

APPENDIX F: RECORD OF STAKEHOLDER AND PUBLIC CONSULTATION

Kerry Reed

From: Mehemed Delibasic
Sent: April 12, 2022 9:43 AM
To: Sympatico
Cc: Lisa Marshall; Alex Siciliano; Shun Cheung
Subject: [REDACTED] - RE: Glasgow Rd. EA

Hi [REDACTED],

We would like to thank you for your time and providing details/documents.

Working with the Town project team we will review it as background information to our project.

If any questions, please let us know.

Thank you.

Regards,

Mehemed

Mehemed Delibasic, M.Sc., P.Eng.

Assistant Vice President, Transportation Planning & Traffic Eng.

T. 289.319.3112 | C. 647.463.7993

m.delibasic@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

Turning Possibilities Into Reality

From: Sympatico <shabason@sympatico.ca>
Sent: April 9, 2022 3:00 PM
To: Mehemed Delibasic <m.delibasic@mcintoshperry.com>
Cc: Lisa Marshall <l.marshall@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>
Subject: Re: Glasgow Rd. EA

You don't often get email from shabason@sympatico.ca. [Learn why this is important](#)

Hi Project Team,

As requested here's some material I've sent to the Town and Region of Peel over the past year and a half, parts of which you may find useful. Some of the material is dated, some not. It all started when Zancor Homes proposed building 151 townhouses and 3 singles on the upper section of Glasgow Rd. and Chicadee Lane. The Town had been planning to do a "resurfacing" of Glasgow Rd. from the intersection of Chicadee Lane to Deer Valley Dr. in 2022 but when a number of road safety issues were brought to staff & politician's attention the project ended up being elevated to a Municipal

Class EA. Zancor's Draft Plan proposal has been going back and forth between the Town's and Zancor's planners for the past year. We're expecting an update sometime in May.

1. July 14, 2020 letter to the Region of Peel

2. March 10, 2021 letter to Arash Olia, Manager Transportation Engineering, Town of Caledon

3. Public Meeting Re: Zancor Homes Draft Plan proposal: <https://calendar.caledon.ca/Meetings/Detail/2021-06-01-1900-Planning-and-Development-Committee/e4cf440b-a02f-4845-a0dd-ad35014915c5>

- Proponent's presentation starts on P7.

- The letters in #2 above follow Zancor's presentation as does a petition regarding road safety from all the residents on Glasgow Rd.

- Following the petition are newspaper articles from the Caledon Citizen & Bolton Enterprise regarding Glasgow Rd. road going back to 2001.

- Sept. 10, 2001 Council minutes Re: Glasgow Rd.

- A series of photographs that were part of my June 1, 2021 public meeting presentation to Council. They become relevant when listened to in conjunction with my verbal presentation in #4 below.

4. My June 1, 2021 half hour virtual presentation to Council regarding Glasgow Rd. which starts at around the 18 min. mark. The Developer's planner speaks following my presentation. Unfortunately the speech synchronization is a bit off:)

https://pub-caledon.escribemeetings.com/Players/ISISStandAlonePlayer.aspx?ClientId=caledon&FileName=New%20Encoder_Planning%20and%20Development%20Committee_2021-06-01-07-00.mp4

Please feel free to reach out if you have any questions.

Thank you

[REDACTED]
[REDACTED]

Bolton

On Apr 7, 2022, at 7:37 AM [REDACTED] wrote:

Thank you Mehemed for your interest in my Council presentation. I will share it as well as some other background material you may find relevant to your study in the next few days.

Regards,

[REDACTED]

Congratulations on your firm being awarded the contract for the Glasgow Rd. EA Assessment Study. My name is [REDACTED] Bolton. We've lived on the street for 35yrs. and have been actively involved in lobbying the Town to elevate what was originally a road reconstruction project to an EA level. Over the past year or so I've met with staff and politicians in this regard. This included a 40 min. presentation to Council on June 11/21. I would be happy to share my concerns and presentation with your team if you're interested.

Please add me to your project email list for updates. I'm copying my neighbors on either side of me who may also want to be added to the project mailing list.

I look forward to meeting with you & your team on site at an appropriate time.

Regards

[REDACTED]
[REDACTED]
[REDACTED]

Kerry Reed

From: Hannah Lockyer <Hannah.Lockyer@caledon.ca>
Sent: April 7, 2022 9:58 AM
To: Shun Cheung
Subject: RE: Glasgow Rd. EA

Good morning Shun,

I think [REDACTED] is referencing a Public Information Meeting that was held on [June 1, 2021](#), as there were no meetings on the 11th. I have linked the agenda which includes his presentation materials and access to the video in order to watch his delegation regarding POPA 2020-0001, 21T-20001C and RZ 2020-0004.

The June 1st meeting was a Public Meeting so no decisions or direction would have passed at that meeting. They are for information purposes only. Linked are the [minutes](#) to that meeting.

Additionally, on the Town's website under [current applications](#) there is an Environmental Impact Study submitted by the applicant but the company is Palmer, so I am not familiar with who he has emailed. For further details on the project I would suggest connecting with the lead planner. The Town has hired a consultant for this project named Aleah Clarke, aclarke@mhbcplan.com.

I hope this information helps. If this is the wrong application please let me know and I will continue to search for what he may be referencing.

Thank you,

Hannah Lockyer (*she/her*)
Coordinator, Council & Committee Services
Corporate Services Department

Office: 905.584.2272 x.4261
Email: Hannah.Lockyer@caledon.ca

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

From: Shun Cheung <Shun.Cheung@caledon.ca>
Sent: Thursday, April 7, 2022 8:38 AM
To: Hannah Lockyer <Hannah.Lockyer@caledon.ca>
Subject: FW: Glasgow Rd. EA

Hi Hannah,

Hope you're doing well.

Any chance if you could assist me to locate a council report/presentation as mentioned by this resident on Glasgow Rd from June 11, 2021? Thanks!

Shun Cheung, P.Eng., PMP
Project Manager, Structures
Engineering Services
Office: 905.584.2272 x.4040

Cell: 416.436.0910
Email: shun.cheung@caledon.ca

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

[REDACTED]
Sent: April 4, 2022 12:31 PM
To: Mehemed Delibasic <m.delibasic@mcintoshperry.com>

[REDACTED]
Subject: Glasgow Rd. EA

[You don't often get email from [REDACTED]. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Good Afternoon Mehemed,

Congratulations on your firm being awarded the contract for the Glasgow Rd. EA Assessment Study. My name is Stan Shabason and my wife Anne and I live at 512 Glasgow Rd. Bolton. We've lived on the street for 35yrs. and have been actively involved in lobbying the Town to elevate what was originally a road reconstruction project to an EA level. Over the past year or so I've met with staff and politicians in this regard. This included a 40 min. presentation to Council on June 11/21. I would be happy to share my concerns and presentation with your team if you're interested.

Please add me to your project email list for updates. I'm copying my neighbors on either side of me who may also want to be added to the project mailing list.

I look forward to meeting with you & your team on site at an appropriate time.

Regards

[REDACTED]
[REDACTED]
[REDACTED]

Kerry Reed

From: Lisa Marshall
Sent: August 2, 2022 12:14 PM
To: Kerry Reed
Subject: FW: [REDACTED] input-RE: Glasgow Rd. soccer traffic

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Lisa Marshall, P.Eng.

