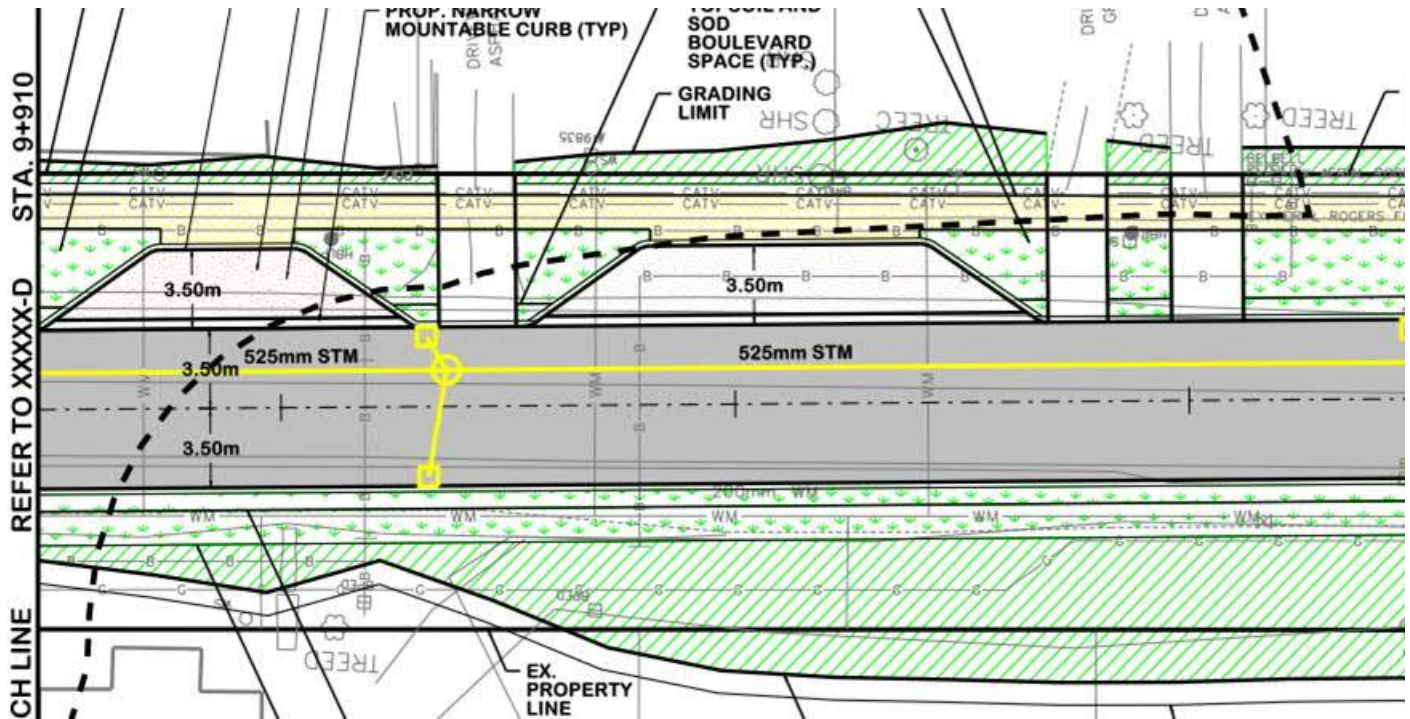
2. Connection on Queen Street West with Peel's Contract:

- a) The 30% drawings that were provided with the package did not show the requested changes. It was flagged and requested in my previous review to correct the "kink" in the roadway along the North side of Queen St W. The current bend is very noticeable on site, see red line. The South side of Queen St W – the proposed curb, does not appear to be matching the Region's contract, see blue circle. There is a driveway to Green P parking lot immediately after your match point, at Sta. 6+340Rt. Your proposed design drawing does not show it and includes grass boulevard, see green circle.



3. Storm sewer:

- a) My suggestion and similar to the comment in my previous review, due to tight ROW, would be to use side inlet CBs and avoid installation of main line storm sewers, where possible, in the middle of the lanes, which are too narrow. You are proposing to have cycling infrastructure and regular CBs in close proximity to MHs are not ideal for this. Also, even though the proposed MHs are drawn in the middle of the lanes, the installation of them will not be exact and the frames may end up under the wheel path, either left or right. This will be an issue for future maintenance and access, let alone the noise.
- b) I did not see in the proposed design any infiltration chambers and all proposed storm sewers simply outlet into existing creek or connect to existing storm manholes.



4. Traffic Calming Measures:
  - a) The study suggests that numerous traffic calming measure were recommended and incorporated in the design: median splitter islands at Main St, North of Mary St. I provided the same comment in my previous review. I did not see those islands on the 30% DD drawings provided with the report, specifically North of Mary Street.
  
5. Active Transportation:
  - a) As per my previous review comment, have you considered to provide a pedestrian crosswalk at Queen St W and Amelia St: connect the South side sidewalk with N/W corner sidewalk at the bridge?
  - b) Please consider providing 1.8m wide sidewalks, where possible, as 1.5m sidewalks are too narrow to be installed in between dwellings and splash pads which will accommodate hydro poles/street light poles/roadway signs.
  
6. On Street Parking:
  - a) It appears that you have some unused ROW along the North side, between Main St and Amelia St, due to elimination of sidewalk. The South side of this stretch is known as business area of Alton. Have you explored the opportunity to utilize the North side ROW and the South side grass boulevard to provide on street parking, where possible? Numerous studies in your report confirm that vehicles park along that stretch. Proposed installation of barrier curbs will significantly reduce parking abilities and put stain on already crowded green P parking lot.

If you have any questions or would like to discuss my comments further, please do not hesitate to contact me.

Thank you



MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST

COMMENT FORM

NAME: Serguei Kabanov

EMAIL (OPTIONAL): serguei.kabanov@peelregion.ca

MAILING ADDRESS (OPTIONAL): \_\_\_\_\_

PLEASE ADD ME TO THE STUDY MAILING LIST

1. Please check the box that applies to you:

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Study Area
- Technical Agency/Interest Group Representative (Please Identify - Region of Peel )
- Other (Please Identify - \_\_\_\_\_ )

2. Do you support the recommended design developed for the corridor?

- Yes
- No
- Somewhat

3. Please provide any comments you may have on the key features of the recommended design:

a) Traffic Operations, Parking & Safety

- Improvements to Town's owned Green 'P' parking lot should be considered as part of overall project. The lot is located on Queen St W, West of Main/Queen Int., South side.
- Review the requirement for an additional speed hump North of Mary St. Peel provided temporary hump during Phase 2 construction as per Town's recommendation.
- Described proposed median on Main St. N., North of Mary St. not shown on plans.

b) Active Transportation (Pedestrian & Cycling)

- Provide amenity and rest areas (similar to Phase 1 and 2) on both Main St. N. and Queen St. W.
- Provide crosswalk at Queen St W and Amelia, including sidewalk at NW corner to connect to Amelia St bridge. NW corner is often used for parking. Provide sdwk connections.
- The square at Victoria St is a focal point of the Village. Provide rest areas.

c) Main Street Bridge Rehabilitation

- Since major rehabilitation of the bridge is being proposed, suggestion would be to also widen the West side of the structure and provide wider platform-sidewalk for snow storage and pedestrian viewing of the Creek. Utilize same formliner and railing style/colour as on Phase 1.



d) Streetscape Enhancements  
- The rendering images show proposed streetlights and pattern colour concrete sidewalk that are different from Phase 1 and 2 (Region's Contracts). The styles and colours were consulted and selected by the Town for Region's Contracts. Please re-confirm, and if possible, provide same type/colour/style infrastructure within Town's phases.

- Consider providing decorative formliner to OPSD 3120.100 toe walls similar to Phase 1 bridge.  
- Consider providing flower beds/gardens/grassed medians where possible.

e) Roadway Drainage and Stormwater Management  
- Due to narrow ROW, curb appeal, and future maintenance, consider providing side inlet catchbasins and relocating storm sewer outside travel lane (under the curb) on both Main St. N. and Queen St. W.

- Major flooding occurs around Sta. 9+820Lt. May require additional storm at low point.

f) Other (Please Describe)  
- DESIGN: please correct extra widening on Queen St. W. from Sta. 6+320Lt to 6+380Lt  
- DESIGN: connect proposed curb and gutter to Phase 2 works on Main St N.  
- DESIGN: consider finishing off Highpoint SD RD intersection.  
- DESIGN: consider gateway median (less monument maybe) on Main St. N., North of Mary St. and on Queen St. W., West of James St; new signage at the Legion 449.  
- DESIGN: consider back shields during streetlighting design.

4. Do you have any other comments on the materials presented or the study in general?  
The material is well presented considering the challenges.

Please provide your comments by September 17<sup>th</sup>, 2020 to:

By Email: [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)  
By Mail: Andrew McGregor  
c/o R.V. Anderson Associates Limited  
43 Church Street, Suite 104  
St. Catharines, ON L2R 7E1

*With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.*

**THANK YOU FOR YOUR TIME AND EFFORT!**

Serguei Kabanov, CD, CET, rcca  
Project Manager  
Roads – Design and Construction  
Public Works  
10 Peel Centre Drive  
Suite 'B', 4<sup>th</sup> Floor  
Brampton, Ontario  
L6T 4B9  
Tel: 905-791-7800 ext. 8754  
Cell: 416-902-7425  
[Serguei.kabanov@peelregion.ca](mailto:Serguei.kabanov@peelregion.ca)



**APPENDIX 1-6**

**Public Comments Received**

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST

PUBLIC INFORMATION CENTRE NO. 1 COMMENT FORM

NAME: [REDACTED]

EMAIL (OPTIONAL): [REDACTED]

MAILING ADDRESS (OPTIONAL): [REDACTED]

1. Please check the box that applies to you:

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

2. Please rank the following study elements from 1 to 6, in terms of relative importance (with 1 being the most important to you and 6 the least important):

- 5.  Traffic Operations and Safety, Including Parking
- 1.  Active Transportation (Walking, Cycling)
- 4.  Main Street Bridge Rehabilitation
- 2.  Streetscape Enhancements
- 3.  Roadway Drainage and Stormwater Management
- Other (\_\_\_\_\_)

3. Please identify your concerns as they pertain to the following study components:

a) Traffic Operations & Safety, Including Parking

HWY #136 NEEDS TO BE IMPROVED TO ALLOW THROUGH TRAFFIC WITHOUT STOPPING AT QUEEN ST. INTERSECTION RE-DO. WORK WITH REGION TO REALIGN THIS INTERSECTION

b) Active Transportation (Pedestrian & Cycling) Needs

cycling lanes need to be shown & identified. many cyclists would be protected from traffic hazards

c) Main Street Bridge Rehabilitation

RE-DO RE-DO upgrading O.K.

**d) Streetscape Enhancements**

support local business with grants to display  
their business

**e) Roadway Drainage and Stormwater Management**

needed

**f) Other (Please Describe)**

**4. Do you have any other comments regarding the study/study area or other materials presented?**

please DO NOT TOUCH MAIN ST NORTH OF VILLAGE.  
LEAVE THE TURN AREA AROUND HILL IN ITS CURRENT  
CONDITION. THIS IS A CALEDON HERITAGE. NO "CUT & COVER"  
THIS IS NOT AN URBAN AREA, IF IT TAKES OTHERS EXTRA  
TIME TO TRAVERSE; SO BE IT!

Please provide comments by August 29<sup>th</sup>, 2019 to:

**By Email:** [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)

**By Mail:** Andrew McGregor  
c/o R.V. Anderson Associates Limited  
43 Church Street, Suite 104  
St. Catharines, ON L2R 7E1

Please use additional paper if required to complete your comments.

*With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.*

**THANK YOU FOR YOUR TIME AND EFFORT!**

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST

PUBLIC INFORMATION CENTRE NO. 1 COMMENT FORM

NAME: [REDACTED]  
 EMAIL (OPTIONAL): [REDACTED]  
 MAILING ADDRESS (OPTIONAL): [REDACTED]

1. Please check the box that applies to you:

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

2. Please rank the following study elements from 1 to 6, in terms of relative importance (with 1 being the most important to you and 6 the least important):

- Traffic Operations and Safety, Including Parking
- Active Transportation (Walking, Cycling)
- Main Street Bridge Rehabilitation
- Streetscape Enhancements
- Roadway Drainage and Stormwater Management
- Other (WILDLIFE / WATER / TREES)

3. Please identify your concerns as they pertain to the following study components:

a) Traffic Operations & Safety, Including Parking

PARKING SHOULD BE PERMITTED ON THE BOULEVARD  
AS ITS NOT THE ROAD  
MAIN ST. NORTH

*7 OVERNIGHT TR*

b) Active Transportation (Pedestrian & Cycling) Needs

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c) Main Street Bridge Rehabilitation

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d) Streetscape Enhancements

~~NONE~~

e) Roadway Drainage and Stormwater Management

YES

f) Other (Please Describe)

WILDLIFE / FOREST

4. Do you have any other comments regarding the study/study area or other materials presented?

YES ITS LIKE A BIG SECRET END RESULT  
I'M ANGRY OUR TOURIST TOWN IS BEING  
ENHANCED WAY OVER BOARD  
I WANT THE PINACLE TO BE PROTECTED (CONSERVED)  
I WANT THE WATER PROTECTED ALL OF IT  
I WANT A SIT DOWN MEETING

Please provide comments by August 29<sup>th</sup>, 2019 to:

By Email: [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)  
By Mail: Andrew McGregor  
c/o R.V. Anderson Associates Limited  
43 Church Street, Suite 104  
St. Catharines, ON L2R 7E1

THIS MEETING IS SO  
WRONG IN SO MANY  
WAYS

Please use additional paper if required to complete your comments.

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THANK YOU FOR YOUR TIME AND EFFORT!



R.V. Anderson Associates Limited  
CONSULTING ENGINEERS & ARCHITECTS

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST**

**PUBLIC INFORMATION CENTRE NO. 1 COMMENT FORM**

NAME: [REDACTED]  
EMAIL (OPTIONAL): [REDACTED]  
MAILING ADDRESS (OPTIONAL): [REDACTED]

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following study elements from 1 to 6, in terms of relative importance (with 1 being the most important to you and 6 the least important):**

- 3  Traffic Operations and Safety, Including Parking
- 4  Active Transportation (Walking, Cycling)
- 5  Main Street Bridge Rehabilitation
- 1  Streetscape Enhancements
- 2  Roadway Drainage and Stormwater Management
- Other (\_\_\_\_\_)

**3. Please identify your concerns as they pertain to the following study components:**

**a) Traffic Operations & Safety, Including Parking**

*MAIN ST. NORTH & QUEEN WEST CONTINUAL SPEEDING PROBLEMS. PARKING QUEEN WEST - GOOD LUCK - NO WHERE TO PUT ADDITIONAL PARKING.*

**b) Active Transportation (Pedestrian & Cycling) Needs**

*NO COMMENT*

**c) Main Street Bridge Rehabilitation**

*NOT AWARE IT NEEDS REHABILITATION.*



**d) Streetscape Enhancements**

FLOWER BOXES / HANGING / CAN OR PROVINCIAL FLAGS

**e) Roadway Drainage and Stormwater Management**

**f) Other (Please Describe)**

SIDEWALKS WOULD BE NICE

**4. Do you have any other comments regarding the study/study area or other materials presented?**

PLEASE - MAKE ENTRY WAYS TO VILLAGE HISTORICAL IN NATURE AND NOT LIKE THE ENTRY ON QUEEN EAST WHICH ARE NOT DESIGNED WITH HISTORICAL ASPECTS IN MIND. THE QUEEN EAST ENTRY LOOKS LIKE ENTRY TO NEW DEVELOPMENT AND NOT A HISTORIC TOWN - ITS COLD !