Manager, Environmental Engineering

T. 613.714.0815 | F. 613.836.3742 | C. 613.852.1148

l.marshall@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

Turning Possibilities Into Reality

From: Mehemed Delibasic <m.delibasic@mcintoshperry.com>
Sent: August 2, 2022 12:05 PM
To: Sympatico [REDACTED]
Cc: Annette Groves <annette.groves@caledon.ca>; Tony Rosa <tony.rosa@caledon.ca>; Jennifer Innis <jennifer.innis@caledon.ca>; Alex Siciliano <a.siciliano@mcintoshperry.com>; Lisa Marshall <l.marshall@mcintoshperry.com>; Shun Cheung <Shun.Cheung@caledon.ca>
Subject: Stan Shabason input-RE: Glasgow Rd. soccer traffic

Hi [REDACTED],

I would like to apologize for late respond and to thank you again for your interest and providing input/comments regarding ongoing Glasgow Road (from Chickadee Lane to Deer Valley Drive) project, in Town of Caledon.

Collecting feedback from the community is vital to the success of this project and your local experience and input is important and will help in the assessment of the proposed solutions. We continue to encourage all those interested in the project to provide feedback and ideas.

We would like to thank you again for your valuable input and participation in this project.

If you have any questions, please let us know.

Thank you.

Regards,

Mehemed

Mehemed Delibasic, M.Sc., P.Eng.

Assistant Vice President, Transportation Planning & Traffic Eng.

T. 289.319.3112 | C. 647.463.7993

m.delibasic@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

Turning Possibilities Into Reality

From: Sympatico [REDACTED]

Sent: July 26, 2022 4:45 PM

To: Mehemed Delibasic <m.delibasic@mcintoshperry.com>

Cc: Shun Cheung <Shun.Cheung@caledon.ca>; Annette Groves <annette.groves@caledon.ca>; Tony Rosa <tony.rosa@caledon.ca>; Jennifer Innis <jennifer.innis@caledon.ca>

Subject: Glasgow Rd. soccer traffic

Hello Mehemed,

Further to our recent conversation I'm forwarding some photos taken last weekend (July 23/24) of soccer traffic on Glasgow Rd. when a tournament was taking place. Scenes like this were absent during the Covid lockdown years but have now returned with regularity.

1. The 1st two pics were taken beside the tennis court and just north of the Edelweiss soccer parking lot which was at full capacity.
2. The 3rd pic is of a line of cars parked on Deer Valley Dr. near the intersection of Glasgow Rd. just past the soccer lot.
3. The last 3 pics were taken just outside the entrance to the parking lot.

The reason for my bringing this to your attention is to demonstrate the difficulty and dangers pedestrians and cyclists currently face on Glasgow Rd. during soccer season which runs throughout the spring, summer & fall . The addition of a community of 153 townhouses and 3 SFD on Glasgow Rd. and Chicadee Lane, as proposed by Zancor Homes and nearing Draft Plan approval, will only exacerbate this situation. I believe the most current traffic studies done by Zancor's consultant or the Town of Caledon were carried out while soccer was shut down due to Covid, rendering the counts inaccurate based on current conditions. The addition of an Active Transportation lane on Glasgow Rd. would go a long way to alleviate these concerns.

Thank you

[REDACTED]
[REDACTED]
[REDACTED]













March 11, 2021

Town of Caledon
6311 Old Church Rd.
Caledon ON
L7C1J6

Attention: Laura Hall, Director of Corporate Services/Town Clerk

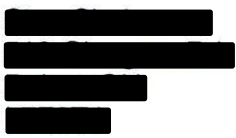
Re: Applications - POPA 20-01, 21T-20001C, RZ 20-04 - Zancor Homes - Chickadee Lane/
Glasgow Rd. Bolton

Dear Ms. Hall,

The closed correspondence to staff includes matters that Council should be aware of at this point in time. Please include this in correspondence to Council at their upcoming meeting on March 21.

Thank you

Regards



March10,2021

Town of Caledon
6311 Old Church Road
Caledon ON
L7C1J6

Attention: Arash Olia, Manager Transportation Engineering

Re: Notice of Applications - POPA 20-01. 21T-20001C, RZ 20-04 - Zancor Homes - Chickadee Lane - Wards 4&5

Hello Arash,

Please review my letter below and respond to the areas of concern I've highlighted regarding Glasgow Rd. reconstruction & traffic safety.

Glasgow Rd. Bolton: There are many hundreds of people who currently use Glasgow Rd. as a walking, jogging & cycling route on a daily basis. Zancor's development proposal & future BRES proposals to the west will add many hundreds more. As the Town's & Zancor's GHD traffic studies are lacking many details to make Glasgow Rd. safe for "Active Transportation", the Town should commission a supplementary peer reviewed Traffic Study paid for by Zancor Homes. The Study should be undertaken by a consultant with no previous business dealings with the applicant. Whatever recommendations come out of this separate study should be incorporated into the Bolton Master Transportation Study Plan (BMTSP) and the approval process for Zancor's Region Official Plan Amendment (ROPA), Local Official Plan Amendment (LOPA) and Development Charges Bylaw (DCB).

Background: Zancor Homes has applied to the Town for approval of 151 townhouses (TWH) & 3 single family dwellings (SFD) to be built on Chickadee Lane and Glasgow Rd. through their POPA 20-01, 21T-20001C, RZ 20-04 applications. Zancor's original ROPA-20-001 Urban Boundary Expansion & Draft Plan applications to the Region of Peel in 2020 requested 140 TWH & 3 SFDs. In response to Zancor's applications to the Region, Glasgow Rd. & Chickadee Lane residents submitted a letter date July 21 to the Region, a copy of which is attached, outlining their traffic safety concerns. In the fall of 2020 the LPAT ruled on the Bolton Residential Expansion (BRES) and Zancor's Chickadee/Glasgow Rounding Out Area B (ROAB) lands were incorporated into Bolton's Urban Boundary, thus negating the need for a public forum as required by The Planning Act .

Current Traffic Studies: These include the MMM Group's BMTSP, The Town of Caledon Transportation Master Plan October 2017 (CTMP), the Region of Peel Intersection Analysis for Bolton Residential Expansion Areas April 2016 & the Transportation Assessment for the Bolton Residential Expansion Regional Official Plan Amendment June 8, 2016.

Unless I've missed it I didn't come across any traffic data or information referencing ROAB in any of these reports. Glasgow Rd. & Chicadee Lane, the two roadways encompassing ROAB, are both classified as Minor Collector road. Zancor's Traffic Study undertaken by GHD and submitted as part of both its ROPA & LOPA applications, focuses on the impact of additional vehicular traffic from the proposed development at the intersection of Chicadee Lane & Emil Kolb Pkwy., while ignoring any impacts on Glasgow Rd. east of the proposal to Hickman St. Additional pedestrian & cyclist traffic from Zancor's residential proposal and future BRES proposals, including Rounding Out Area A (ROAA) (immediately to the west), will add to the number of pedestrians & cyclists using the road. The MMM Group's BTMPS Section 3.0 Assessment of Existing Conditions states that the average household size in Bolton is 3.3 persons. That average translates into an additional 508 people from the Zancor proposal added to the area of ROAB. Since TWH proposals usually attract young families that number could ultimately end up being in the 600 plus range. The lack of **public transit** in Bolton makes it necessary for most households to have at least 2 cars. Zancor's proposal would add a minimum of 308 (plus) vehicles to ROAB. Local residents' letter to the Region dated July 21, 2020, a copy of which is attached below, expands on the road safety concerns of the proposed development and future BRES developments to the west.