Please provide comments by August 29<sup>th</sup>, 2019 to:

**By Email:** [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)  
**By Mail:** Andrew McGregor  
c/o R.V. Anderson Associates Limited  
43 Church Street, Suite 104  
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**THANK YOU FOR YOUR TIME AND EFFORT!**

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST**

**PUBLIC INFORMATION CENTRE NO. 1 COMMENT FORM**

NAME: [REDACTED]

EMAIL (OPTIONAL): [REDACTED]

MAILING ADDRESS (OPTIONAL): [REDACTED]

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following study elements from 1 to 6, in terms of relative importance (with 1 being the most important to you and 6 the least important):**

- Traffic Operations and Safety, Including Parking
- Active Transportation (Walking, Cycling)
- Main Street Bridge Rehabilitation
- Streetscape Enhancements
- Roadway Drainage and Stormwater Management
- Other ( \_\_\_\_\_ )

**3. Please identify your concerns as they pertain to the following study components:**

**a) Traffic Operations & Safety, Including Parking**

There is increase of traffic & speeding on Main St N. I have special needs son & this is a great concern; more police presence &/or more speed bumps south of those existing.

**b) Active Transportation (Pedestrian & Cycling) Needs**

Sidewalks need to meet all residents; winter maintenance of side walks on bridge on Main St N non-existent; crosswalks @ intersection of Main & Queen St.

**c) Main Street Bridge Rehabilitation**

Wider sidewalk on bridge & clean for use in winter months daily

d) Streetscape Enhancements

do not want excessive lighting, medians,  
or widened sidewalks

e) Roadway Drainage and Stormwater Management

concerns @ puddling & running water;  
Pinnacle construction of houses means more  
water when trees are removed;

f) Other (Please Describe)

I would like to have a sit down  
meeting w residents and town of Caledon  
so that the whole picture of all  
developments proposed (ie) Millcroft expansion,  
Mill expansion, Pinnacle, estates, street-  
scaping etc - How does this all fit together?

4. Do you have any other comments regarding the study/study area or other materials presented?

Reps here to answer questions should  
have had business cards w contact  
info

Please provide comments by August 29<sup>th</sup>, 2019 to:

By Email: [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)

By Mail: Andrew McGregor  
c/o R.V. Anderson Associates Limited  
43 Church Street, Suite 104  
St. Catharines, ON L2R 7E1

Please use additional paper if required to complete your comments.

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THANK YOU FOR YOUR TIME AND EFFORT!

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
 MAIN STREET NORTH & QUEEN STREET WEST**

**PUBLIC INFORMATION CENTRE NO. 1 COMMENT FORM**

NAME: [REDACTED]  
 EMAIL (OPTIONAL): [REDACTED]  
 MAILING ADDRESS (OPTIONAL): [REDACTED]

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following study elements from 1 to 6, in terms of relative importance (with 1 being the most important to you and 6 the least important):**

- 4  Traffic Operations and Safety, Including Parking
  - Active Transportation (Walking, Cycling)
  - Main Street Bridge Rehabilitation
  - Streetscape Enhancements
- 2  Roadway Drainage and Stormwater Management
  - Other (\_\_\_\_\_)

**3. Please identify your concerns as they pertain to the following study components:**

**a) Traffic Operations & Safety, Including Parking**

-speeding an issue north of all speedbumps on Main St. North over hill just south of "S curve".  
 → children waiting for bus cannot be seen?  
 people speeding over hill don't see bus stopped.  
 -need to place another speed bump at hill to stop

**b) Active Transportation (Pedestrian & Cycling) Needs**

increased speeds  
 → need some safe shoulder to walk on going up Main North, towards bend

**c) Main Street Bridge Rehabilitation**

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**d) Streetscape Enhancements**

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**e) Roadway Drainage and Stormwater Management**

→ Drainage issues with flooding coming down our frontage from road

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**f) Other (Please Describe)**

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**4. Do you have any other comments regarding the study/study area or other materials presented?**

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**Please provide comments by August 29<sup>th</sup>, 2019 to:**

**By Email:** [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)  
**By Mail:** Andrew McGregor  
c/o R.V. Anderson Associates Limited  
43 Church Street, Suite 104  
St. Catharines, ON L2R 7E1

Please use additional paper if required to complete your comments.

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**THANK YOU FOR YOUR TIME AND EFFORT!**

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
 MAIN STREET NORTH & QUEEN STREET WEST**

**PUBLIC INFORMATION CENTRE NO. 1 COMMENT FORM**

**NAME:** [REDACTED]

**EMAIL (OPTIONAL):** [REDACTED]

**MAILING ADDRESS (OPTIONAL):** [REDACTED]

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following study elements from 1 to 6, in terms of relative importance (with 1 being the most important to you and 6 the least important):**

- \* (2)  Traffic Operations and Safety, Including Parking
- Active Transportation (Walking, Cycling)
- Main Street Bridge Rehabilitation
- Streetscape Enhancements
- \* (3)  Roadway Drainage and Stormwater Management \*
- Other (\_\_\_\_\_)

**3. Please identify your concerns as they pertain to the following study components:**

**a) Traffic Operations & Safety, Including Parking**

Traffic on Main St N. is atrocious!  
 Incredibly busy! Even though  
 there are speedbumps!! Ridiculous!  
 Police presence is non-existent!

**b) Active Transportation (Pedestrian & Cycling) Needs**

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**c) Main Street Bridge Rehabilitation**

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

d) Streetscape Enhancements

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e) Roadway Drainage and Stormwater Management

We continually have drainage issues! Particularly in the spring. Existing drainage and culverts are old in disrepair and simply don't work! Town of Caledon has been notified, but have NOT responded to our concern.

f) Other (Please Describe)

In the spring we have run-off (a RIVER) running through our back yard! Nothing has ever been done to address this issue. It will only get worse as our climate changes.

4. Do you have any other comments regarding the study/study area or other materials presented?

Yes! But things need to be addressed in a Town Hall meeting!

Please provide comments by August 29<sup>th</sup>, 2019 to:

By Email: [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)  
By Mail: Andrew McGregor  
c/o R.V. Anderson Associates Limited  
43 Church Street, Suite 104  
St. Catharines, ON L2R 7E1

Please use additional paper if required to complete your comments.

*With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.*

**THANK YOU FOR YOUR TIME AND EFFORT!**



R.V. Anderson Associates Limited  
Engineering • Environmental • Planning • Architecture

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST**

**PUBLIC INFORMATION CENTRE NO. 1 COMMENT FORM**

**NAME:** [REDACTED]

**EMAIL (OPTIONAL):** [REDACTED]

**MAILING ADDRESS (OPTIONAL):** [REDACTED]

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following study elements from 1 to 6, in terms of relative importance (with 1 being the most important to you and 6 the least important):**

- ⑤  Traffic Operations and Safety, Including Parking
- ④  Active Transportation (Walking, Cycling)
- ②  Main Street Bridge Rehabilitation
- ③  Streetscape Enhancements
- ①  Roadway Drainage and Stormwater Management
- Other (\_\_\_\_\_)

**3. Please identify your concerns as they pertain to the following study components:**

**a) Traffic Operations & Safety, Including Parking**

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**b) Active Transportation (Pedestrian & Cycling) Needs**

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**c) Main Street Bridge Rehabilitation**

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**d) Streetscape Enhancements**

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**e) Roadway Drainage and Stormwater Management**

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water on Margaret St is  
causing basement flooding - not  
flowing - comes from main St  
down to our backyards

**f) Other (Please Describe)**

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**4. Do you have any other comments regarding the study/study area or other materials presented?**

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**Please provide comments by August 29<sup>th</sup>, 2019 to:**

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**THANK YOU FOR YOUR TIME AND EFFORT!**

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
 MAIN STREET NORTH & QUEEN STREET WEST**

**PUBLIC INFORMATION CENTRE NO. 1 COMMENT FORM**

NAME: [REDACTED]  
 EMAIL (OPTIONAL): [REDACTED]  
 MAILING ADDRESS (OPTIONAL): [REDACTED]

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following study elements from 1 to 6, in terms of relative importance (with 1 being the most important to you and 6 the least important):**

- 1  Traffic Operations and Safety, Including Parking
- 1  Active Transportation (Walking, Cycling)
- 5  Main Street Bridge Rehabilitation
- 2  Streetscape Enhancements
- 6  Roadway Drainage and Stormwater Management
- Other (\_\_\_\_\_)

**3. Please identify your concerns as they pertain to the following study components:**

**a) Traffic Operations & Safety, Including Parking**

*cars dramatically increase speed after 3rd speed bump*

*No Truck sign (Main St N of Queen missing)*

**b) Active Transportation (Pedestrian & Cycling) Needs**

*From Highpoint South to Queen on main st should have a bike lane*

**c) Main Street Bridge Rehabilitation**

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**d) Streetscape Enhancements**

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**e) Roadway Drainage and Stormwater Management**

At crest near 70117 Main West base north  
on west side does not drain

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**f) Other (Please Describe)**

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**4. Do you have any other comments regarding the study/study area or other materials presented?**

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Please provide comments by August 29<sup>th</sup>, 2019 to:

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**THANK YOU FOR YOUR TIME AND EFFORT!**

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST

PUBLIC INFORMATION CENTRE NO. 1 COMMENT FORM

NAME:

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL):

1. Please check the box that applies to you:

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

2. Please rank the following study elements from 1 to 6, in terms of relative importance  
(with 1 being the most important to you and 6 the least important):

- 3  Traffic Operations and Safety, Including Parking
- 4  Active Transportation (Walking, Cycling)
- 6  Main Street Bridge Rehabilitation
- 5  Streetscape Enhancements
- 2  Roadway Drainage and Stormwater Management
- 1  Other (Protection of Snow Covered + Flood Prevention)

3. Please identify your concerns as they pertain to the following study components:

a) Traffic Operations & Safety, Including Parking

No parking on Amelia St roadside!

b) Active Transportation (Pedestrian & Cycling) Needs

Reduce traffic in the core.  
Encourage walking and cycling /  
No trucks! plant trees.

c) Main Street Bridge Rehabilitation



d) Streetscape Enhancements

Protected heritage buildings!  
Low Impact development infrastructure  
Water friendly  
Environmentally friendly  
\* currently roadside water goes directly in to Snow  
Creek (salt, dirt etc)

e) Roadway Drainage and Stormwater Management

critical  
Climate change impact for flooding  
+ 100 year events.

f) Other (Please Describe)

opportunities have been lost due to  
these processes. i.e. development on main st.  
isn't happening. ~~Hope the cost will~~ Hope things  
are speeding up finally. ;)

4. Do you have any other comments regarding the study/study area or other materials presented?

Would like a better understanding of preferred  
choices. Don't agree with all.  
maybe phased for budget.  
More information please!

Please provide comments by August 29<sup>th</sup>, 2019 to:

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By Mail: Andrew McGregor  
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43 Church Street, Suite 104  
St. Catharines, ON L2R 7E1

What's the timeline?  
Based on history of village  
planning??

Please use additional paper if required to complete your comments.

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MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST

PUBLIC INFORMATION CENTRE NO. 1 COMMENT FORM

NAME:

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL):

1. Please check the box that applies to you:

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

2. Please rank the following study elements from 1 to 6, in terms of relative importance  
(with 1 being the most important to you and 6 the least important):

- 5  Traffic Operations and Safety, Including Parking
- 4  Active Transportation (Walking, Cycling)
- 1  Main Street Bridge Rehabilitation
- 2  Streetscape Enhancements
- 3  Roadway Drainage and Stormwater Management
- Other (\_\_\_\_\_)

3. Please identify your concerns as they pertain to the following study components:

a) Traffic Operations & Safety, Including Parking

DO NOT WANT PARKING IN FRONT OF THE HOUSE, HAVE A DESIGNATED AREA

I WANT NORTHERN MAIN ST. TO RETAIN COUNTRY

b) Active Transportation (Pedestrian & Cycling) Needs

CHARACTER SEPARATE FROM VILLAGE

c) Main Street Bridge Rehabilitation

LENGTH OF TIME FOR ANY CLOSE.



TOWN OF CALEDON



R.V. Anderson Associates Limited

**d) Streetscape Enhancements**

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**e) Roadway Drainage and Stormwater Management**

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**f) Other (Please Describe)**

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**4. Do you have any other comments regarding the study/study area or other materials presented?**

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St. Catharines, ON L2R 7E1

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MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST

PUBLIC INFORMATION CENTRE NO. 1 COMMENT FORM

NAME:

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL):

1. Please check the box that applies to you:

- Study Area Resident — *Property owner in Study Area*
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

2. Please rank the following study elements from 1 to 6, in terms of relative importance (with 1 being the most important to you and 6 the least important):

- Traffic Operations and Safety, Including Parking
- Active Transportation (Walking, Cycling)
- Main Street Bridge Rehabilitation
- Streetscape Enhancements
- Roadway Drainage and Stormwater Management
- Other (\_\_\_\_\_)

3. Please identify your concerns as they pertain to the following study components:

- a) Traffic Operations & Safety, Including Parking *Storm water / drainage*  
*Re: 1461 Queen St*  
*- winter 2018/continuing 2019 - previously dry basement has become wet*  
*- this is a duplex building & our neighbour (westerly portion of building) has experienced greater water infiltration.*
- b) Active Transportation (Pedestrian & Cycling) Needs

c) Main Street Bridge Rehabilitation

*K003*





TOWN OF CALEDON

**d) Streetscape Enhancements**

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**e) Roadway Drainage and Stormwater Management**

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**f) Other (Please Describe)**

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**4. Do you have any other comments regarding the study/study area or other materials presented?**

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**Please provide comments by August 29<sup>th</sup>, 2019 to:**

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**By Mail:** Andrew McGregor  
c/o R.V. Anderson Associates Limited  
43 Church Street, Suite 104  
St. Catharines, ON L2R 7E1

Please use additional paper if required to complete your comments.

*With the exception of personal information, all comments will become part of the public record of*



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**From:** Ian Todhunter <Ian.Todhunter@caledon.ca>  
**Sent:** August 22, 2019 12:06 PM  
**To:** David OSullivan <dosullivan@rvanderson.com>  
**Cc:** Andrew McGregor <AMcGregor@rvanderson.com>  
**Subject:** Alton EA - 1461 Queen St. W

Hi David,

[REDACTED] previous owner of 19798 Queen Street West called me today. She would like to meet with the project team for 30 minutes to discuss the study. I mentioned we have a meeting Wednesday afternoon and want to confirm with RVA If we are okay to allot some time for this owner?

[REDACTED] brought up concerns towards the sidewalk work completed on Queen St. West along 19798. She noted the concrete sidewalk placed in no appropriate in terms of heritage preservation, and the cobble stone foundation for that structure. As a previous owner she seems to be well versed with preservation of the structure, and the requirements. It would be good to better hear her concerns as part of this study as there is a lot of heritage properties and structures with similar foundations.

Please let me know if you have any questions.

Regards,

Ian



**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST**

**PUBLIC INFORMATION CENTRE NO. 1 COMMENT FORM**

NAME: [REDACTED]  
 EMAIL (OPTIONAL): [REDACTED]  
 MAILING ADDRESS (OPTIONAL): [REDACTED]

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following study elements from 1 to 6, in terms of relative importance (with 1 being the most important to you and 6 the least important):**

- Traffic Operations and Safety, Including Parking
- Active Transportation (Walking, Cycling)
- Main Street Bridge Rehabilitation
- Streetscape Enhancements
- Roadway Drainage and Stormwater Management
- Other (Development on main st N)

**3. Please identify your concerns as they pertain to the following study components:**

**a) Traffic Operations & Safety, Including Parking**

speeding, sidewalks will help make road look less rural.

**b) Active Transportation (Pedestrian & Cycling) Needs**

my kids are unsafe on their bikes currently

**c) Main Street Bridge Rehabilitation**



TOWN OF CALEDON

**d) Streetscape Enhancements**

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

**e) Roadway Drainage and Stormwater Management**

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**f) Other (Please Describe)**

New development is likely behind my house. Unpermitted at this time. Is this, and future development part of the planning process?

**4. Do you have any other comments regarding the study/study area or other materials presented?**

Is climate change readiness being planned for?

Please provide comments by August 29<sup>th</sup>, 2019 to:

**By Email:** AMcGregor@rvanderson.com  
**By Mail:** Andrew McGregor  
c/o R.V. Anderson Associates Limited  
43 Church Street, Suite 104  
St. Catharines, ON L2R 7E1

Please use additional paper if required to complete your comments.

With the exception of personal information, all comments will become part of the public record of

Date:

By:

Sheet No.:

Project No.:

Project:

Description:

Could we have more information available to Alton residents?

- Downloadable maps/plans/<sup>approvals or pending approvals</sup>
- Hard copies available at Alton Library (and this fact stated on web and/or handouts mailed to local residents)
- Presentation of next steps in Alton ~~with~~ with questions to be answered by Town Staff & Consultants

Date: August 8th, 2019

By: [REDACTED]

Sheet No.: 1

Phen  
 Project No.: [REDACTED]

Project:

Description: MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

WHILE ALL THE INFORMATION PRESENTED IS WELL AND GOOD, IT CONCERNS ME THAT ALL THE ENGINEERS AND PLANNERS ARE NOT PRESENT TO FIELD PERTINENT QUESTIONS.

UNFORTUNATELY, THERE SEEMS TO BE A BREAKDOWN IN COMMUNICATION BETWEEN ALL THE PARTIES CONCERNED. I AM IN A SITUATION WHERE THERE WILL LIKELY BE A DEVELOPER DEVELOPING THE LAND BEHIND IN WHICH I LIVE. (25 ESTATE HOUSES AND 14 CONDO UNITS), ON 14 ACRES.

WOULD IT NOT OCCUR TO TOWN OF CALEDON, ARVA AND THE ENGINEERING FIRM TO ASSESS EXACTLY WHAT THIS DEVELOPMENT WILL DO TO THEIR PLANS (SPECIFICALLY DRAINAGE) AND HOW THAT WILL IMPACT THE ALTON RESIDENTS CLOSEST TO THE DEVELOPMENT?

TOWN OF CALEDON WILL ONLY SEEM TO ACKNOWLEDGE WHAT IS GOING ON WHEN AN APPLICATION IS MADE. WHY THEN, IS THIS DEVELOPER GOING AHEAD TO CONSTRUCT AN ACCESS ILLEGUALLY (NO PERMITS HAVE BEEN GRANTED OR OBTAINED). I HAVE BEEN TOLD THAT THEY SEEM UNAWARE OF

THE WORK THAT HAS ALREADY GONE ON (TOWN OF CALEDON HAS ITS HEAD IN THE SAND!)

IAN TOPHUNTER, WHO IS RESPONSIBLE FOR ALTON (IN AN ENGINEERING POSITION) WITHIN THE TOWN OF CALEDON, SEEMS COMPLETELY OUT OF IT, I.E. WHAT IS ACTUALLY GOING ON

TOWN OF CALEDON NEEDS TO START ADDRESSING THE NEEDS OF ITS RESIDENTS AND NOT THAT OF BIG MONEY DEVELOPERS.

SINCERELY,  
 [REDACTED]

Date:

By:

Sheet No.:

Project No.:

Project:

Description:

- Would appreciate a presentation rather than an open house.
- packages were gone when arrived so no opportunity to review

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST

PUBLIC INFORMATION CENTRE NO. 1 COMMENT FORM

NAME:

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL):

1. Please check the box that applies to you:

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

2. Please rank the following study elements from 1 to 6, in terms of relative importance (with 1 being the most important to you and 6 the least important):

- Traffic Operations and Safety, Including Parking
- Active Transportation (Walking, Cycling)
- Main Street Bridge Rehabilitation
- Streetscape Enhancements
- Roadway Drainage and Stormwater Management
- Other ( \_\_\_\_\_ )

3. Please identify your concerns as they pertain to the following study components:

a) Traffic Operations & Safety, Including Parking

Too much traffic & sway to fast  
thru ~~thru~~ this residential area (Main St N)  
Also large trucks using Main St. N.

b) Active Transportation (Pedestrian & Cycling) Needs

NONE.

c) Main Street Bridge Rehabilitation

Bridge is very old and sidewalks in  
bad condition on bridge area &  
lead up to them.



**d) Streetscape Enhancements**

New lighting and sidewalks

Not interested in cycling lanes if it means losing part of my front lawn & driveway

**e) Roadway Drainage and Stormwater Management**

Very important - long time water problems in village. I've lived in village 65 years and the problems were there that long ago.

**f) Other (Please Describe)**

**4. Do you have any other comments regarding the study/study area or other materials presented?**

Spend time in our village, enjoy the heritage history and take all of this into consideration when it comes to making decisions.

Please provide comments by August 29<sup>th</sup>, 2019 to:

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**By Mail:** Andrew McGregor  
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**THANK YOU FOR YOUR TIME AND EFFORT!**

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON

MAIN STREET NORTH & QUEEN STREET WEST

PUBLIC INFORMATION CENTRE NO. 1 COMMENT FORM

NAME:

EMAIL:

MAILING ADDRESS:

1. Please check the box that applies to you

- Study Area Resident**
- Resident Living Outside the Study Area
- Study Area Business
- Business outside the Area
- Technical Agency/Group Representative (Please Identify: \_\_\_\_\_)

2. Please rank the following study elements from 1 to 6, in terms of relative importance (with 1 being the most important to you and 6 the least important):

3. Traffic Operations and Safety, Including Parking
4. Active Transportation (Walking, Cycling)
1. Main Street Bridge Rehabilitation
5. Streetscape Enhancements
2. Roadway Drainage and Storm water Management
- Other (\_\_\_\_\_).

3. Please identify your concerns as they pertain to the following study components:

a) Traffic Operations & Safety, Including Parking:

Sidewalks – only one side.

Speeding is a safety issue - currently cars speed on Queen West, Main St. North and also Agnus St.

Trucks are travelling on Main St. North and Queen St. which should not be allowed. Very sporadic O.P.P. enforcement. Hopefully design will help to hand this problem.

Future Parking - Alton Mill Event Parking – currently use part of a field they own, which in the future will be developed into housing. Question where cars will park then. They also currently use the Alton Legion Parking, which could be problematic if the Legion changed policies re this type of parking. The Alton Mill has limited land on site for adding parking.

Restaurant and Hair Saloon don't have private space for parking, this currently can cause congestion in that area of Queen St.

b) Active Transportation (Pedestrian & Cycling) Needs

Main Street North needs the sidewalk on the east side extended north over the hill to accommodate pedestrians safely.

Main Street North is dangerous for cars and cyclists given the sharp turn and restricted vision.

c) Main Street Bridge Rehabilitation

Given the age of the bridge restoration should take place where required.

d) **Streetscape Enhancements**

Where possible on both streets provide trees, and where possible provide grass where normally splash pads are required - no concrete if possible better for the environment.

If new light standards are considered ensure that they do not impact/intrude on residences across from them, makes it difficult for sleeping. Recommend softer lights or lights that dim at night. Also recommend only on one side of the street where current sidewalks exist.

Additional benches at the Village Square and along the Alton Mill Pond on Queen St. and other areas deemed appropriate.

If it were possible have streets narrower not wider to slow down cars and maintain the character of the historical properties.

e) **Roadway Drainage and Stormwater Management**

Current drain screens on the roadways appear to have sunk. Need replacement or repair. Not sure of the shape of underground drains, replace given climate change, ? how large is required, regional road drainage is certainly oversized looks like it is ready for additional growth? If replacing and digging respect any established trees where you can.

F) **Other (Please Describe)**

Do not want to lose the character of the historical Queen and Main St. Do not want to look Urbane please maintain our rural character.

Respect for residential properties close to the road in terms of privacy. We understand the drive for tourism but we do pay taxes and live here, and require some protection to maintain our quality of lifestyle .

4. **Do you have any other comments regarding the study/study area or materials presented?**

I found it very difficult last evening to participate and hear. We are all aware that the room was too small and the format of the gathering was difficult. Given the school was closed; the Alton Legion would have been a better choice than the Library building. Unfortunately handouts ran out, but we are able to access in other way, we had a larger turnout than was projected for. It would be helpful if we could all hear the various questions being asked and answers. I understand that when you formalize rather than having a drop in, that it can be difficult to manage a crowd of concerned citizens, BUT seasoned facilitators can manage crowds to maintain respect etc. Our community is frustrated with a number of concerns – Main Street, Queen St. and Amelia St. speeding and very large trucks using core areas. Future development on land sensitive areas. Main St. North, advocating to get more O.P.P. assistance in our community and most recently the review of the CTC Source Protection Plan.

**Please provide comments by August 29<sup>th</sup>, 2019 to:**

**By Email: [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)**



TOWN OF CALEDON



R.V. Anderson Associates Limited  
Engineering • Environment • Architecture

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST

COMMENT FORM

NAME:

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL):

1. Please check the box that applies to you:

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

2. Please rank the following study elements from 1 to 6, in terms of relative importance (with 1 being the most important to you and 6 the least important):

- Traffic Operations and Safety, Including Parking #3
- Active Transportation (Walking, Cycling) #2
- Main Street Bridge Rehabilitation ? DON'T #4
- Streetscape Enhancements #5
- Roadway Drainage and Stormwater Management #1
- Other ( \_\_\_\_\_ )

3. Please identify your concerns as they pertain to the following study components:

a) Traffic Operations & Safety, Including Parking

PARKING - VEHICLES UP ON SIDEWALK - NO WHEELS TO WALK  
 CYCLING - NEW (EAST) ROAD CYCLING DOES NOT GIVE THE LEGAL CLEARANCE  
 SPEEDING, LARGE NOISY TRUCKS, DISTRACTED DRIVERS

b) Active Transportation (Pedestrian & Cycling) Needs @ ALL HOURS - DAY & NIGHT

- SIDEWALK MAINTENANCE FOR WALKING
- JUST BECAUSE YOU PAINT A BICYCLE ON THE ROAD DOES NOT MAKE IT SAFE IF WE DON'T HAVE THE RECOMMENDED WIDTH
- ADDING SPEED BUMPS SS WARNING - GOING FROM TWO - THREE WON'T MAKE A DIFFERENCE

c) Main Street Bridge Rehabilitation

?? - I HAVE LITTLE KNOWLEDGE  
 WHY!! MY SON HAS A MASTERS IN LANDSCAPE ARCHITECTURE & GREW UP HERE AND ASKED HOW THIS REFLECTS ALTON  
 - PROBLEMATIC IN WINTER @ SNOW & EMERGENCY VEHICLES  
 - ALL PLANTINGS DIED BEFORE SPRING

Costly



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Engineering • Environmental • Architecture

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST**

**COMMENT FORM**

NAME: \_\_\_\_\_

EMAIL (OPTIONAL): \_\_\_\_\_

MAILING ADDRESS (OPTIONAL): \_\_\_\_\_  
\_\_\_\_\_

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following study elements from 1 to 6, in terms of relative importance (with 1 being the most important to you and 6 the least important):**

- Traffic Operations and Safety, Including Parking
- Active Transportation (Walking, Cycling)
- Main Street Bridge Rehabilitation
- Streetscape Enhancements
- Roadway Drainage and Stormwater Management
- Other ( \_\_\_\_\_ )

**3. Please identify your concerns as they pertain to the following study components:**

**a) Traffic Operations & Safety, Including Parking**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**b) Active Transportation (Pedestrian & Cycling) Needs**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**c) Main Street Bridge Rehabilitation**

- THERE ARE MANY ISLANDS PRIEN POST  
MAIN ONE TO ALTON MONUMENT - TIGHT  
- WHEN DRIVING TOWARDS ALTON  
MONUMENT ISLAND THERE IS A ROAD  
SIGN WHICH WHICH BLOCKS THE SIGHT  
LINE OF THE "ALTON" STONE

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST

## COMMENT FORM

NAME: [REDACTED]

EMAIL (OPTIONAL): [REDACTED]

MAILING ADDRESS (OPTIONAL): [REDACTED]

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - )
- Other (Please Identify - )

**2. Please rank the following study elements from 1 to 6, in terms of relative importance (with 1 being the most important to you and 6 the least important):**

- 1 Traffic Operations and Safety, Including Parking
- 6 Active Transportation (Walking, Cycling)
- 5 Main Street Bridge Rehabilitation
- 4 Streetscape Enhancements
- 2 Roadway Drainage and Stormwater Management
- Other ( )

**3. Please identify your concerns as they pertain to the following study components:**

**a) Traffic Operations & Safety, Including Parking**

Traffic calming is a key concern. The speed limit on Queen Street West is 40km/hr. Observations by residents and studies (by the Town of Caledon) confirm that significant traffic is exceeding the speed limit. Considering that speeding is easy with a wide, straight open road in front of you, we need to focus on the design of the road and its surroundings. Changing the shape of the road, such as on Main St (by the Region of Peel) is one approach. I've also seen changes in elevation that are effective. For example, the road surface can rise a few inches for several car lengths, then decline back to standard height creating an elevated road section or a 3-car-length speed bump. This may prove effective in front of the pond where protecting wildlife is a big concern. In the spring time, Canada geese families wander right onto to the road.

**b) Active Transportation (Pedestrian & Cycling) Needs**

We have plenty of functioning access already. Bicycles can get around easily enough. The only reason I would widen a road to add bike lanes, is if it may prove to be a suitable traffic calming measure. I think it would only work if it was always occupied by cyclists, otherwise it's just another wide-open road to speed on.

Pedestrian access is also already sufficient. We don't need more sidewalks in more places, absolutely not. When considering the objective of access, we need to focus on residents not tourists. Residents needs should always take priority in planning as they gain nothing from increased tourism. There are only 2 businesses (mills) that rely on tourism and they are stand alone properties that should not cause overflow traffic into the community.

**c) Main Street Bridge Rehabilitation**

No concerns

**d) Streetscape Enhancements**

Let's revisit our priorities. What do the residents need? How will improvements affect those that live here? Nobody wants changes that will alter the village culture. How can we improve what we already have with minimal impact for the sake of enhancements? Can we fix up the existing sidewalks? Remove the weeds from the curbing areas and plant flowers in the green spaces between sidewalks and the road? We don't need street furniture or more street lighting. I'm already overwhelmed by mass amounts of light that flood my property from the LED street light. It's complete overkill. This is supposed to be a little village road, not a main artery in a city.

**e) Roadway Drainage and Stormwater Management**

No concerns

**f) Other (Please Describe)**

In Summary

- Minimal changes to the existing design for the sake of "enhancements"
- Less flood light street lamps
- Maintain as much green space as possible
- Low impact (does not alter the village design) traffic calming measures

**4. Do you have any other comments regarding the study/study area or other materials presented?**

**Please provide comments by September 19<sup>th</sup>, 2019 to:**

**By Email:** [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)

**By Mail:** Andrew McGregor  
c/o R.V. Anderson Associates Limited  
43 Church Street, Suite 104  
St. Catharines, ON L2R 7E1

Please use additional paper if required to complete your comments.