Glasgow Rd. Resurfacing: The Infrastructure Costs Covered in the D.C. Calculation-Services Related to a Highway study section that was undertaken by Watson & Associates Economists in 2019, states that Glasgow Rd. is scheduled for resurfacing and storm water mitigation measures in 2022 at a gross capital cost of \$3,414,309 in 2019 dollars. The project encompasses approximately 1km. section of Glasgow Rd. starting at the intersection of Chicadee Lane and ending at the intersection of Deer Valley Dr. The project does not include sidewalks or street lighting for the pedestrians & cyclists from surrounding subdivisions who currently use this scenic section of road on a daily basis. Nor does it include sidewalks or street lights beyond the single lane heritage bridge crossing the Humber River to Hickman St.

Environmental Impact Study: The identification of existing environmental problems and identification of alternative solutions in the case of ROAB and Glasgow Rd. in particular have not been addressed in the BTMP or Zancor's GHD Traffic Study. As the road is in the Environmental Protection Area (EPA) of the Town it should require an Environmental Impact Study before proceeding with any "reconstruction work"

The BTMP, "conducted in line with the Municipal Class Environmental Assessment (EA) process ... requires the following to be undertaken: Phase 1: Identification of a problem, deficiency or opportunity; and Phase 2: Identification of alternative solutions to address this by considering the existing environment and establishing the preferred solution."

Two of the the stated goals of the CTMP include: "Creating a balanced transportation system that supports active and alternative transportation options; and Identifying and proposing ways to mitigate current and future road capacity issues."

The Town's **Active Transportation Task Force** (ATTF) stated goals are that it "works to create a safer community through the development of infrastructure such as sidewalks, bike lanes, crosswalks and **complete streets**. We also promote healthy living through **active transportation** ie. minimize motorized private transportation trips and encourage and facilitate human powered transportation for recreation and fitness. Complete Streets are streets that are safe for everyone: people who walk, bicycle, take transit or drive, and people of all ages and abilities. A Complete Streets policy ensures that transportation planners and engineers consistently design and operate street network for all road users, not only motorists." Glasgow Rd. east of Zancor's proposal is largely tranquil & highly scenic but is compromised by a lack of infrastructure, poor sight lines and a single lane heritage bridge.

The **Transportation Assessment for the Bolton Residential Regional Official Plan Amendment, June 2016**, prepared by the Transportation Division, Public Works, Region of Peel Page 25 section regarding Proximity to Active Transportation Facilities states " Peel's Active Transportation Plan considers trips under 2 km. to be suitable for walking and trips under 7 km. to be suitable for cycling." Zancor's proposal is directly across the road from Jack Garrett Park soccer fields and less than 1km. from the entrance to The Humber Valley Heritage Trail (HVHT) Dick's Dam Park, Foundry St. Park, the Edelweiss soccer fields and the Bolton Tennis Club. The soccer fields alone hosted between 1000-1300 players aged four and up pre Covid lockdowns and were accessed by either Glasgow Rd. or Deer Valley Dr. Seniors from The Region's Riverview Terrace building on Glasgow Rd. use the river section of Glasgow Rd. as a walking trail, often with the assistance of walkers & motorized scooters. The ATTF's definition of Active Transportation includes using a wheelchair or other non-powered device. Seniors from Riverview Terrace can often be seen walking on the wrong side of the road adjacent to the Humber River.

The **Ontario Provincial Policy Statement** PPS 1.6.7.4 (Page 23) Encourages Active Transportation. The only pedestrian friendly route from the Zancor proposal to the above noted venues that is short & can be considered recreational is via Glasgow Rd. directly east of the proposal. King St. West, heavily travelled by both autos and heavy trucks, does have sidewalks but is a longer route and cannot be considered restful or recreational.

Should this proposal be approved without appropriate measures taken to mitigate traffic safety concerns noted in this letter and the attached one below the Town will have failed to meet PPS 1.7.7.4 or it's own stated ATTF goals.

Caledon's OP Transportation sections 5.9.3.4 & 5.9.5.4 address the need to preserve the scenic road character of Glasgow Rd. as it passes through environmentally sensitive lands. " Alternative transportation planning and design standards shall be explored and implemented, as appropriate, in order to recognize the form and character of existing historic communities, to preserve cultural heritage resources and to protect and enhance the natural environment. " The Transportation Objective is " To support the planning and development of pedestrian and bicycle facilities and their linkages with open space areas."

Glasgow Road's Right of Way width varies from approximately 20m. wide near Chicadee Lane to approximately 11m. wide at the bottom of the hill as it turns south towards the Edelweiss soccer fields. The potential for Urban Reconstruction of the road that includes a sidewalk and bike lane is challenging given existing slope stability issues on the hill and river section. The lower section of roadway also passes through TRCA flood plain.

Improved storm water management on the hill will impact water quality, especially from winter road salting, for Humber River fish habitat. Caledon's Official Plan (OP) sections 3.2.5.10.4 and 3.2.5.12.4 state "The quality and quantity of surface water entering Core Fishery Resource Areas shall be maintained and, where appropriate, enhanced and restored, to the satisfaction of the Town, the relevant Conservation Authority, the Niagara Escarpment Commission, where applicable, and the Ministry of Natural Resources and Forestry. The quality and quantity of surface water entering Valley and Stream Corridors shall be maintained, and, where appropriate, enhanced and restored to the satisfaction of the Town, the relevant Conservation Authority, the Niagara Escarpment Commission, where applicable and the Ministry of Natural Resources and Forestry".

Under the heading Natural Slopes OP sections 3.2.5.15.1 and 3.2.15.2 state "The Town encourages the conservation of steep slopes and slope instability areas. Slopes which form part of a Valley and Stream Corridor are designated EPA in accordance with Section 3.2.4.4 and are subject to the detailed policies of Section 5.7 of this Plan. In all other instances, slopes which form part of Supportive Natural Systems and Linkages shall be assessed regarding their contribution to ecosystem form, function and integrity. Based on this assessment, such slopes may be excluded from development and placed in an appropriate restrictive designation, such as EPA."

Active Transportation: The Region of Peel Official Plan Section 5.9.10.1.2 Active Transportation Objectives seeks "To encourage and support the development of a safe, attractive, accessible and integrated network of pedestrian and bicycle facilities that enhances the quality of life, and promotes the improved health of Peel residents."

Development Charge Bylaw (DCB): The DCB should reflect what's in the CMTPS & BMTPS. These studies normally take into account what's in the OP, the OP boundary and the Secondary Plan. Since traffic safety conditions associated with ROAB and Zancor's applications in particular are not reflected in the above noted studies, one can only conclude that Zancor's applications are an independent ROPA & LOPA submitted ahead of the above noted processes.

Section 5.9.5.3.1 of the OP states "Any costs associated with design, road construction, and transportation improvements necessitated by any subdivision of land, development or redevelopment will be the responsibility of the developer either directly, or through appropriate Development Charges. The Town will determine by agreement the design and associated costs."

There is currently no transportation expertise available to evaluate improvements necessitated by peak traffic numbers from 151 TWH & 3 SFDs using two 2 Minor Collector roads, one of which should be classified as a Scenic Road.
Therefore a DCB Amendment cannot be properly assessed at this time.