*With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.*

**THANK YOU FOR YOUR TIME AND EFFORT!**



TOWN OF CALEDON



Arva Environmental Assessments Limited

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST

PUBLIC INFORMATION CENTRE NO. 1 COMMENT FORM

NAME:

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL):

1. Please check the box that applies to you:

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

2. Please rank the following study elements from 1 to 6, in terms of relative importance (with 1 being the most important to you and 6 the least important):

- 3  Traffic Operations and Safety, Including Parking
- 2  Active Transportation (Walking, Cycling)
- 4  Main Street Bridge Rehabilitation
- 1  Streetscape Enhancements
- 5  Roadway Drainage and Stormwater Management
- Other (\_\_\_\_\_)

3. Please identify your concerns as they pertain to the following study components:

a) Traffic Operations & Safety, Including Parking

- location of considered pedestrian cross-walk
- solutions for and location of traffic calming issue
- any change in use permit for Alton Mill pedestrian bridge (currently only for pedestrian + emergency vehicles)
- Any widening of Queen Street West taking away from our parking

b) Active Transportation (Pedestrian & Cycling) Needs

- location of and type of pedestrian crossing solution
- Scale of pedestrian amenities at Alton Mill Pond
- Implementation of side walk along north side of Queen Street W impacting our property frontage

c) Main Street Bridge Rehabilitation

- Any consideration for Amelia street bridge; the main vehicle access bridge for the Alton Mill





**d) Streetscape Enhancements**

- Impacts to wildlife around Alton Mill Pond
- Location of additional parking spaces
- Location of and type of crosswalk solution for Alton Mill
- Location of new street lighting and brightness of lights
- Any new sidewalk on the north side of Queen Street West

**e) Roadway Drainage and Stormwater Management**

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**f) Other (Please Describe)**

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**4. Do you have any other comments regarding the study/study area or other materials presented?**

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**Please provide comments by August 29<sup>th</sup>, 2019 to:**

**By Email:** [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)  
**By Mail:** Andrew McGregor  
 c/o R.V. Anderson Associates Limited  
 43 Church Street, Suite 104  
 St. Catharines, ON L2R 7E1

Please use additional paper if required to complete your comments.

*With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.*

**THANK YOU FOR YOUR TIME AND EFFORT!**

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[REDACTED]

**Sent:** August 9, 2019 10:41 AM

**To:** ian.todhunter@caledon.ca; Andrew McGregor <AMcGregor@rvanderson.com>

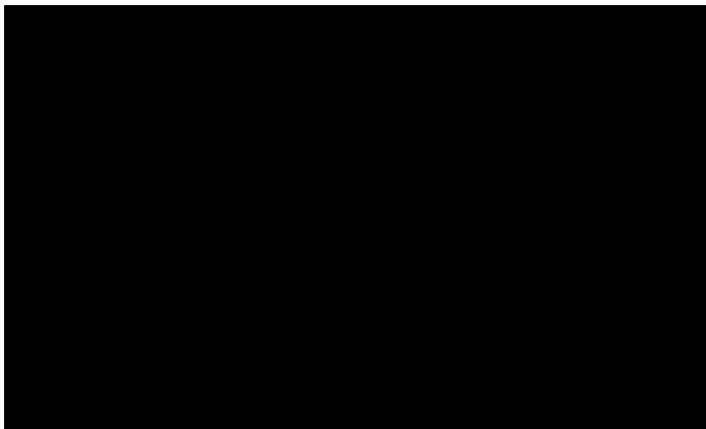
**Subject:** Feedback on Alton Streetscape

Good morning

Following last night's meeting in regards to the proposed work for Alton Phase 3 (Main St, North & Queen St, West) here are my comments and feedback.

- Above all else it is imperative that the Town respects the Heritage nature of our Village and treats any new plans with this in mind. We, as residents, are conscious of the impact more tourism has had on the village of Belfountain and do not wish our village to be consumed in the same fashion.
  - While the new streetscaping on Queen St, East may look pleasing at first it has a real 'suburb' feel about it and less of a small Heritage feel. 2 key areas reflect this – the amount of concrete used in creating sidewalks on either side of the road (something that I don't see as necessary) and the amount of fencing used so that we cannot even enjoy looking at Shaw's Creek any more as it is fenced off. We need to avoid this heavy handed approach if we are to retain our Heritage Village feel.
  
- Traffic flow and calming:
  - Main St North tends to be a 'short cut' for people coming to and from Orangeville. It is important to slow traffic down through the village. Currently, there are 2 permanent traffic calming 'humps' and 1 seasonal traffic calming 'hump'. These need to remain and other possible methods incorporated.
  - An item that has been flagged is the poor visibility of the 'S' curve at the north end of Main St. However, I would argue that this serves as a means to slow traffic down.
  - There appears to be mention of possible road widening on both Main St North & Queen St West. This is the last thing that is required if we are to keep traffic at a slow pace and to retain the Heritage aspect of the village.
  - Enhanced pedestrian crossings are mentioned in a few areas. What does this look like and entail? It is hard to comment without knowing what this actually involves. But if it somehow incorporates traffic calming speed humps as well as a pedestrian crossing then I think that would be a good idea.

- Parking:
  - In 6 Villages Plan it indicates enhanced parking on north side of Queen St W near the intersection of Queen St and Main St. I'm not sure what that would look like given that it appears a building is being erected at present.
  - It also notes that there could be additional / alternative parking on some side streets? Which side streets? Perhaps some angled parking adjacent to carriage square might be appropriate.
  - Under no circumstances should any consideration be given to street parking on either Main St North or Queen St West outside of the small area surrounding the junction and Ray's bakery.
- Sidewalks: / cycling & pedestrian access
  - In 6 Villages Plan it notes Alton as a tourism hub and the possibility of connecting various aspects with enhanced / additional sidewalks. While the existing sidewalks on Queen St West are in need of repair there should be no consideration of additional sidewalks to the north side of the street. 1 set of sidewalks is plenty.
  - A sidewalk / trail is indicated around Alton MillPond. The emphasis needs to be on 'trail' with wooden boardwalks NOT a concrete sidewalk. Is this to take place in consideration of the Alton MillPond Rehabilitation project?
  - And please – no fencing around the Alton MillPond and to retain the current green space on the north side of the street where geese and other animals can roam and forage. Do not destroy the visual aspect of the pond.
  - I would support some form of designated bike lanes along both Main St North & Queen St West but only if this does not lead to the existing streets width being increased. An increase to the width of the road takes away from the Heritage feel, creates more of a suburb style and will inevitably lead to more speed on the streets.
- Roadway drainage / storm water management:
  - There is certainly a need for this, especially on Queen St West. Under socialenvironment it mentions 'loss of property frontage to implement improvements'. Is this a temporary issue or a permanent issue? In no way do I support the loss of property frontage on a permanent basis. In many cases existing buildings are already very close to the edge of the street.



[REDACTED]  
**Sent:** August 9, 2019 2:40 PM

**To:** [ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca); Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>  
[REDACTED]

**Subject:** Village of Alton Class EA - comment sheet

Hello Ian and Andrew;

I attended the Alton EA PIC #1 last night and would like to submit comments using your comment form. Please send it to me either in Word or a pdf and I can submit comments electronically.

Also, a few other items:

1. If you are looking for a larger venue for a future PIC, please consider the Alton Mill. We have two spaces that I think would work logistically; the Millrace Room downstairs that includes a projector and screen, and the Pond Gallery that overlooks the pond.
2. We'd like to make sure your team is aware of two projects we are involved in in Alton that affect/affected by the EA:
  - a. Alton Millpond project – [www.altonmillpond.ca](http://www.altonmillpond.ca). There's a non-profit organization called the Alton Millpond Association that is guiding the project and we think the basic goal of the EA to provide pedestrian connection from Queen Street into the pond area is important and will tie in with our plans. I've copied the President of the Board of Directors Randy Ugolini here, so he's aware of the EA. If your team would like to meet to discuss the millpond project, please let us know. Mainly, we want to ensure our plans are understood and incorporated into the work you are doing.
  - b. Our 10 acre vacant parcel fronting onto Agnes St. just south of Queen St. We plan on developing the property for residential use and have a few concept plans in hand. These concepts are not fully developed and have not been shown to anyone yet so clearly are preliminary but nevertheless we think your team should be aware of the potential for the site and how this might work into any drainage/SWM plans that come out of the EA.

Thank you for giving us the opportunity to comment on the EA and I will send comments as soon as possible, using the Comment sheet.

Sincerely;

[REDACTED]

[REDACTED]  
**Sent:** Thursday, August 15, 2019 7:13 PM

**To:** Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>

**Subject:** Comments from Main St North Residents Public Information Centre (PIC) No. 1 on the Municipal Class Environmental Assessment (EA) for the Village of Alton Main St North and Queen St.

Without Prejudice

The following comments and questions reflect the concerns of a number of “study area” residents living on Main St. N. We respectfully request written responses to each question.

We have not ranked the study elements 1 to 6 as they are of equal importance. We note that the Town’s flyer for this event stated the following:

“The purpose of the study is to investigate a number of alternative solutions and develop a recommended road design that enhances connectivity and visitor accessibility to the Alton Village area. The Study will consider technical, aesthetic, and structural requirements; as well as socio-economic, cultural heritage, and natural environment factors.”

Quality of life, community safety and protecting the natural environment are key priorities for us. We are pleased that the study elements made a specific reference to “traffic operations and safety”.

*Traffic Operations & Safety, Including Parking:*

- **How is public/resident safety factored into your study?** We have a decades long speeding issue on the street (see 2012 email below). Traffic calming has worked north of Mary Street but speeding continues to the south. No comprehensive, resident-involved traffic study has been done by the Town for the Mary Street to Queen St section of Main St. North.

**“Subject:** FW: Statistics

**Date:** Tuesday, September 25, 2012 9:05 AM

[REDACTED]

Thank you for your email. I have added one clause to the Resolution on RB11. It states that all speed bumps installed will be designed so that all vehicles can be driven over the speed bumps with no difficulty at 40 kph. This means that the travelling public can drive north Main St. at the posted speed limit unimpeded. I do not see how anyone can object to this, but they still are.

Below are some stats that Craig Campbell just shared with us. 19980 is opposite the south boundary of the Salisbury house and just a few feet north of Eric Wood's property. Truly scary information. At 20144 Main St, in a 24-hour period, there were:

268 vehicles travelling between 60-69kph (20 to 30kph over the posted),  
98 between 70-79kph (30 to 40kph over the posted),  
20 between 80-89kph (40 to 50kph over the posted),  
1 between 100-109 (60 to 70kph over the posted) and  
2 between 110-119 (70 to 80kph over the posted)

At 19980 Main St, in a 24-hour period, there were:

52 vehicles travelling between 60-69kph (20 to 30kph over the posted), 8  
between 70-79kph (30 to 40kph over the posted),  
20 between 80-89kph (40 to 50kph over the posted),  
1 between 100-109 (60 to 70kph over the posted) and  
2 between 110-119 (70 to 80kph over the posted)

Bottom line for me, safety trumps all.

Regards,

Richard”

- **Will the current speed humps/bumps be removed in the future?** This section of Main Street to the Village limits is designated as a Community Safety Zone yet regular policing is absent. **Will this designation remain? What options are you proposing as future traffic calming measures?**
- The Town of Caledon’s 2017 Transportation Master Plan designates Main St North as a “collector”. Figure 2.5 Existing Pedestrian Facilities from the Plan notes a “roadside trail” from Queen St. to Highpoint. The Plan indicates that:  
**“Collectors**
  1. ► Are roadways under the Town’s jurisdiction.
  2. ► Serve low to moderate volumes of short distance traffic between local and arterial roads.
  3. ► Provide individual property access with some limitations

4. ▶ Will generally have a 20 to 26 metre road allowance with 2 to 4 lane capability.
5. ▶ On-street parking may be permitted.

The Town's collector road system generally forms smaller block grids between the arterial road system. These roads are generally continuous and carry moderate traffic volumes. Within the rural service centers, villages, and hamlets, the collector roads provide access to the local road system.

Some of Caledon's more significant collector roads include Heritage Road, Chinguacousy Road, Kennedy Road, Heart Lake Road, Bramalea Road, Old School Road/Healey Road, The Grange Side Road, Patterson Side Road, Beech Grove Side Road and Highpoint Side Road.

- **What is the definition of moderate traffic volumes i.e., range of projected vehicle traffic volumes?** Town staff have previously indicated that our street is capable of handling 3,000 to 5,000 vehicles per day.
- Main St North of Queen has become the default detour for the traffic avoiding the streetscaping work on Main South and Queen East. We are concerned that when the work is finished, our "collector" street designation will facilitate more traffic and speeding. Commuters use Main St North as a shortcut instead of continuing on Queen St. East. Additionally, commuters on Mississauga Road travel across Queen West and then north on Main St. This effectively splits the Village into four quadrants. **How does this maintain the character of the Village, particularly given its Tourism designation and focus on heritage?** We are aware of several proposed developments in the village which will mean even more traffic on our street. **Why has the Town never done a comprehensive traffic and speed study for Main St North and Queen St West?**
- **How much parking will there be on Main St. North for residents? How much for tourist/commercial operations? What are the Town's plans for dealing with tourism parking?**
- **Will the community Post Box be relocated? If yes, to where?**
- Residents are concerned about the proposed development on the Pinnacle and others in the Village. The Pinnacle property was identified as a special study area in the Alton Village Concept Study. **What studies have been done for this property? By whom? Could we please have copies? How does this study fit with the others that are underway?** ( Stormwater EA; Town of Caledon Official Plan Review; Special Study re:

expanding the Village Boundaries; and, the proposed Source Water Protection Plan amendments)

-

Active Transportation (Pedestrian & Cycling) Needs:

- **What are the plans to protect the safety of these users as well as walkers/hikers/cyclists?**

Main St. Bridge Rehabilitation:

-

- **What is the proposed timeline for the entire streetscaping plan? Will it be sequenced? Will the Bridge rehabilitation be first? What impacts will the bridge rehabilitation have on residents of Main St. N? What steps will be taken to minimize noise, dust and vibration impacts on nearby residents?**

Streetscaping Enhancements:

-

- **What kind of lighting, signage and curbing is planned for the street?**

Roadway Drainage and Stormwater Management:

-

- Drainage and stormwater management has been inadequate for several decades on Main St. North. Stormwater from Main St N and Mary St. regularly floods private properties—spring melt and high precipitation events. The Town of Caledon Council passed a motion on November 20, 1989 indicating that these issues would be addressed. The Pinnacle was reforested post Hurricane Hazel. Prior to that, significant run-off onto adjacent properties occurred every spring. As the trees matured the run-off diminished to the point that none occurs today. **What is the estimated drainage stormwater management impact should the Pinnacle be developed to host 27 homes, which would require removing over 14 acres of mature trees? How is it determined? How will this be mitigated? Will this factor in the significant precipitation events that have occurred since 2003 (exceed Hurricane Hazel) as identified by the CVC?**

Other:

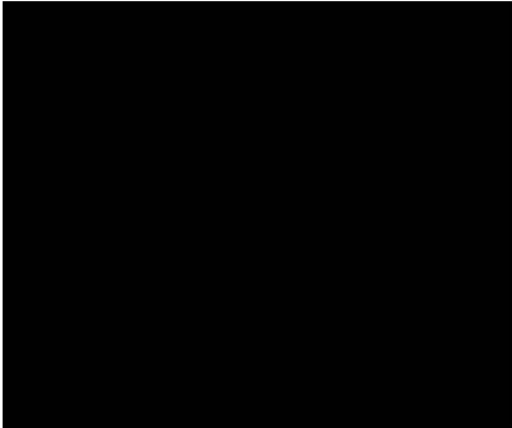
- **If the streetscaping is delayed what actions will the Town to address the long-standing traffic, speeding and drainage issues (flooding of private property) on Main St North?**
- **When the construction work is being done, will you be monitoring the vibrations**



**caused by the construction equipment given the potential negative affect this can have on the foundations of homes along the street?**

As a general comment, the residents would prefer a community engagement that enables all concerned to hear an answer from your experts at the same time.

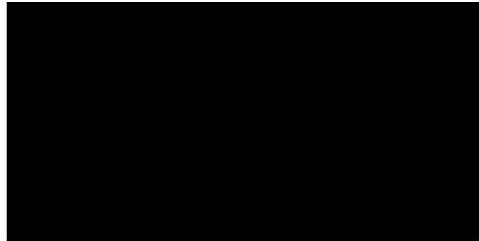
Sincerely,



[REDACTED]  
Date: 2019-09-17 5:36 PM (GMT-05:00)

To: ian.todhunter@caledon.ca, Andrew McGregor <AMcGregor@rvanderson.com> Subject: Municipal Class Environmental Assessment for Village of Alton Main St. North and Queen St. West comment form

Municipal Class Environmental Assessment for Village of Alton Main St North and Queen Street west.



Here are some of my thoughts on what needs to be considered in any ongoing plan

1. Residents of study Area.
2. Ranking: 1. Heritage landscape and keeping the rural village look. 2 Roadway Drainage and storm water management; 3. Traffic Operation and safety; 4 Main Street Bridge Rehabilitation; 5. Active Transportation; 6.Streetscape Enhancements
- 3a. Traffic Operation, Safety and Parking: Speeding still needs to be addressed. Police should continue randomly patrolling especially during commuter times. Speed bumps on Main North don't appear to deter some drivers from speeding. In fact some drivers seem to be challenged by them and actually speedup between the bumps. Retain the narrow traditional road allowances in keeping with the built heritage of the village. The use of road painting could be incorporated on the roadway as well, thus visually narrowing the road appearance to slowing the traffic. Parking on the side of the road should be allowed. ( Note- the look of the new Queen St E roadway appears very urban and not in keeping with a rural village character and visually looks very wide with a wide roadway, off roadway parking and wide sidewalks. That expanse of roadway from the 4 corners of Queen and Main suggest it would be a great for ¼ mile drag strip as long as you slowed by the monolith. Wondering what the speeds will be through that area once everything is completed.)
- 3b. Active transportation needs: In keeping with the rural village landscape but incorporating safety, there should be some sidewalks but only need a sidewalk on one side of the roadway both on Queen and Main Streets. A Sidewalk should be built on Main St E north of Nichols to provide walking safety to pedestrians north of Nichols but only within the village boundary. Outside the boundary, retain the rural look: gravel shoulder and grass/wildflowers etc. Keep the interesting curves, that part of the charm of rural roadways. The sidewalks should not encroach on the built heritage properties in the village, but be constructed from the existing sidewalk line towards the road way. Don't need 6 foot sidewalks as is the region policy for their roadways. The existing sidewalk width is appropriate and in keeping with the heritage village landscape. Cycling has been an integral part of village life for many years. On Street cycling with the existing road laws and perhaps some roadway painting is all that is needed.

3c. Main Street Bridge Rehabilitation: Do the necessary bridge deck repairs and any other necessary repairs without widening the bridge roadway. Do need a usable (winter especially) sidewalk on the E side of bridge. Any changes to the parapet walls should retain a view of the river. It is part of the charm of the village.

Need to insure any closure of the bridge includes another local exit/ entrance to Main S north. ie temporarily opening Nicolas and Amelia to local traffic so access to rest of village and school is easy and quick .

3d. Streetscape Enhancement: Sidewalks Only on one side of roadway are all that is necessary. Any increase in width of the sidewalk should be built towards the roadway Not much enhancement is needed but if the town is insistent on what they consider “improvements” we certainly don’t need the 6 foot wide sidewalks. Protect trees. No unnecessary removal of hedges, trees or gardens in keeping with the village character and its heritage look. Use grass verges not the “concrete splash pads” approach to side of roadway. Aside from the urban look which is not in keeping with the quaint, heritage character look of the village it is not practical or green. Concrete Splash pads need yearly sealing maintenance and not something the Town of Caledon need to use. If there is a change in the street lighting, Insure non- intrusive lighting directed down and shielding the sides-ways glare intruding into households. At the moment villagers enjoy the night sky. The regional lighting on Queen E has destroyed that landscape in that area. Protect the village core from over-lighting helping to keep a visible night sky and the quaint feeling of the village.

3e. Roadway drainage and storm Management: The land referred to as the east side of the Pinnacle needs to be included in this ESA as there is a possibility of it being developed. Also, the lands on Margaret St to the curve need to be included. Any future Pinnacle development which would include the cutting of 14 acres of trees on the Pinnacle will greatly impact the storm water/catchment areas and any new storm drains on Main, Nicholas, and Margaret Street and could adversely affect many homes.

There needs to be a sub watershed and aquifer survey done in connection with any storm water management plan as there are numerous springs on properties in this area. Purity of the water source need to be protected..

Need to respect heritage buildings and their close proximity to the road when dealing with storm water pipes.

This issue is also very personal. We have been impacted for over 40 years by the neglect of any storm water management plan. There is a long history, which the Town of Caledon promised to deal with.

In the 1980s the Town removed the top of the hill north of us, raised the road in front of us by 5 feet and raised the road to the N and S in front of our neighbours. Changing the low point. Our flat driveway and our neighbour's driveway to the N went from level to steeply sloped towards our houses up to the new road level. This was all done with no consultation on a day we were all at work. Our concerns about runoff mounted as there was now water directed onto the front of our lot, down the driveways, as well as sheeting across the road from the west side of Main from the Pinnacle and down the sidewalk from south of our property on the E side of Main. The Town added a culvert and ditch on the north E of Main when they opened Mary Street and more houses were built. More water was directed onto our property. Water also sheeted across Main from the north onto our property as well as onto Newall's property on the W side of Main. On Nov. 20<sup>th</sup> 1989 there was an Order in Council by the Town of Caledon to redirect significant runoff from the Ramsey (19877 Main), Newall and Starr (19871) lands upon the construction of a future storm drainage system. All problems came to a head for us personally in 2004 when our house moved significantly. Our foundations were undermined by that water and we had to have our house lifted and new foundations built with the Town liable and paying most of the cost. At that time Town of Caledon promised via their legal and planning departments to fix the situation within 5 years (by 2009). This still has not been done but assume that this instigated part of the ESA. The Town put "temporary" storm drains at the north and south side of our drive way and on the west side of Main in front of Newall's and have directed all water onto our properties via a ditch which was there years ago to take seasonal (spring) runoff from Newall property off the pinnacle via a culvert under the road. The town has no right of way on our property. It is my belief (Property Standards bylaw 2004-152) that once water is on Town property it should not be redirected onto private property. The Order in Council (1989) also indicates the town is required to take that water down Main St. away from any private property.

3f. There are approximately 130 heritage buildings listed in Alton. The Town of Caledon and "Six Village Plan" have indicated that the quaint heritage village of Alton is an important tourist, economic and cultural resource. The Visual Character of the village is an important element. Everything has to work around that to protect and respect the heritage buildings and their close proximity to roadways. You can't replace what we have. It's original not a copy. Don't destroy it by urbanization. Don't take the "qu" out of Quaint village....ain't village.

Quality of life, protecting heritage, protecting natural environment, our water source, water recharge areas and groundwater are important and need to be included and considered in any plan.

We, as a village, are experiencing Construction Fatigue. We need to know when, where, how and what is going to happen.



**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST**

**COMMENT FORM**

NAME: [REDACTED]  
 EMAIL (OPTIONAL): [REDACTED]  
 MAILING ADDRESS (OPTIONAL): [REDACTED]

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following study elements from 1 to 6, in terms of relative importance (with 1 being the most important to you and 6 the least important):**

- 1  Traffic Operations and Safety, Including Parking
- 3  Active Transportation (Walking, Cycling)
- 5  Main Street Bridge Rehabilitation
- 4  Streetscape Enhancements
- 2  Roadway Drainage and Stormwater Management
- Other ( \_\_\_\_\_ )

**3. Please identify your concerns as they pertain to the following study components:**

**a) Traffic Operations & Safety, Including Parking**

where is pedestrian crossing to go? Why proposing sidewalks on north + south Queen St - sidewalk on south side sufficient & NOT feasible to have on N side - no room without seriously impacting on homes. Sidewalk on S side goes to Opey Valley Rd - extend to Mississauga when needed! Why paved shoulders & where?? No business on North side of Village until Alton Mill so sidewalk NOT necessary.

**b) Active Transportation (Pedestrian & Cycling) Needs**

How propose to widen lanes without affecting existing homes/business same question re proposal to increase parking.

speed limit should be no more than 40km main to Mississauga Rd - for safety of pedestrians. where utilities going to be relocated?

**d) Streetscape Enhancements**

What "amenities" are proposed for Atten Mill Pond? Parking already there - bike racks?? on Atten Mill property or elsewhere - how many??

Not clear what's required to increase pedestrian access to Mill Pond or Village Square - they are already open + accessible to public. What improvements to Village Sq.?? being proposed?

**e) Roadway Drainage and Stormwater Management**

Substantial increase in tourism would require washrooms/garbage pits strategically placed & maintained. Parking is at a premium already - with little space left for additional parking without affecting residents and businesses.

**f) Other (Please Describe)**

- Placement of crosswalks at Amelia to have least impact on residents!!
  - If lighting to be enhanced it shouldn't affect residents - new lighting in Village already intrusive - many complaints
- OPTION 4: most cost effective + still maintain Village character.

**4. Do you have any other comments regarding the study/study area or other materials presented?**

My opinion is that many of the proposals being put forward to make the Village of Atten the tourist hub of Caledon are of no benefit to the residents. The consensus in the Village is "WE" don't want the changes. Urban planning for the Village of Atten will erode the integrity of the quaint Village atmosphere that many tourists leave the city for.

Please provide comments by September 19<sup>th</sup>, 2019 to:

**By Email:** [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)

**By Mail:** Andrew McGregor  
c/o R.V. Anderson Associates Limited  
43 Church Street, Suite 104  
St. Catharines, ON L2R 7E1

Please use additional paper if required to complete your comments.

**Comments for the Town of Caledon's Class Environmental Assessment for the reconstruction of Main Street North and Queen Street West in the Village of Alton.**

September 19, 2019



To Whom It May Concern,

**RE: Class Environmental Assessment for the reconstruction of Main Street North and Queen Street West in the Village of Alton.**

As residents of the reconstruction area under review, the following are our comments specifically for the 1)street lighting plans, 2)sidewalk plans, 3)little bridge & central four-corners of our village - for this assessment.

**1) STREET LIGHTING:**

The new street lighting plan, if not done very carefully, may significantly and negatively impact the quality of life in our small village. Although too little lighting could conceivably create safety concerns, too much lighting will unquestionable destroy the local ambience of our village, and remove the rural night sky we Alton residents value so much.

First of all, we strongly support the look of the new black light standards and old-fashioned fixtures that are currently being installed on Queen St. east of Main St. We also like the type of light they emit. We hope you will be using these same lamp posts and fixtures throughout the whole Queen St. west and Main St. north reconstruction area.

Reasons why we like these street lamps:

- The **aesthetic design** is attractive, and appropriate for our heritage-looking village
- The fixture design **directs light downward** – not shining up into the night sky, or in all directions, or glaring into walkers and drivers faces or into nearby house windows
- The **light bulb type and intensity is natural-looking**. Some municipalities jumped on the LED bandwagon early on for obvious economic reasons. However, improperly chosen lumen and kelvin specifications created a harsh, white light that most residents find offensive and is unnecessarily bright. The light emitted by the new Alton lamps are in the yellow spectrum, which has a much more natural look and feel.

In talking to neighbours however, we have heard some negative opinions regarding the **amount of light** emitted by the new lamps installed around the bridge on Queen St. East. We agree that this newly constructed area seems too bright, however, the solution is perhaps a simple one: We need fewer lights! - So, when lampposts are installed up Main Street north and along Queen St. west, can we please locate them further apart than the new ones presently being installed on Queen Street east right now? Can we not simply replace each existing lamppost with a new one, and not add more? The new lampposts have two fixtures – which doubles the light, so there is no need to put in *more* lampposts in between the existing ones. When one walks in the evening, one doesn't need every foot to be

illuminated equally. The sidewalk doesn't need to be a wash of light. If it is, it will overpower our little rural village ambiance.

Many newer communities and subdivisions are flooded with light all night. There seems to be an attitude in town planning that more light is better ...and safer. As a result, "Light Pollution" has become a serious issue. We strongly request that you use minimal and the most unobtrusive lighting as possible.

An idea worth further consideration, using the double fixtures on each lamppost:

Perhaps the lower lamp fixture of each lamppost (the one illuminating the sidewalk) can be motion-sensitive, and the higher light fixture (the one illuminating the road) can remain on all night. This means the lower fixtures will only be on when needed, thus reducing the amount of light-pollution we produce as well as saving energy.

## **2) SIDEWALK PLANS**

Without any municipal fitness centres nearby, many residents of Alton take to the streets and walk for fitness. Without a good continuous stretch of sidewalk however, we are often walking on the road which can be difficult or dangerous with cars close by. The important thing about installing sidewalks up Main Street north of Queen, is to maintain the rural look of the road and area. Can sidewalks be installed without curb and gutter? Could sidewalks be installed where there are none up Main Street – without changing the road to curb and gutter? The sidewalks would not need to be very wide, but having them up Main Street would be much appreciated.

## **3) LITTLE BRIDGE & CENTRAL FOUR-CORNERS BEAUTIFICATION**

Where Main St. and Queen St. intersect in the *centre* of our village - there is an opportunity to beautify (with natural landscaping) or to erect some form of public art (a statue, monument or sculpture). It is an obvious location for something of this nature. The little bridge on Main Street just to the north of the four-corners could be beautified in some way to tie-in with the four-corner beautification. Instead of the little bridge being strictly utilitarian (as it is now), it could become "quaint" looking, tying in aesthetically with the black lampposts on the street. These suggestions need not be expensive. They just require careful, preliminary thought and design.

In closing, we want to reiterate that maintaining the rural "village" character of our small community is very important to us. Beautification of it should always reflect this goal.

Thank you for the opportunity to provide comments. We hope you will carefully consider them, and we look forward to your reply.





MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST

COMMENT FORM

NAME: [REDACTED]

EMAIL (OPTIONAL): [REDACTED]

MAILING ADDRESS (OPTIONAL): [REDACTED]

PLEASE ADD ME TO THE STUDY MAILING LIST

1. Please check the box that applies to you:

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Study Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

2. Do you support the recommended design developed for the corridor?

- Yes
- No
- Somewhat

3. Please provide any comments you may have on the key features of the recommended design:

a) Traffic Operations, Parking & Safety

→ The proposed lay in parking at 19929, I see absolutely no point in that. Everyone up this way has big driveways. (Main Street)

b) Active Transportation (Pedestrian & Cycling)

→ What is proposed is great.

c) Main Street Bridge Rehabilitation

→ Making it wider with a wider sidewalk on one side is good.

d) Streetscape Enhancements

→ Main Street North. I see no point in putting benches in. Currently Regional Rd. 136 has benches that no one sits on, and garbage cans that no one empties. What's the point. Apply the funds else where. Give Queen Street benches - etc.

e) Roadway Drainage and Stormwater Management

→ There is major concerns with water at Paul Newells and Betty Starr's, along with other residents. Ensure that storm management is well thought off.

f) Other (Please Describe)

→ There is a opportunity to correct 19904 Main Street North. Years ago, road was made wider in the 70's. That hill is a huge safety issue. Town own's 33ft back from the middle of the road. A rock and cage type wall could be built and would look ok, at a low cost.

4. Do you have any other comments on the materials presented or the study in general?

→ Overall, the materials presented are ok.

Please provide your comments by September 17<sup>th</sup>, 2020 to:

By Email: [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)

By Mail: Andrew McGregor  
c/o R.V. Anderson Associates Limited  
43 Church Street, Suite 104  
St. Catharines, ON L2R 7E1

*With the exception of personal information, all comments will become part of the study. The study is being conducted according to the requirements of the Environmental Assessment Act, which is a planning process approved under the Environmental Assessment Act.*

THANK YOU FOR YOUR TIME AND EFFORT!

RECEIVED

SEP 11 2020

R.V. ANDERSON  
ASSOCIATES LTD.