I would welcome the opportunity to schedule a socially distanced site visit with you to further discuss these issues.

Thank you

[Redacted signature block]

[Redacted contact information]

cc. Sylvia Kirkwood, Director & Chief Planner, Planning Dept.

cc. Stephanie McVittie, Acting Manager, Development Review Services, Planning Dept.

cc. Shun H. Cheung, Project Manager, Engineering Services Dept.

cc. Ian Todhunter, Senior Project Manager, Engineering Services Dept.

cc. Laura Hall, Director of Corporate Services/Town Clerk

cc. Andrew Pierce, Director Engineering

July 14, 2020

Office of the Regional Clerk
10 Peel Centre Dr.
Brampton, ON
L6T 4B9

Re: Proposed Regional Official Plan Amendment to Expand the Bolton Rural Service Center
Applicant: Zancor Homes (Bolton) Ltd.
Regional File : ROPA-20-001

Attention: Wayne Koethe, RPP, MCIP A/Principal Planner
Development Services Division, Public Works, Region of Peel
Floor 6, Suite A, 10 Peel Centre Drive
Brampton, ON, L6T 4B9

Community Traffic Safety Concerns - The undersigned residents of Glasgow Rd. and Chickadee Lane are addressing our comments in regards to the above noted application. Our concerns relate to the traffic impact that Zancor's proposed 140 townhouse (TWH) & 3 single family residence (SFD) **Urban Boundary Expansion & Draft Plan** will have on vehicular, pedestrian and cycling safety on the 1.4 kilometre section of Glasgow Road east of the proposal's subdivision border to Hickman Street.

We are very concerned that the additional traffic associated with this proposal will have serious and detrimental effects on vehicular, pedestrian and cyclist safety. We believe that these safety risks have not been appropriately assessed, and an additional peer review traffic study is necessary.

History - Glasgow Road may well be described as a scenic back road to Bolton without sidewalks or street lighting. It was built in the 19th century as a horse and buggy route to connect downtown Bolton and the hamlet of Glasgow to King Street West. 120 meters east of the proposal, it is characterized by steep treed slopes on the south and north sides of Glasgow's hill as it descends into the Humber Valley, followed by a single lane heritage bridge that crosses over the Humber River and a winding stretch of road along the Humber before reaching Hickman Street.

In 2001, homeowners living on Chickadee Lane and Glasgow Road petitioned the Town of Caledon to install barriers at the top and bottom of the Glasgow Road hill in order to create a vehicle-free pedestrian and bicycle zone. A counter petition by residents on Deer Valley Drive expressed concern that closing down the hill would generate more traffic from parents driving their kids between Jack Garrett soccer field at the top of Glasgow Road and the Edelweiss soccer fields in the valley. The Town commissioned a traffic study, included with my comments, which determined that there would be an increase in traffic on Deer Valley Drive but noted that Deer Valley Drive, a street with sidewalks and built to 1980s standards, could handle the in-

crease. As detailed in the accompanying 2001 Caledon Citizen, Caledon Enterprise newspaper articles and Sept. 10, 2001 Council minutes, our petition was supported by the Town's Infrastructure Department, but the majority of Council voted against it. Some time after our proposal was rejected a traffic light was added to the intersection of Deer Valley Drive and King Street West, making it easier for vehicles to enter and exit Deer Valley Drive.

COMMUNITY DESIGN PLAN (CDP) - Page 6 of the Humphries Planning Group Inc.'s **CDP**, commissioned by Zancor and submitted with the application, proposes that "New local roads within the development shall be built to urban standards in accordance with the Town's Engineering Design Standards and Guidelines. Sidewalks shall be provided on one side of local roads and collector roads to reinforce a residential character and promote walkability."

Page 19 of the **CDP**, under Existing Minor Collectors, states that "The north-south minor collector road (Chickadee Lane) and east-west minor collector road (Glasgow Road) are planned as the central character roads for the proposed development. They serve a vital function within the neighbourhood by providing a critical link between the proposed development and the surrounding neighbourhood areas, surrounding open space amenities and to broader community services and facilities. As the main internal transportation corridors, these linkages are essential in facilitating the safe and efficient movement of people, including cycling, pedestrian and vehicular connections throughout the neighbourhood."

Page 34 of the **CDP**, under Minor Collector Roads, notes that "Typical roadway cross-sections include one lane in each direction, 1.5 meters sidewalks on either sides, and where appropriate, 1.5 meter bike lanes or pavement widening in each direction." Zancor's Draft Plan of Sub-division proposal, submitted along with the Urban Boundary Expansion application, indicates some road improvement and a new sidewalk on Glasgow Rd. from the west end of Street C (a new extension of Glasgow Road west of Chickadee Lane) to the eastern boundary of the proposal — but the proposed Draft Plan does not include any sidewalk, lighting or road improvements east of the proposal to Hickman Street.

Traffic Impact Study (TIS) - The **TIS** undertaken by GHD on behalf of Zancor and submitted with the application, only details the impact of new traffic generated by the proposal on the intersection of Chickadee Lane and Emil Kolb Parkway. It does not address any traffic impact of the development on Glasgow Rd. east to Hickman St.

Humphries Planning Justification Report (HPJR) - The **HPJR** commissioned by Zancor and submitted with the application, makes reference to the GHD report on page 65 under Traffic Impact Study and states "The trip generation forecasts for the proposed development are low and not typically associated with traffic operational issues to the surrounding road network. Site generated traffic is expected to travel northbound and southbound Emil Kolb Parkway, but due to the low number of anticipated trips, the proposed development will have minimal impact on existing traffic conditions."

Page 49 of the **HPJR** states that "It has also been noted in previous reports that the surrounding arterial network has sufficient reserve capacity to accommodate the proposed increase in traffic generated by the proposed development and it will have minimal impact on existing traffic operations and conditions." While we agree with this statement in regards to the surrounding

arterial road network, it does not address the impact on or capacity of Glasgow Rd. to safely handle additional traffic east of the proposal to Hickman St.

Page 73 of the **HPJR** under General Community Facilities "lists major community facilities in proximity to the Subject Lands....and their distance from the Subject Lands." Glasgow Road east of the proposal offers quicker access to some of these facilities which include Edelweiss Park, Dick's Dam Park, Foundry Park, shops on Queen Street North, St. Michael Catholic Secondary School and the Caledon Wellness Centre, the Town's year round indoor sports facility on Highway 50 North. The alternate route to these destinations via Chickadee Lane, Emil Kolb Parkway, King Street West (and Queen Street North) would entail as many as six additional traffic lights, including a new one proposed by GHD's Traffic Study at the intersection of Chickadee Lane and Emil Kolb Parkway.

The distance between the intersection of Street A on the proposed Draft Plan and Glasgow Road and the intersection of Hickman Street and Queen Street North (Highway 50) is 2.6 kilometres via Emil Kolb Parkway, King Street West, and Queen Street North. The short cut route distance via Glasgow Rd. and Hickman St. is 1.4 kilometres and includes one stop sign at Glasgow & Hickman. Drivers will naturally choose the quickest and shortest route.

An increase in traffic on an already compromised route often used as a short cut for vehicles traveling between Emil Kolb Parkway and the destinations noted above poses increased safety risks to pedestrian, cycling and vehicular traffic, contrary to the **CDP's** stated goal of "facilitating the safe and efficient movement of people, including cycling, pedestrian and vehicular connections throughout the neighbourhood."