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST

COMMENT FORM

NAME:

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL):

PLEASE ADD ME TO THE STUDY MAILING LIST

LTK0E4

1. Please check the box that applies to you:

- Study Area Resident
- Resident Living Outside the Study Area
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- Business Outside the Study Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

2. Do you support the recommended design developed for the corridor?

- Yes
- No
- Somewhat

3. Please provide any comments you may have on the key features of the recommended design:

a) Traffic Operations, Parking & Safety

— parking on one side of street  
only on Queen St. W

b) Active Transportation (Pedestrian & Cycling)

Side walks need to be on both sides of  
Queen St. W

c) Main Street Bridge Rehabilitation

Yes, needs to be replaced. It has  
holes in it & the roadway on Main  
Bridge @ Queen St W & Victoria  
need to be replaced  
too.

d) Streetscape Enhancements

- As, a lot of houses on Mainst N/3 Queen St. W. are historical. The sidewalks benches & design, must be like the 1800's. Please work with the Heritage (THE TOWN OF CALEDON) call Douglas McGlynn - Heritage/Urban Designer Planner 905-584-2272

e) Roadway Drainage and Stormwater Management

- This is a huge concern for me. When road work & water work was done on Victoria St (The Village Square) it flooded my basement (looks like they put an underground water river). It cost me \$70,000 to fix.

f) Other (Please Describe)

WATER DRAINAGE & STORMWATER

4. Do you have any other comments on the materials presented or the study in general?

Please work with the Heritage (Town of Caledon)

Douglas McGlynn - 905-584-2272

When your work is done / construction we may be able to get a grant to fix & make the rest of our property on Queen St W look the same.

Please provide your comments by September 17<sup>th</sup>, 2020 to:

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St. Catharines, ON L2R 7E1

information, all comments will become part of the public record of the project according to the requirements of the Municipal Class Environmental Assessment which is a planning process approved under Ontario's Planning Act.

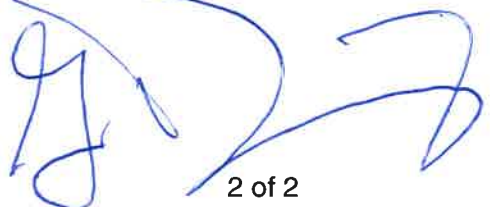
RECEIVED

SEP 04 2020

R.V. ANDERSON ASSOCIATES LTD.

THANK YOU FOR YOUR TIME AND EFFORT!

G. Daniell



**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST**

**COMMENT FORM**

NAME: \_\_\_\_\_

EMAIL (OPTIONAL): \_\_\_\_\_

MAILING ADDRESS (OPTIONAL): \_\_\_\_\_

PLEASE ADD ME TO THE STUDY MAILING LIST

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- Other (Please Identify - \_\_\_\_\_)

**2. Do you support the recommended design developed for the corridor?**

- Yes
- No
- Somewhat

**3. Please provide any comments you may have on the key features of the recommended design:**

a) Traffic Operations, Parking & Safety

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b) Active Transportation (Pedestrian & Cycling)

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c) Main Street Bridge Rehabilitation

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d) Streetscape Enhancements

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e) Roadway Drainage and Stormwater Management

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f) Other (Please Describe)

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**4. Do you have any other comments on the materials presented or the study in general?**

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**Please provide your comments by September 17<sup>th</sup>, 2020 to:**

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St. Catharines, ON L2R 7E1

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**THANK YOU FOR YOUR TIME AND EFFORT!**

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST

COMMENT FORM



NAME: [REDACTED]  
EMAIL (OPTIONAL): [REDACTED]  
MAILING ADDRESS (OPTIONAL): [REDACTED]

PLEASE ADD ME TO THE STUDY MAILING LIST

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- Other (Please Identify - \_\_\_\_\_)

2. Do you support the recommended design developed for the corridor?

- Yes
- No
- Somewhat

3. Please provide any comments you may have on the key features of the recommended design:

a) Traffic Operations, Parking & Safety

- Would like to see bumps remain on rd.  
- Do not like lay in parking in front of 19929 Main St.  
- Most people have large driveways anyways.

b) Active Transportation (Pedestrian & Cycling)

I support any traffic calming.

c) Main Street Bridge Rehabilitation

Can the bridge even go any closer to the house down there at the corner of Main and Queen?

d) Streetscape Enhancements

Do not want to see any benches and garbage cans up this way. Good for Queen Street in the old part of Alton where you have more visitors - Alton Mill, Rays, etc.

e) Roadway Drainage and Stormwater Management

The water issues are on the ~~east~~ west side of main Street up above and beyond Mary Street.

f) Other (Please Describe)

Putting a wall in at 19904 would be a good idea.

4. Do you have any other comments on the materials presented or the study in general?

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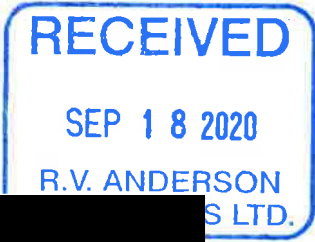
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**THANK YOU FOR YOUR TIME AND EFFORT!**



MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST

COMMENT FORM



NAME:

EMAIL (OPTIONAL)

MAILING ADDRESS (OPTIONAL):

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- Other (Please Identify - \_\_\_\_\_)

2. Do you support the recommended design developed for the corridor?

- Yes
- No
- Somewhat

3. Please provide any comments you may have on the key features of the recommended design:

a) Traffic Operations, Parking & Safety

speeding  
continuously down our hill

b) Active Transportation (Pedestrian & Cycling)

c) Main Street Bridge Rehabilitation



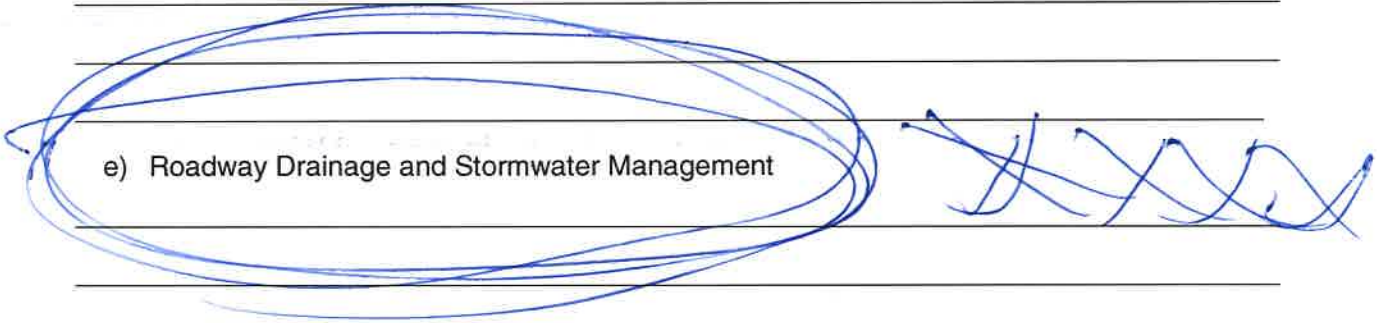
d) Streetscape Enhancements

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e) Roadway Drainage and Stormwater Management



~~poor~~ poor storm drainage

floods my property, Repeatedly!

f) Other (Please Describe)

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4. Do you have any other comments on the materials presented or the study in general?

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**THANK YOU FOR YOUR TIME AND EFFORT!**

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
 MAIN STREET NORTH & QUEEN STREET WEST

COMMENT FORM



*Grant Geddes*

NAME: [REDACTED]

EMAIL (OPTIONAL): [REDACTED]

MAILING ADDRESS (OPTIONAL): [REDACTED]

PLEASE ADD ME TO THE STUDY MAILING LIST

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- Other (Please Identify - \_\_\_\_\_)

2. Do you support the recommended design developed for the corridor?

- Yes
- No
- Somewhat

3. Please provide any comments you may have on the key features of the recommended design:

a) Traffic Operations, Parking & Safety

*- the lay-in parking at 19929 Main St. North is NOT needed as we all have long driveways*

b) Active Transportation (Pedestrian & Cycling)

*- good!  
 - sidewalk placing is fine  
 - keep speed bumps*

c) Main Street Bridge Rehabilitation

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

d) Streetscape Enhancements

- we do NOT need benches way up here. It's a waste of money!

e) Roadway Drainage and Stormwater Management

- the culvert at the end of our driveway does NOT drain properly, primarily because the culvert itself is on a vertical slant towards the north.

f) Other (Please Describe)

- 19904 Main St needs to have their "hill" front yard fixed - perhaps a retaining wall to prevent erosion, wash outs - it's a SAFETY ISSUE

4. Do you have any other comments on the materials presented or the study in general?

~~0~~

Please provide your comments by September 17<sup>th</sup>, 2020 to:

By Email: [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)

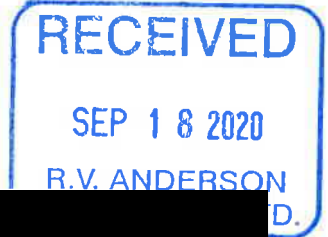
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**THANK YOU FOR YOUR TIME AND EFFORT!**

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST

COMMENT FORM



NAME: [REDACTED]  
EMAIL (OPTIONAL): [REDACTED]  
MAILING ADDRESS (OPTIONAL): [REDACTED]

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- Other (Please Identify - \_\_\_\_\_)

2. Do you support the recommended design developed for the corridor?

- Yes
- No
- Somewhat

3. Please provide any comments you may have on the key features of the recommended design:

a) Traffic Operations, Parking & Safety

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b) Active Transportation (Pedestrian & Cycling)

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c) Main Street Bridge Rehabilitation

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*See sheet attached for comments*

d) Streetscape Enhancements



1. Few lights and few benches needed.
2. No fences ~~or~~ or guard rails in this section of main st as I've explained

e) Roadway Drainage and Stormwater Management

Much needed.

f) Other (Please Describe)

4. Do you have any other comments on the materials presented or the study in general?

See - sheet attached

Please provide your comments by September 17<sup>th</sup>, 2020 to:

**By Email:** [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)  
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**THANK YOU FOR YOUR TIME AND EFFORT!**

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST

COMMENT FORM

RECEIVED  
SEP 22 2020  
R.V. ANDERSON  
ASSOCIATES LTD.

NAME: [REDACTED]  
EMAIL (OPTIONAL): [REDACTED]  
MAILING ADDRESS (OPTIONAL): [REDACTED]

PLEASE ADD ME TO THE STUDY MAILING LIST

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- Other (Please Identify - \_\_\_\_\_)

2. Do you support the recommended design developed for the corridor?

- Yes
- No
- Somewhat

3. Please provide any comments you may have on the key features of the recommended design:

a) Traffic Operations, Parking & Safety

*It is my understanding that the proposed homes to be built on the Thomas Farm will have their back yards facing Queen Street. A sidewalk will not be needed from Osprey Mills Drive to Mississauga Road as most home owners will construct fences or plant hedges facing Queen.*

b) Active Transportation (Pedestrian & Cycling)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

c) Main Street Bridge Rehabilitation

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

d) Streetscape Enhancements

I am a star gazer and as such would prefer to have strong lights that will inhibit my ability to watch the night sky

e) Roadway Drainage and Stormwater Management

f) Other (Please Describe)

Grass is preferable to concrete for environmental reasons. (curb areas)

4. Do you have any other comments on the materials presented or the study in general?

I greatly appreciated the paper copy of all the materials related to this study that I recently received. I don't own a computer. Thanks again!

Please provide your comments by September 17<sup>th</sup>, 2020 to:

**By Email:** [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)  
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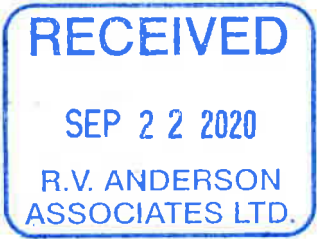
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**THANK YOU FOR YOUR TIME AND EFFORT!**



MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
MAIN STREET NORTH & QUEEN STREET WEST

COMMENT FORM



NAME: [REDACTED]

EMAIL (OPTIONAL): \_\_\_\_\_

MAILING ADDRESS (OPTIONAL): \_\_\_\_\_

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2. Do you support the recommended design developed for the corridor?

- Yes
- No
- Somewhat

3. Please provide any comments you may have on the key features of the recommended design:

a) Traffic Operations, Parking & Safety

POSSIBLY ADD SOME ROAD BUMPS TO SLOW TRAFFIC ON QUEEN WEST, BUT THAT'S IT!

b) Active Transportation (Pedestrian & Cycling)

HAS ANYONE ACTUALLY BEEN TO ALTON?  
IT'S A QUIET COUNTRY TOWN.  
THAT'S THE CHARM OF WHY PEOPLE LIVE HERE.  
THE BIGGEST HAZZARD OVER THE PAST YEAR HAS BEEN THE DUMP TRUCKS DRIVING TOO FAST ON ALL THE SIDE ROADS, AND THE CONSTRUCTION CREWS.

c) Main Street Bridge Rehabilitation

HAVE NOT REC'D ANY DETAILS ON WHAT THIS WOULD BE. HARD TO COMMENT.

d) Streetscape Enhancements

IT'S EXCESSIVE. THE ENHANCEMENTS, ALTHOUGH THE CENTRE ISLAND WITH THE "ALTON" SIGN IS NICE, IS WAY OVER DEVELOPED FOR THIS LITTLE TOWN. THE WEAVING AROUND ALL THE INLETS IS SILLY (ESPECIALLY IN WINTER), AND THE NUMBER OF YELLOW/BLACK SIGNS DEFINING THE

e) Roadway Drainage and Stormwater Management

IF NEEDED, GREAT. HAVEN'T NOTICED ANY ISSUES BEFORE OR AFTER.

CORNERS OF ALL THESE INLETS AND ISLANDS IS UGLY, AND TAKES AWAY FROM IT ALL.

f) Other (Please Describe)

THE "ENHANCEMENTS" ARE TAKING AWAY THE SMALL TOWN CHARM. THE NUMBER OF ADDED BENCHES IS RIDICULOUS, I'VE YET TO SEE ANYONE SIT ON ANY OF THESE, WITH THE EXCEPTION OF THE COUPLE AT THE ENTRANCE OF THE ALTON GRANGE TRAIL, WHICH

4. Do you have any other comments on the materials presented or the study in general?

IS THE ONLY SPOT WITH LOGICAL PLACEMENT. REFERENCE THE BENCH ON MAIN STREET SOUTH - YOU'RE FACING A MAIN TRAFFIC ROAD, AND A MASSIVE STONE WALL AT THE CEMETERY (WOW, THAT'S USEFUL AND EXCITING). OTHER THAN RUINING THE PERSON'S HOME FRONT THAT NOW HAS TO LOOK AT IT, AND ALL THE

Please provide your comments by September 17<sup>th</sup>, 2020 to:

By Email: [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)  
 By Mail: Andrew McGregor  
 c/o R.V. Anderson Associates Limited  
 43 Church Street, Suite 104  
 St. Catharines, ON L2R 7E1

MONEY AND TIME IT'S TAKEN TO DO THIS, IT'S JUST PLAIN UGLY AND OVERKILL.

PLEASE STOP WITH THE SO-CALLED ENHANCEMENTS

With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

THANK YOU FOR YOUR TIME AND EFFORT!

I'D LOVE TO KNOW IF ANYONE WHO LIVES HERE ACTUALLY REVIEWED AND APPROVED THE CURRENT WORK. THE ONLY COMMENTS I RECEIVE FROM PEOPLE NOW ARE "WOW, WHAT'S WITH THE GRAND ANNOUNCEMENT TO ALTON?" ... "DOES ANYONE ACTUALLY SIT THERE?" ... "IT'S TOO BAD, IT RUINS THE CHARM OF THE TOWN". IT'S JUST A JOKE REALLY.

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON  
 MAIN STREET NORTH & QUEEN STREET WEST**

**COMMENT FORM**

**NAME:** \_\_\_\_\_  
**EMAIL (OPTIONAL):** \_\_\_\_\_  
**MAILING ADDRESS (OPTIONAL):** \_\_\_\_\_

PLEASE ADD ME TO THE STUDY MAILING LIST

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Study Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - President of Alton Village Association)

**2. Do you support the recommended design developed for the corridor?**

- Yes
- No
- Somewhat

**3. Please provide any comments you may have on the key features of the recommended design:**

a) Traffic Operations, Parking & Safety

Question location of lay by parking on Main St. North of Mary St. but I understand you have limitations on locating this type of parking.

What designs features provide traffic calming for Main St. North? Are speed bumps etc. going to be reinstalled? Raised curbs on Queen St. West will stop cars from parking on sidewalk. Want to ensure that you reinstall noparking signs on Queen St. West.

b) Active Transportation (Pedestrian & Cycling)

Fully support having sidewalks on only one side of the street on Main St. North, and Queen St. West.