Additional Traffic Safety Concerns - The proposed Draft Plan of Subdivision, Community Design Plan, GHD Traffic Impact Study and Planning Justification Reports commissioned by Zancor do not include or take into account the following critical elements when considering "the safe and efficient movement of people.....throughout the neighborhood."

1. Glasgow Rd. between the east end of the proposal and Hickman Street, a 1.4 km. section of road, includes two blind sight lines as it descends to the valley floor, another as it crosses the single lane heritage bridge, and three more between the bridge and Hickman Street.
2. Glasgow Road. features a number of deer crossing paths between TRCA lands on the north side of Glasgow Road and private properties on the south side and TRCA lands on either side of the road as it descends into the valley.
3. Winter driving conditions on the hill section of Glasgow Road can be treacherous for both drivers and pedestrians.
4. There are currently no new sidewalks, lighting or road improvements proposed on Glasgow Road east of the proposal to Hickman Street.
5. There is no proposal to upgrade the single lane heritage bridge on Glasgow Road to accommodate additional traffic.

6. Drivers routinely exceed the 40 km/hr speed limit along the entire length of the street from Chickadee Lane to Hickman Street and routinely ignore the digital speed signs of 40Km./hr. installed on both sides of Glasgow Rd. in front of Dick's Dam park.
7. Page 39 of the **HPJR** states that Section 2.2.1.4 d) i) of the **Provincial Growth Plan** "provides policies for managing growth and noted that new development should: support the achievement of complete communities that: ...expand convenient access to: a range of transportation options, including options for the safe, comfortable and convenient use of active transportation." Bolton has no dependable transit system to service its residents except for Caledon Community Services' transportation service which offers seniors and individuals with disabilities door to door rides to local destinations. Residents of the proponent's proposal will have to rely on their own vehicles for travel in any direction beyond the subdivision.
8. Most residences in Bolton have two or more vehicles per household. Based on Zancor's 140 townhouse and 3 SFD proposal this would add in excess of 300 or more vehicles who could choose to travel east along Glasgow Road to Hickman Street and Queen St. N. (Hwy 50).
9. Page 42 of **HPJR** states "The density of the proposed development, being between 20-40 UPH, translates to approximately 65-130 people per hectare (assuming 3.28 people per household per Hemson Growth Forecast Assumptions Table 22 from Dec. 2016)." This average would add an additional 469 new residents to a compact area currently characterized by rural residential dwellings on 1- 3 acre lots, further compromising road safety for new and old area residents walking, jogging or cycling the scenic route on Glasgow Road east of the proposal.
10. Area #3, the Town of Caledon's preferred greenfield choice for Bolton's expansion area under the Bolton Residential Study (BRES), located between Humber Station Road and Gore Road and currently the subject of an OMB hearing, begins 1.1 kilometres west of Zancor's proposal. Should the OMB rule in favour of the Town's BRES choice, it is projected to add an additional 10,300 residents to Bolton just west of the proposal. Using the same Hemson Growth Forecast Assumptions above, Area #3 would add an additional 3,140 households and a minimum of 6,280 vehicles to area roads just west of the Zancor's proposed subdivision. Many future Area #3 residents could choose the same shortcut route along Glasgow Road and Hickman Street to points previously noted rather than taking the longer route down Emil Kolb Parkway and King Street West.
11. Glasgow Road is a popular walking, jogging and cycling route for area residents. It draws people from surrounding valley streets, the Valleyview Estates subdivision immediately south of Chickadee Lane, and Harvest Moon Drive subdivisions on the west side of Emil Kolb Parkway. Seniors from the 53 unit Riverview Terrace, a Region of Peel seniors' building at 121 Glasgow Road and River's Edge adult condominium at nearby 60 Ann Street, often walk along the winding Humber River stretch on lower Glasgow Rd. A new 73 unit Brookfield Devpt. condominium is currently under construction at 50 Anne Street will attract additional

pedestrians.

12. The Bolton Wanderers Soccer Club's regular season is between May and the end of September. According the club's registrar, it hosts between 1000 to 1300 players from ages four and up in soccer fields at Jack Garrett Park near the top end of Glasgow Road, Dick's Dam Park along the Humber River, and Edelweiss soccer fields in the valley. This number includes the following groups whose activities have been restricted in 2020 due to provincial COVID-19 regulations.

- Recreation program - 650 to 750 children
- Women's & Men's league - 250 to 300 adults
- Competitive U13 to U18 Competitive league - 250 to 300 children comprising teams who practice twice per week against outside teams who bring in additional traffic.
- U8 to U12 Competitive kids who have 6 home festival games every other Saturday that can typically bring in an additional 300 spectators.

The Edelweiss parking lot is too small to handle the number of cars these games bring in and the overflow has no choice but to ignore the No Parking signs on Glasgow Road and Deer Valley Dr.

13. The Bolton Tennis Club located at 330 Glasgow Rd. adjacent to the Edelweiss soccer fields hosted 135 members in 2019.

14. In the summer children walk and cycle the Glasgow hill, often without without helmets and on occasion skateboard down it or snowboard in the winter.

15 When weather permits, motorcyclists out for a country drive cruise along Glasgow Road, following the Humber River from Queen St. N. (Hwy. 50) and Hickman Street, up the hill to Chickadee Lane and exit onto Emil Kolb Parkway.

16. Humber Valley Heritage Trail Association (HVHTA) hikers park their cars at Edelweiss and access the trail directly across from the Bolton Tennis Club at 330 Glasgow Road. When the Edelweiss and Jack Garratt parking lots are closed for the season, trail and park users park their cars either in front of the park gates or along Glasgow Rd. and Deer Valley Dr.

Some of the undersigned individuals have either personally experienced or witnessed numerous vehicular traffic accidents with oncoming traffic at Glasgow Rd. blind sight lines or on the single lane heritage bridge. We have also witnessed and or are aware of vehicles that have plunged into the Humber River and over the steep embankment near the top of the Glasgow hill.

Conclusion - This flawed development proposal needs more study, specifically in regards to road safety on the 1.4 km. stretch of Glasgow Rd. between the east end of the Zancor proposal to Hickman St. The undersigned oppose the above noted Urban Boundary Expansion and Draft Plan of Subdivision applications by Zancor Homes (Bolton) Ltd. pending the results of a peer reviewed Traffic Impact Study to be commissioned by the Town of Caledon. The study needs to address and provide solutions to all the traffic safety concerns noted above. Given current provincial restrictions regarding social distancing during the COVID-19 crisis, many

commuters are either not working or working from home and the Bolton Wanderers Soccer is temporarily shut down. The Town's review should take these factors into account when undertaking its study.

Thank you.

Sincerely yours,

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Glasgow Road stays open despite potential dangers

At its September 10 meeting, Caledon town council considered a recommendation from its infrastructure department to close Glasgow Road both at the hill at the west end and at the Humber River bridge. Pedestrian traffic only would have been permitted.

Council turned down the recommendation. Therefore, the road

remains open.

The department's report noted that the rural road had existed for a long time handling a low volume of traffic, and had several potentially dangerous sight line problems. The bridge has been closed to truck traffic and engineers are investigating its condition and the cost of repair.