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

c) Main Street Bridge Rehabilitation

Looks good.

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

---

d) Streetscape Enhancements

Question the need for sidewalks extending from entrance to unbuilt subdivision

off Queen St. to Mississauga Rd. House backyards will be backing onto Queen St.

Question Cement slabs to Rd. at 1398 Queen St. Shown on two accesses only we do have 3 accesses.

Would rather see flagstones which are in the character of the front of the property which one access currently has flagstones.

---

e) Roadway Drainage and Stormwater Management

Please ensure when installing, that no damage is done to our retaining wall.

Question how you are going handle the drainage from the subdivision on the South of Queen St. into the pond? The lot where drainage runs through is not owned by

The Town of Caledon.

Hope the road will not be elevated more during construction and that tree roots are protected from damage.

---

f) Other (Please Describe)

We currently have a light on the pole across from our bedroom window.

The light that is currently positioned on the pole is bad, but new light design would be more intrusive. I am wondering if some type of shield to reduce glare along with lower lighting could help.

---

**4. Do you have any other comments on the materials presented or the study in general?**

I know with COVID it is difficult. We could really benefit from more illustrations along properties.

I know that it does cost more but given no public meetings, pictures are really helpful.

In your drawings it looks like our retaining wall runs on an angle, it is really straight east and west.

Happy to see that you are making efforts not to affect Historical Character. Would like to see more grass less cement where possible and trees, i.e. in business core along Queen between Victoria and Main.

**Please provide your comments by September 17<sup>th</sup>, 2020 to:**

**By Email:** [AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)

**By Mail:** Andrew McGregor  
c/o R.V. Anderson Associates Limited  
43 Church Street, Suite 104  
St. Catharines, ON L2R 7E1

*With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.*

**THANK YOU FOR YOUR TIME AND EFFORT!**

Attachment to the "COMMENT FORM"

Town of Caledon – Municipal Class Environmental Assessment for the Village of Alton Main St North & Queen Street West

September 15, 2020

3 a) Traffic Operations, Parking & Safety

- Speed Bumps and Radar Speed Signs. The two existing speed bumps and the two radar speed signs on Main Street north of Queen are very effective features for slowing traffic. They are established and known, and they are not rejected by local residents who use the road the most (and are therefore inconvenienced the most). Eliminating speed bumps will increase speeding both up and down Main Street north of Queen Street.
- Additional Signage. The report appears to propose "additional warning signs and visual elements". We do not support increased visual elements and signage. Too much signage can just be overwhelming or confusing (and eventually simply ignored) by speeding drivers, while being an unwelcome "eye-sore" for area residents. If increased signage is considered the substitute for speed bumps – to slow traffic, it will be a double-blow to local residents.

Question: What specific additional signage is proposed? It would be very helpful to have a visual rendering, so we understand exactly what is being proposed. We only hope our quaint rural street doesn't become polluted with unnecessary signage.

- Speed Study. The Town's vehicle "Speed Study" results conclude: "Vehicle speeds throughout the urbanized portions of the roadways are considered acceptable" – that is, for average study speeds of "57 km/ hr". (If we are reading it correctly.)

Question: How is it reasonable to have an average speed of 57 km/hr - more than 40% over the posted speed limit?

3 b) Active Transportation (Pedestrian & Cycling)

- The S-curve on Main Street The study's stated purpose is "to develop a road design that enhances connectivity and visitor accessibility to the Alton Village area."

The proposed paving of the shoulders (1.5 m each side) on Main St north of Queen St. to Highpoint Sideroad will be very beneficial to the safety and enjoyment of both walkers and cyclists, whose numbers have been growing larger each year. At the same time, the proposed larger overall paved road width of 10 m. (road – 7m; plus shoulders – 1.5 m each) may have the potential to encourage higher vehicle speeds.

The pronounced S-curve on Main Street north is presently a very dangerous accessibility bottleneck for all walkers and cyclists – both locals and visitors alike. Currently, in this section of the road, there is no shoulder on one side and a narrow gravel shoulder on the other side. When on this section of Main Street, walkers and cyclists must constantly

(nervously) check for speeding vehicles coming around the bend, both in front and behind them. We understand it is still undecided how much paved shoulder will be available on Main Street at the S-curve section of the road. It will be essential for both safety and comfort to have adequate asphalt shoulder for walkers and cyclist on the S-curve section.

If there is a substantial reduction in the 1.5m shoulder at this section of the road, cyclists may feel forced to use the road area, thus surprising oncoming traffic unaware of the cyclist's presence. Scenarios such as this present a potentially dangerous situation to vehicles not anticipating such a move.

Question: With walker and cyclist and driver safety in mind, will detailed planning options with budget choices be developed for the S-curve road design, for sharing and input from the community? This is presently a dangerous section of our road, we would like to see improved and made safer.

Idea: Perhaps a large, domed mirror (placed strategically for view from both directions) would be useful for drivers, pedestrians and cyclists alike – to have a little more warning about what is approaching around the bend.

### 3 c) Main Street Bridge Rehabilitation

Our wish here is that the bridge be designed to aesthetically fit into the overall Heritage character of our community. Hopefully it will remain roughly the same size, and hopefully the waterway beneath it will not be altered in any way. An enhancement might be to include overhead floral baskets at each end, or some inviting and friendly feature.

### 3 d) Streetscape Enhancements

- Street Lighting. The new street light fixture design on Queen Street East and Main Street south is very attractive. However, we would like to be sure the following issues are addressed: 1) the light intensity /strength, 2) the type of light (soft yellow Vs harsh blue), 3) the number of lamp posts (causing over-lighting), and 4) lights being properly directed down to the sidewalks/ road and away from the windows of homes.

Our preference would be to see low-intensity, yellow lighting, with lighting directed down to the ground and not to the side. We would like to see as few lamp posts as absolutely necessary, and especially as the lots become larger and more spread-out north of the existing speed bumps on Main Street. We don't wish to exchange the presently quiet, rural streetscape on our road with lots of bright new lights. Please don't try to convince us that we need lots of additional light for safety and security. We don't agree.

Question: Will detailed planning options be developed for the street lighting (including the factors mentioned above), for sharing and input from the community?

- Vegetation along the roadside  
We would prefer to have the side of the road beyond the 1.5m paved shoulder on Main Street North above Mary Street left aesthetically in as natural state as possible.

### 3 e) Roadway Drainage and Storm water Management

The Report recommends urban curb/gutter/storm sewer for Queen Street and Main Street, south of Mary Street. We are told by those living on Main Street South and Queen Street East (with the new in-curb style gutter), that much of the water from a heavy rainfall simply flows past the in-curb gutter and is left pooled on the road. In the past, water used to drain off the road efficiently with the older style drains, and now water flows past the new drains in the road! Main Street north of Queen Street has quite a steep incline, and is definitely not suitable for the new, in-curb style gutter for storm water drainage.

Question: How will this problem be avoided with storm water management on Main Street North ...and Queen Street West?

### 4) Other Comments

- Going forward, it is important to have more detailed proposals with pictures and renderings, along with options, presented to the community for their information and requested input.
- Please consider "Zoom" on-line video meetings – with presentations and questions/ answers - with the community. Even though there may not be a huge number of residents that will participate, just putting information on-line for comments will be seen by many (including us), as inadequate community consultation – even during the Covid-19 pandemic.

Thank you very much for this opportunity to contribute our opinions. We look forward to the next resident consultation.

████████████████████  
████████████████████  
████████████████████  
████████████████████

#1

COMPLETE



Page 1: ONLINE COMMENT FORM

Q1

What is your name? (Optional)

[REDACTED]

Q2

What is your email? (Optional)

j [REDACTED]

Q3

Respondent skipped this question

What is your mailing address? (Optional)

Q4

Study Area Resident

Please check the box that applies to you

Q5

Somewhat

Do you support the recommended design developed for the corridor?

Q6

Please provide any comments you may have on the key features of the recommended design:

4) Streetscape Enhancements

Need to see more images.



MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR THE VILLAGE OF ALTON MAIN STREET  
NORTH & QUEEN STREET WEST

**Q7**

Do you have any other comments on the materials presented or the study in general?

I live across from the Alton Mill pond. I only see one streetscape image of Queen St. W. looking N.E. toward Main st. The pond is just barely visible.

I am curious to know what is going to be done by the pond and the houses across from the pond.

Do you have images of Queen St. W. between Emeline St. and Anges St?

Thanks,

Jesse

---

#2

COMPLETE



Page 1: ONLINE COMMENT FORM

**Q1** Respondent skipped this question  
What is your name? (Optional)

**Q2** Respondent skipped this question  
What is your email? (Optional)

**Q3** Respondent skipped this question  
What is your mailing address? (Optional)

**Q4** Study Area Resident  
Please check the box that applies to you

**Q5** Somewhat  
Do you support the recommended design developed for the corridor?

**Q6**  
Please provide any comments you may have on the key features of the recommended design:

- |   |  |
|---|--|
| 1) Traffic Operations, Parking & Safety         | <b>The residents of this community, the ones paying taxes, do not need more street parking. There really is no need to start drawing in tourists. we have very few businesses and they have sufficient parking</b> |
| 2) Active Transportation (Pedestrian & Cycling) | <b>Cycling is fine, more bike lanes are fine</b>   |
| 3) Main Street Bridge Rehabilitation            | <b>Only if necessary</b>   |
| 4) Streetscape Enhancements                     | <b>Please do not turn Alton into a city. The new streetlights that the region installed are overkill. There is no need to flood the place with light. Cars come with headlights.</b>                               |

**Q7**

Do you have any other comments on the materials presented or the study in general?

Please demonstrate that the priority of all enhancements are for the residents. We don't want increased traffic, there's no benefit to the homeowners. Why are we implementing changes for the sake of tourism? There is very little public property, and again the 2 major businesses in this village have their own parking and need to respect the locals.

---

#3

COMPLETE



Page 1: ONLINE COMMENT FORM

Q1

What is your name? (Optional)



Q2

What is your email? (Optional)



Q3

What is your mailing address? (Optional)



Q4

Study Area Resident

Please check the box that applies to you

Q5

Somewhat

Do you support the recommended design developed for the corridor?

Q6

Please provide any comments you may have on the key features of the recommended design:

- |   |   |
|---|---|
| 1) Traffic Operations, Parking & Safety         | OK on safety, don't see any recognition of the accepted on-street parking for the businesses on Queen. parking outside the businesses |
| 2) Active Transportation (Pedestrian & Cycling) | OK  |
| 3) Main Street Bridge Rehabilitation            | OK  |
| 4) Streetscape Enhancements                     | OK  |

**Q7**

Do you have any other comments on the materials presented or the study in general?

I don't see any recognition of the parking on Queen Street adjacent to the businesses. I feel that is essential to the businesses and contributes to traffic calming in that area. Will the proposed kerbs be compatible?

---

#4

COMPLETE



Page 1: ONLINE COMMENT FORM

**Q1**

What is your name? (Optional)



**Q2**

What is your email? (Optional)



**Q3**

What is your mailing address? (Optional)



**Q4**

**Study Area Resident**

Please check the box that applies to you

**Q5**

**Somewhat**

Do you support the recommended design developed for the corridor?

**Q6**

Please provide any comments you may have on the key features of the recommended design:

1) Traffic Operations, Parking & Safety

**Speed limitations. How are average speeds of 20 - 25% above the posted speed limit on Queen St W and even higher on Main St N acceptable. IF speed bumps are not being looked at I would like to see 3 way stop signs at Agnes (on Queen St W) and Margaret St N (on Main St N) and perhaps at Amelia St as well (on Queen St W).**

4) Streetscape Enhancements

**Please provide more pictures. It is pretty hard to gain an understanding of what is being planned from the limited pictures provided.**

5) Other (Please Describe)

**On my property I have a hedge bordering the sidewalk. I would like to know if this will be affected (i.e.. removed) and if that is the case I want to know that it will be replaced with either similar mature vegetation or a dry stone stacked wall.**

---

**Q7**

Do you have any other comments on the materials presented or the study in general?

When it comes to consideration of traffic and speed, consider that the plan for Alton is to be a tourism hub. This means increased traffic and with that, inevitably, an increase in speeding. So you need to act now to slow cars down. Warning signs and visual elements have limited effect. 3 way stops actually stop traffic and will slow traffic between stop signs.

---

#5

COMPLETE



Page 1: ONLINE COMMENT FORM

**Q1**

What is your name? (Optional)



**Q2**

What is your email? (Optional)



**Q3**

What is your mailing address? (Optional)



**Q4**

**Study Area Resident**

Please check the box that applies to you

**Q5**

**No**

Do you support the recommended design developed for the corridor?

**Q6**

**Respondent skipped this question**

Please provide any comments you may have on the key features of the recommended design:



**Q7**

Do you have any other comments on the materials presented or the study in general?

I would comment, but do not have a basis to do so. I have not received any design pics other than where the project affects -Main St and Queen St. Hopefully it does not look like the other end of town and bridge that took three years and at what cost. It is such a safety hazard and esthetically does not represent Alton

---

#6

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Thursday, September 03, 2020 4:34:56 PM  
**Last Modified:** Thursday, September 03, 2020 4:42:40 PM  
**Time Spent:** 00:07:43  
**IP Address:** 99.236.179.190

---

Page 1: ONLINE COMMENT FORM

**Q1**

What is your name? (Optional)

██████████

---

**Q2**

What is your email? (Optional)

████████████████████

---

**Q3**

What is your mailing address? (Optional)

██

---

**Q4**

**Study Area Resident**

Please check the box that applies to you

---

**Q5**

**Somewhat**

Do you support the recommended design developed for the corridor?

---

**Q6**

Please provide any comments you may have on the key features of the recommended design:

1) Traffic Operations, Parking & Safety

**I am concerned at the reported average speeds along Queen Street and would like to see some more effective measures put in place to reduce them. I have two small children and live on Queen Street; 50km/h in town is way too fast. I would love a 30 km/h zone coming into town. I am also concerned that a solar flashing speed sign going all day long would be disruptive if placed in front of houses.**

2) Active Transportation (Pedestrian & Cycling)

**I am aligned with the idea of bike stamps on the road to help remind drivers to share the road. I also like the recommendation to add rest areas at the Carriage Park.**

---

**Q7**

Do you have any other comments on the materials presented or the study in general?

I feel like this recommendation balances the need to improve the look of the town and the short and long-term disruption to residents. I hope that approach continues.

---

#7

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Monday, September 07, 2020 10:33:56 AM  
**Last Modified:** Monday, September 07, 2020 10:36:20 AM  
**Time Spent:** 00:02:23  
**IP Address:** 76.69.148.49

---

Page 1: ONLINE COMMENT FORM

**Q1**

What is your name? (Optional)

████████████████████

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**Q2**

What is your email? (Optional)

████████████████

---

**Q3**

What is your mailing address? (Optional)

██

---

**Q4**

**Resident Living Outside the Study Area**

Please check the box that applies to you

---

**Q5**

**Somewhat**

Do you support the recommended design developed for the corridor?

---

**Q6**

**Respondent skipped this question**

Please provide any comments you may have on the key features of the recommended design:

---

**Q7**

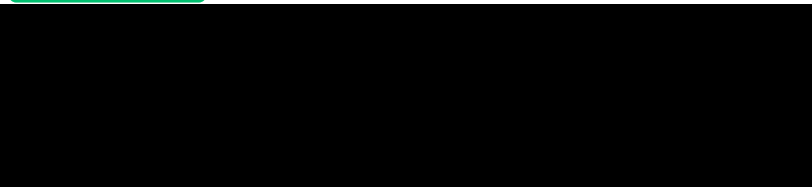
**Respondent skipped this question**

Do you have any other comments on the materials presented or the study in general?