An average of 1,200 trips per day

use Glasgow in the summer, as well as Deer Valley Drive, for access to the 12 soccer fields at Edelweiss Park. The report suggested that the Town of Caledon would face high costs in the near future to bring Glasgow Road up to a safer construction standard to accommodate the traffic. Deer Valley Drive had already been built to handle higher

traffic volumes.

Residents of the area had seen the proposal to close Glasgow at a public open house in Bolton on August 2. At that time, town staff had noted the high cost of bringing Glasgow Road up to a safe standard, but also noted that Deer Valley Drive, as the only remaining vehicle route to Edelweiss Park, would see a significant increase in traffic.

Unhappy Deer Valley residents presented a petition to council at the September 10 meeting. Several councillors indicated that they did not feel that they had enough information about how the impact on Deer Valley residents could be reduced and voted against the report.

Staff were directed to contact the Region of Peel about a possible stoplight at Deer Valley Drive and King Road. The Toronto Region Conservation Authority has also expressed concern about the town's substantial park investment in the Humber River floodplain. Councillors asked for further clarification as to whether the Edelweiss soccer fields would have to be relocated in the long-term, and what implications this would have.

Town CAO Bill Winegard clarified what will happen next.

"Staff will now move forward on the basis that the road remains open at the hill and at the bridge, and will continue to monitor the volume of traffic both now and in the future. There are important safety, maintenance, and environmental concerns about the conditions of the road.

Engineering staff have evaluated the other potential ways to solve these problems, and the costs associated, as we routinely do for all 700 kilometres of road in Caledon."

"Right now, the town is assessing the safety of the bridge, investigating the possibility of lights at Deer Valley and King, and making sure that the road signs are adequate. I'm sure drivers are aware that there is a higher volume of traffic on what is essentially a winding country road," said Winegard. He also noted that engineering cost estimates and options would come forward for council's consideration in the normal annual budget process, when council has the difficult task of setting priorities among all the road construction needs.



BILL WHITBREAD PHOTO

Caledon Ontario Provincial Police were visible on Mayfield Road last week with their radar gun and warning sign alerting drivers that passing on the shoulder of the road is illegal. More and more motorists are taking to the shoulder in attempts to get around vehicles making left-hand turns. Auxilliary Constable Michael McJannett and Provincial Constable Linda Kennedy stand beside the warning sign.

WESTCHESTER WINNER!!!

\$365,000

MORTGAGES CAN BE THIS COMFORTABLE

DE/444

Glasgow Road to stay open, bridge in question

By MARK PAVILONS

Editor

Caledon councillors were at an impasse regarding a staff recommendation to close Glasgow Road and the steel truss bridge. Tie votes at the Sept. 10 committee meeting led to all motions being lost, and Glasgow will remain open.

Councillor Ian Sinclair had asked the matter be deferred pending receipt of further information on the impacts to local roads, costs and alternative solutions for the bridge on Glasgow. His

motion lost.

Councillor Chris Harker favoured closing Glasgow and his motion to do so also failed.

Harker said while no action will be taken by council, he's worried that staff engineers will deem the bridge on Glasgow to be unsafe, and order it closed. Staff can do so for safety reasons without council's consent. He added he was also disappointed in the way councillors voted on the matter, adding the road has been dangerous for years

and closing it would have been the best move. He stressed Deer Valley Drive was designed to take more traffic, but he was sympathetic to those residents who put up with congestion during the busy soccer season and traffic generated at nearby Edelweiss.

A public meeting was held to present five options which included closing Glasgow and the bridge; rebuilding the road to a minimum standard, hard surfacing portions, etc.

Residents of Deer Valley Drive who attended the public meeting were concerned with increased traffic volumes should the road be closed. They were worried about their children's safety in the summer months.

Caledon's infrastructure department conducted traffic counts on Glasgow east of

the river, and Deer Valley north of Bambi Trail. They were conducted Sept. 8 during a busy soccer day between 9-11 a.m. An average of 1,200 trips per day in the summer are estimated to use the road (and Deer Valley) to access Edelweiss. Staff noted Deer Valley is capable of handling the soccer traffic, but admitted it's hard to address driver behaviour. Staff believes this can be dealt with through "traffic calming devices" and measures, including speed bumps.

Most of the other options dealing with Glasgow and the bridge were quite costly.

To reconstruct the section from Edelweiss to Chickadee Lane would cost an estimated \$350,000; the section between Hickman and Edelweiss would cost \$500,000 and it would take another \$500,000 to replace

the bridge. This, staff rationalized, is an "extraordinary amount of funds to be expended on a road that has very few local residents..."

* Staff suggested closing the road and adding pedestrian connections, costing roughly \$50,000.

Staff was directed to contact Peel Region for a possible traffic light at Deer Valley and King. Councillors asked about

whether Edelweiss will move in the future and the impacts this will have.

According to Caledon CAO Bill Winegard, staff will continue to monitor the volume of traffic now and in the future. He said there are important safety maintenance and environmental concerns about the road. Staff is also assessing the safety of the bridge.

IN
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Dear Editor:

I am writing in response to recent letters from Ms Goulter and Ms Baldesarra (September 22 and October 3), who complained about parking tickets being issued to those attending closing day for the Bolton Wanderers Soccer Club on September 8.

As Parks Facilitator for the Town of Caledon, I deal closely with the sports associations on park use and related issues, not the least of which is the parking situation at Edelweiss Park. I have visited the site many times through the soccer season, and was at the park September 8. I would like to put this into perspective.

Part of the problem is the high number of fields at this location; resulting from full-size fields being divided into smaller ones and micro-size fields being tucked into other open areas, done to accommodate the huge number of young children who are signed up for soccer each year. We are working with the club to create additional fields elsewhere in Bolton and have suggested decreasing the number of fields at Edelweiss, in order to spread games and practices over a larger area, and/or to schedule earlier and later games on regular play nights.

We are also pursuing the ultimate solution — a larger soccer complex which can handle this growing club's needs. We have pursued increasing the size of the parking lot with Toronto Region Conservation (who owns this site), but this does not comply with their requirements for a location in a floodplain with active "hydraulic flow" risk, due to the close proximity of the Humber River.

The Bolton Wanderers arrange for parking at Albion Bolton Community Centre on some high-attendance days, with a free shuttle bus to take people between the two sites, but the majority of parents do not take this option as it is not nearly as convenient as parking at or near Edel-

arise when a parent has one child in a game at Edelweiss, and one playing up the hill at Jack Garratt Park, having to go between the two parks, which makes having a car handy more important (or having a shuttle bus going up and down the hill a good idea).

The biggest problem, however, comes from so many people who are not willing to deal with the inconvenience by having to walk or take a shuttle — yet are willing to take the chance of getting a \$30 parking fine instead.

On September 8 I chatted with our parking officer about the illegally-parked cars and how he was dealing with them. He was well aware that this was one of the exceptional days in the soccer season and was making a point to ticket primarily the cars which would lead to traffic being blocked, and leaving many of the cars that were well off the road alone. The restricted areas are clearly signed as 'No Parking,' making it obvious where one may and may not park. The primary concern is to ensure that emergency vehicles can get through at all times.

In addition, sight lines on the Glasgow Road hill are very limited, making the road dangerous when there are no cars parked along it, and potentially deadly when there are. Unfortunately, all it takes is one car parked in a 'no parking' zone and getting away with it, to invite other drivers to do the same. Our parking officers have ignored the illegally parked cars on occasions in the past, and the result was a road so completely blocked that even small cars had difficulty getting through — emergency vehicles would have no chance. If the child of one of these letter-writers was badly injured at the park, they would be very grateful that an

ambulance or emergency medical help could get to them quickly, even if that had meant parking tickets had been issued in order to deter other drivers from parking illegally.