---

#8

COMPLETE



---

Page 1: ONLINE COMMENT FORM

**Q1**

What is your name? (Optional)



**Q2**

What is your email? (Optional)



**Q3**

What is your mailing address? (Optional)



**Q4**

**Study Area Resident**

Please check the box that applies to you

**Q5**

**Yes**

Do you support the recommended design developed for the corridor?

**Q6**

Please provide any comments you may have on the key features of the recommended design:

1) Traffic Operations, Parking & Safety

**The traffic at the north end of Main St as it intersects with HighPoint Side road is very fast. Especially for traffic coming southbound from Orangeville where there is no stop sign at HighPoint. Stopping at the north bound stop sign on Main, intersecting with HighPoint, is inconsistent. There have been several accidents and 'near misses' at this intersection since we moved in.**

2) Active Transportation (Pedestrian & Cycling)

**The "bend" at the north end of Main St before HighPoint Rd is currently impassible (safely) to pedestrians and cyclists. It creates what is effectively a pinch point anytime a car and cyclist/pedestrian pass through.**

---

**Q7**

Respondent skipped this question

Do you have any other comments on the materials presented or the study in general?

---

[REDACTED]

September 14, 2020

Andrew McGregor  
c/o R.V. Anderson Assoc. Ltd.  
43 Church St, Ste 104  
St. Catharines, ON L2R 7E1

Dear Andrew:

I'm using this format as it is easier for me. I have lived in Alton since 1955 and also worked here all those years, it has been a great place to live and in the same house at 19835 Main St. North. I live in the section between the <sup>{Main St}</sup> bridge and Margaret St.

We do not have water problems in this section at all but realize many others do and in need of help. This area where

I live is also the route for the deer to follow the river and

cross the road and make their way to the Pinnacle and this <sup>happens</sup> all winter and every night. What joy to see them up close.

cont'd

We also have other wildlife we protect and because of this we do not want any fencing or guard rails to alter their routes. They cross into the bush area directly across from my house and this has happened every year for the 65 years I've been here.

I am also concerned about sidewalks being moved closer to our homes (I know we need new sidewalks & roads) and Row Bridge Rehabilitation for those houses affected close to bridge. I do not want lighting like the "Peel Region" has used in their projects - away too much and people are not happy with it. Please do not do that to Main St. N. and we'll be happy with you, along with other things I've mentioned.

I mentioned the bush area across the road from me with no fencing and no guard rails and that area is used for parking at times as we have very short driveways and comes in very handy. Hope you can understand me <sup>→ Phone me if not</sup> and thanks for adding to your study.



## Municipal Class Environmental assessment for main St north and Queen Street west in Village of Alton..... 2<sup>nd</sup> survey

Mr. Andrew McGregor, Mr Ian Todhunter

Thank you for the opportunity to comment. I have included our comments made on the first survey just in case they were not included before

1. We are residents living inside the study area.
2. We somewhat support the recommended design.
- 3a. Traffic operation, parking and safety: There needs to be additional parking on Main St. between Queen and Mary Street. We suggest there could be addition 2 spaces included north of Mary between 19861 and 19871 on the east side . That flat area is used a tremendous amount by visitors to the nearby properties especially as there is a danger parking on the hill; by hikers walking through the village or on the Bruce Trail /Bruce trail side trail; and by Town of Caledon and other commercial/work vehicles.
- 3b.Active Transportation: Suggest sidewalk on one side of roadway to continue to Village limits for safety issues especially as Children are not bused to the local school, Alton Public School, but have to walk.

Just a reminder that this is a historic rural village and there is no need for sidewalks on both sides of the roadway; the less urbanization the better.

3c. Main Street Bridge Rehabilitation: As stated in survey #1; do the necessary bridge deck work adding a sidewalk on one side that can be kept clear in the winter for walkers. We do not support any encroachment on the property on the North East Side of Main Street. Hopefully any design features is such that we can continue to enjoy seeing the river.

3d. Streetscape Enhancements: After seeing what was done on Queen east and Main south there are a few suggestions. Use grass verges rather than concrete splash pads. The pads are slippery when wet and have already caused several residents to slip and fall. We are considered a "Green" Town. Keep it that way.

The Lighting already completed on Queen East and Main South is definitely overkill!!!!!! far too many poles and far too bright. The lighting at Queen and Main is so bright that I can see the difference in the red and yellow brick on the hotel building from my bedroom window at midnight. Our house is 7 houses and 1 street north of Queen north of the bridge. The lights shine in my eyes when I am in my bed which is on an interior wall.

Lighting should be shielded from the houses. Again a reminder, this is a rural village. We actually enjoy seeing the night sky, which is not possible in the newly lit areas of Queen east and Main south.

3e. Roadway Drainage and Stormwater Management: This is an area of importance to us personally. We are at 19871 Main Street and have been dealing with drainage issues for 40 years. We certainly would like a more detailed explanation. The Town is well aware of the past problems. Unfortunately it has been difficult to see and understand what is being planned on the downloaded plan on our computer.

We suggest more access for the water to drain into the storm drains. There is a lot of water to deal with. It is good that Margaret street is being looked at as there are 3 homes behind us that may be seriously impacted and need your attention.

Any future development on the east side of the Pinnacle needs to be factored into any storm water plan.

3f.Other: After seeing how walkways from various houses to new sidewalks were dealt with especially on Main south, we suggest that the impacted walkways should match the existing households walkways. 1e. One house on south main had a crazy paving stone walkway. The new portion is plain concrete. It looks terrible. If I were the homeowner I would have been very upset that it was not matched.

4. Other Comments.: We realize it is a difficult time for everyone especially as there are no public meetings. I found it difficult to access the plan and very difficult to read some of the notations especially those in yellow. Not sure what to suggest, but we do need to be able to see the plans in order to comment.

Again thank you for the opportunity to have a say. Looking forward to hearing more.

Sincerely

[Redacted signature]

[Redacted contact information]

## Municipal Class Environmental Assessment for the Village of Alton Main Street North & Queen Street West

### Overview:

Much energy and thought has been invested in this Study. It is nicely done. A “hybrid” approach has been attempted.

Unfortunately, it does not appear to have succeeded in its intended goal “to retain the village’s country character and heritage feel”.

It looks urban.

It looks more “city” than “town” and most definitely not rural.

The design does not achieve the goal “to retain the village’s country character and historic feel”.

I’m quite sorry, and will try to make some helpful suggestions:

### Streetscape

1. Please abandon the plan to have a “seamless extension to the Region’s recent streetscape improvement along Queen St. E. & Main St. S.”.

It is jarringly urban, accompanied by lighting which is likely visible from outer space.

2. Queen Street West and Main Street North are residential streets.

The following suggestions are recommended:

No centre line

Modest width

Low speed

Low lighting that does not intrude into homes

Grass verges

Preservation of existing trees and hedges

## Active Transport

The sidewalk on Main Street North is on the East side.  
It should continue on the East side to the edge of the boundary to the village in order for children to walk to school.

## Parking

2 parking spots are required on the East side of Main St. N. to the north of Margaret Street at the bottom of the hill.

## Connor Maclsaac

---

**From:** Andrew McGregor  
**Sent:** September 14, 2020 8:28 AM  
**To:** David OSullivan; Connor Maclsaac  
**Subject:** Fwd: ENVIRONMENTAL ASSESSMENT FOR ALTON

**Categories:** Resident Comments

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---

[REDACTED]  
**Sent:** Sunday, September 13, 2020 6:25:14 PM  
**To:** Andrew McGregor <AMcGregor@rvanderson.com>  
**Cc:** Ian Todhunter <ian.todhunter@caledon.ca>  
**Subject:** Fw: ENVIRONMENTAL ASSESSMENT FOR ALTON

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

----- Forwarded Message -----

[REDACTED]  
[REDACTED]  
**Cc:** Ian Todhunter <ian.todhunter@caledon.ca>  
**Sent:** Friday, September 11, 2020, 06:38:45 p.m. EDT  
**Subject:** ENVIRONMENTAL ASSESSMENT FOR ALTON

The following is my response to your Comment Form re the above which I will try to answer in order of Topic.

1. Study Area Resident
2. Somewhat
3. Traffic Operations.... It appears the Traffic Study referred to was done sometime before August 2019. I believe the data collected in that study would look very different in comparison to the traffic trends in Alton Village today.
  - . Traffic Counters were installed on both Queen and Agnes Streets in July 2020. Mississauga Road was closed at the time therefore reducing the volume of traffic in both directions substantially .
  - The Counters were initially placed very close to the Stop Sign at James Street and at the intersection of Queen and Agnes.
  - Most vehicles typically slow down when approaching a Stop sign, so I don't think the data collected from this Study would give an accurate picture of the volume of traffic or the speed of the vehicles.

Active Transportation Cycling is on the increase but as there are no bathroom facilities and no food or beverages available on site cyclists are not likely to stop except perhaps for a short break. A bench and bike rack would be welcome but in consideration of

the residents who are in proximity to the Mill Pond - Porta Potty's and food stands should NOT be an option.

Pedestrian Accommodation.... Pedestrian safety is a priority however extending the sidewalk on Queen Street West from

Osprey Mill Drive to Mississauga Road doesn't seem necessary. Unlike the downtown core of Alton Village which sees several pedestrians, both local and transient , the stretch mentioned above gets very little pedestrian traffic. In the interest of safety, the Speed Limit on this stretch of road should be reduced to 40 KM/hour and ENFORCED.

Streetscape Enhancements... It is my understanding that the Study Recommendations are "TO RETAIN THE VILLAGE'S COUNTRY

CHARACTER AND HERITAGE FEEL.." In my opinion to replace the grass section between the sidewalk and the road on the south side

of Queen West with impressed concrete is counter intuitive to the above recommendation. I am totally opposed to this suggestion.

The impressed concrete is NOT porous, and would possibly require additional measures for drainage. Also they can be slippery when wet

providing a safety hazard to pedestrians and cyclists. I am totally opposed to having impressed concrete as suggested. Of note, as

the owner of one of the oldest houses in Alton, I , along with my neighbours whose homes are approximately 100 years + old, maintain the grass strips .

Other... I am of the opinion that with completion of Main Street South and Queen Street East, combined with road/drainage and sidewalk improvements being done on Main Street North and Queen Street West , enhanced connectivity and visitor accessibility to Alton Village will be accomplished.

Thank you for your consideration of the above .

Sincerely

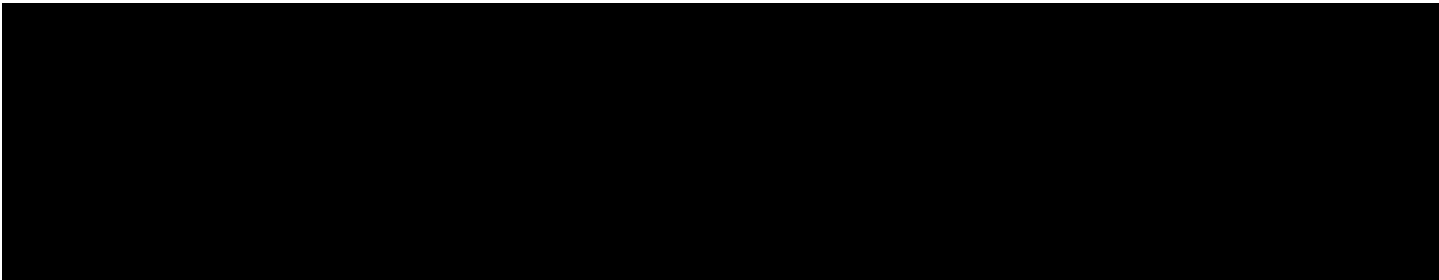
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**From:** Paul Newall [REDACTED]  
**Sent:** Friday, October 2, 2020 8:41 AM  
**To:** Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>



**Subject:** Re: Public Consultation - Village of Alton, Main St North & Queen St West EA  
**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.

Good morning Ian,

I have the following comments and questions with respect to the documentation associated with this project:

**Speed Controls:**

The PIC panel package indicates that between Queen St and Mary St, the average speed is 57km/h in a 40 km/h “designated Community Safety Zone”. **This suggests that the majority of drivers are travelling almost 20km/h over the posted speed limit. It suggests, since no data is shown, that the speed bumps north of Mary St. are working. I believe as well that the detailed drawings show that the two existing bumps will remain in place.**

It is approximately a **quarter of a mile** from the last bump above Mary Street to the Queen/Main Intersection. Additional traffic calming features are suggested to address the remaining speeding issue—preventive markings, signage and radar signs---all of which already exist and, as the data suggests, don’t work. And even though this is a designated CSZ--**no policing**.

Questions:

- What are the daily volumes of traffic on Main. St north of Queen?
- What are the daily volumes of traffic on Queen St. east of Main?
- Was speed data collected between the last speed bump north of Mary St and just north of Margaret, near the Community Post Box?
- What does the data show in terms of frequency of higher speeds?
- What about making this a priority location for photo radar?

**Drainage:**

It is not clear yet whether the temporary ditching below Mary St on Main St (north of my home) will prevent run-off from Main St. north of Mary crossing my property. This spring we experienced a slow melt.

The first two catchment basins are located at the end of Spring St to take the run-off from the proposed development on the Pinnacle. This summer a surveyor staked out a drainage plan on Nicholas St to take away water from the same proposed development. It is not clear if this is to create a temporary drainage swale or for the installation of a storm sewer. If a swale, my property will be negatively impacted. At a meeting with the developer, we were told Nicholas St would be opened to accommodate the development.

**Questions:**

Will the catchment basins at the end of Spring St. be large enough to accommodate the estimated run-off?

Should catchment basins be installed at Main and Nicholas?

What are the plans for opening Nicholas St.?

How big will the outflow structure be from the new stormwater system north of bridge on west side of Main St. Other outlets too?

**Bridge Work:**

Will Main St N be closed while this work is underway?

How long is the work anticipated to take?

Will we have cement and gravel trucks travelling Main St north of the bridge? Anticipated volume?

**Lighting:**

The historical character of the village would benefit from not being like Mississauga. Please – not as many street lights as on Main St south and Queen E

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**Date:** Friday, September 11, 2020 at 7:08 AM

**To:** Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>

**Subject:** Re: Public Consultation - Village of Alton, Main St North & Queen St West EA

Thanks Ian. We are well. Hope same for you and yours. Received electronic link. Have some questions. Will follow up Monday.

On Sep 9, 2020, at 9:31 AM, Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)> wrote:

Things are well considering this unusual time we are having with COVID-19. I hope all is well with you and your family. You should have received hardcopies of the presentation material early last week. Could you kindly confirm they were received well?

Let me know if you have any questions.

Regards,

Ian

**Ian Todhunter, P.Eng.**

Senior Project Manager, Engineering Services  
Finance and Infrastructure Services

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Cell: 647.390.8704  
Email: [ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)

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[REDACTED]

**Sent:** Thursday, August 27, 2020 12:49 PM  
**To:** Ian Todhunter <[ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)>  
**Subject:** Re: Public Consultation - Village of Alton, Main St North & Queen St West 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 Ian,

I hope that you are staying well. Could you please send me hard copies of the presentation materials referenced in the Public Notice below?

Thank you,

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[REDACTED]

**From:** Connor MacIsaac <[cmaclsaac@rvanderson.com](mailto:cmaclsaac@rvanderson.com)>  
**Date:** Thursday, August 27, 2020 at 11:12 AM  
**Cc:** Andrew McGregor <[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)>, Ian Todhunter <[ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)>, "[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)" <[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)>  
**Subject:** Public Consultation - Village of Alton, Main St North & Queen St West EA

Dear Sir/Madam,

On behalf of the Town of Caledon, **you are invited to the 2<sup>nd</sup> Public Information Centre for the MAIN STREET NORTH & QUEEN STREET WEST (VILLAGE OF ALTON) CLASS ENVIRONMENTAL ASSESSMENT (EA) STUDY.** Given the ongoing COVID-19 pandemic, associated restrictions on public gatherings, and in the interest of public health, all display materials for the second Public Information Centre (PIC) will be made available on the Town of Caledon's project website at: [caledon.ca/notices](http://caledon.ca/notices). Refer to the attached notice for more detail.