Having all or most of the fields at one location is ideal for the club in many ways: allowing them to operate one snack bar for all participants, to have award ceremonies and announcements ongoing through special days with easy access by all, and allowing parents to easily go from one child's game to another or to carpool. The increasing popularity of soccer and the growth of the club, however, have exceeded the capacity of this park, and parents will have to accept some level of inconvenience until a larger facility can be created, which will take time. A shuttle bus, carpools, arriving early (to have time to search for a legal spot) and walking from more distant parking are viable options for use of Edelweiss and Jack Garratt fields, while decreasing the number of fields and creating satellite locations will also take the pressure off.

The parking officers are not the bad guys. They are trying to make sure that everyone is safe, which is the reason parking bylaws have been created. If it were merely a cash grab, every car parked in the posted areas that day would have been ticketed, and they were not. I am very happy to take calls from concerned parents or residents about this issue, and I know that the Bolton Wanderers would welcome volunteers to work with them on creating solutions to problems and maintaining a great soccer experience for all.

Jan Smith-Bull,
Parks Service Facilitator,
Infrastructure Dept.,
Town of Caledon.



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Deer Valley Drive and Glasgow Road Counts

Existing Counts During a Typical Soccer Event

(Counts taken on Saturday September 8, 2001)

	<i>Deer Valley Dr</i>	<i>Glasgow West of Park</i>	<i>Glasgow East of Bridge</i>
9:00am	36	22	82
10:00am	147	119	212
11:00am	161	154	245
	344	295	539

Theoretical Counts if Glasgow is Closed

	<i>Deer Valley Dr</i>	<i>Max. Counts before Service Levels reach Level E</i>
9:00am	140	900
10:00am	478	900
11:00am	560	900
	1178	2700

Conclusion:

If Glasgow Road is to be closed as per option B, Deer Valley Drive will experience an average 3.5 times increase in the hourly traffic volume during a typical soccer event. The geometrics and structure of Deer Valley Drive is adequate to handle these volumes.

Sept 10, 2001 Council Minutes

Glasgow Road Stays Open

At its September 10th meeting, Caledon Town Council considered a recommendation from its Infrastructure Department to close Glasgow Road both at the hill at the west end and at the Humber River bridge. Pedestrian traffic only would have been permitted.

Council turned down the recommendation. Therefore, the road remains open.

The Department's report noted that the road had existed for a long time at a low-volume rural standard of construction, with several potentially dangerous sight lines. The bridge has been closed to truck traffic and engineers are investigating its condition and the cost of repair. An average of 1200 trips per day in the Summer use the road, as well as Deer Valley Drive, for access to the 12 soccer fields at Edelweiss Park. The report suggested that the Town would face high costs in the near future to bring Glasgow Road up to a safer construction standard to accommodate the traffic. Deer Valley Drive had been built to handle higher traffic volumes

Residents of the area had seen the proposal at a public open house in Bolton on August 29th. At that time, Town staff had noted the high cost of bringing Glasgow Road up to a safe standard, but also noted that Deer Valley Drive, as the only remaining vehicle route to Edelweiss Park, would see a significant increase in traffic. Deer Valley residents presented a petition to Council at the September 10th meeting.

Several Councillors indicated that they did not feel that they had enough information about how the impact on Deer Valley residents could be reduced. Staff were directed to contact the Region of Peel about a possible stop light at Deer Valley Drive and King Road. The Toronto Region Conservation Authority has also expressed concern about the Town's substantial park investment in the Humber River floodplain. Councillors asked for further clarification as to whether the Edelweiss soccer fields would have to be relocated in the long-term, and what implications this would have.

Town CAO, Bill Winegard, clarified what will happen next. "Staff will now move forward on the basis that the road remains open at the hill and at the bridge, and will continue to monitor the volume of traffic both now and in the future. There are important safety, maintenance, and environmental concerns about the conditions of the road. Engineering staff have evaluated the other potential ways to solve these problems, and the costs associated, as we routinely do for all 700 kilometres of road in Caledon.

Right now, the Town is assessing the safety of the bridge, investigating the possibility of lights at Deer Valley and King, and making sure that the road signs are adequate. I'm sure drivers are aware that there is a higher volume of traffic on what is essentially a winding country road".

Winegard also noted that engineering cost estimates and options would come forward for Council's consideration in the normal annual budget process, when Council has the difficult task of setting priorities among all the road needs.

Sept. 8, 2001

Existing 3hr Count
9am to 12noon
295 Vehicles

Edelweiss Park

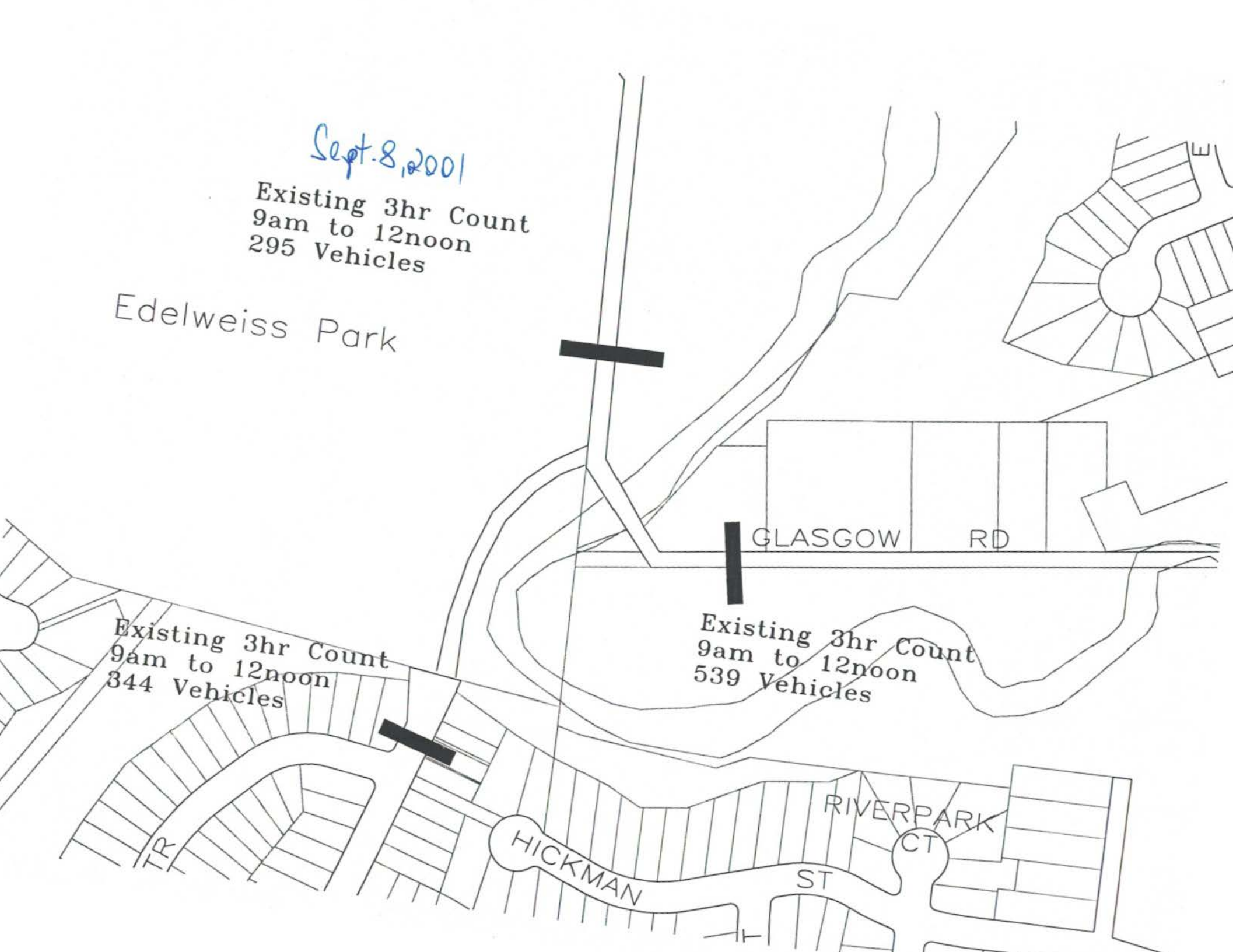
GLASGOW RD

Existing 3hr Count
9am to 12noon
539 Vehicles

Existing 3hr Count
9am to 12noon
344 Vehicles

HICKMAN ST

RIVERPARK CT



Staff Report 2022-0173

Meeting Date: April 19, 2022

Subject: Proposed Official Plan Amendment Application, Humphries Planning Group on behalf of Zancor Homes, Emil Kolb Parkway, Glasgow Road and Chickadee Lane, Wards 4 and 5

Submitted By: Dan Currie and Aleah Clarke, MHBC on behalf of Development and Design, Planning Department

RECOMMENDATION

That no further notice is required to be provided on the proposed Official Plan Amendment; and,

That the By-law attached as Schedule “C” to Staff Report 2022-0173 be enacted to adopt Official Plan Amendment No. 265 to expand the Bolton Settlement Area, redesignate the subject lands from Prime Agricultural Area and Environmental Policy Area to Medium Density Residential and Environmental Policy Area, and establish site specific policies related to building form, densities and developable area, to permit the development of a residential plan of subdivision.

REPORT HIGHLIGHTS

- Applications for Official Plan Amendment (POPA 2020-0001), Draft Plan of Subdivision (21T-20001C) and Zoning By-law Amendment (RZ 2020-0004) were submitted by Humphries Planning Group on behalf of Zancor Homes on May 29, 2020 and January 6, 2021 and deemed ‘complete’ by staff on January 12, 2021.
- The applications support the development of a residential plan of subdivision consisting of a single detached dwelling, 151 townhouses units, existing residential lots, one stormwater management block, open space blocks, a restoration area block, a vegetation protection zone block, new roads and a road widening along Glasgow Road.
- Through Regional Official Plan Amendment No. 30 (ROPA 30), the lands were recently included in the Bolton Rural Service Centre settlement area in the Region’s Official Plan.
- The Official Plan Amendment application proposes to bring the lands into the Settlement Area of Bolton, redesignate the lands from Prime Agricultural Area and Environmental Policy Area to Medium Density Residential and Environmental Policy Area and establish site specific development policies.
- The related Zoning By-law Amendment application proposes to rezone the lands to facilitate the development and will be brought forward to Committee and Council for a decision at a later date.
- A statutory Public Meeting was held on June 1, 2021 in accordance with the requirements of the *Planning Act*.
- The proposed amendment is consistent with Provincial policies and conform to Provincial, Regional and local planning policy documents.
- Planning staff recommends that Council adopt the draft Official Plan Amendment, attached as Schedule “C” to this report.

DISCUSSION

The purpose of this Report is to recommend that Council adopt the proposed Official Plan Amendment to redesignate the property to permit the development of a residential plan of subdivision.

Subject Lands

The subject land is located at 0 Emil Kolb Parkway, 550 Glasgow Road, 600 Glasgow Road, 615 Glasgow Road, 13935 Chickadee Lane, 13951 Chickadee Lane, 13977 Chickadee Lane and 13999 Chickadee Lane, in Bolton. The lands are located on the east side of Emil Kolb Parkway, adjacent to Chickadee Lane and Glasgow Road. See Schedule “A” – Location Map, attached. The property is 10.04 ha (24.81 ac) in size. The lands are currently occupied by rural residential dwellings, vegetated environmental policy areas and open fields. Lands to the north are occupied by Jack Garratt Soccer Park and open space surrounding the Humber River. Lands to the east are occupied by open space and Edelweiss Park, as well as rural residential dwellings. The lands to the south and west are residential subdivisions. Please see Schedule “B” – Aerial Photograph, attached.

Proposed Development

On May 9, 2020 and January 6, 2021, the Town of Caledon received proposed Official Plan Amendment (POPA 2020-0001), Draft Plan of Subdivision (21T-20001C) and Zoning By-law Amendment (RZ 2020-0004) applications from Humphries Planning Group Inc. on behalf of Zancor Homes (Bolton) Ltd. for the subject lands. The applications were deemed complete on January 12, 2021.

The applications support the development of a residential plan of subdivision consisting of a single detached dwelling, 151 townhouses units, existing residential lots, one stormwater management facility, open space blocks, a restoration area block, a vegetation protection zone block, new roads and a road widening along Glasgow Road. See attached Schedule “D” Proposed Draft Plan of Subdivision.

The Official Plan Amendment application proposes to:

- Expand the Rural Service Centre of Bolton;
- Redesignate the subject lands from Prime Agricultural Area and Environmental Policy Area to Medium Density Residential and Environmental Policy Area;
- Create site specific permissions for the Medium Density Residential designation to ensure that:
 - The limits of development will respect the environmental policies in the Official Plan and the results of approved environmental studies;
 - The maximum height for single detached dwellings to be 3 storeys;
 - The maximum height for townhouse dwellings to be 4 storeys;

- The net density for the lands will be within the range of 30 and 40 units per hectare (exclusive of public rights of way, Environmental Policy Area and Open Space Policy Area).

See attached Schedule “C”, draft Official Plan Amendment.

Both the Draft Plan of Subdivision and Zoning By-law Amendment continue to be under review by the Town and agencies. At this time, the Town and Region of Peel continue to have concerns related to the Draft Plan of Subdivision’s stormwater management strategy, grading, water servicing, sanitary sewer servicing, parkland dedication, capacity and delay issues related to traffic generated by the site, road geometry, multi-use path connections, and noise mitigation. Draft Plan Approval of Subdivisions is delegated to staff and therefore, once the above-noted matters are addressed and the application is satisfactory, staff will work to issue draft plan approval subject to conditions (including notifying interested parties).

The related Zoning By-law Amendment proposes to rezone the lands to facilitate the development and will be brought forward to Committee and Council for decision at a later date. At this time, the Town continues to have concerns related to the site specific permissions proposed through the Zoning By-law Amendment.

Planning Review

Documents that have been considered by the Town in its review of the proposed applications include the Provincial Policy Statement, 2020, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020, the Greenbelt Plan, 2017, the Region of Peel Official Plan, the Town of Caledon Official Plan and Comprehensive Zoning By-law 2006-50. Supporting technical studies and reports as well as comments and recommendations provided by internal departments, external review agencies and the public also informed the review of these applications.

Provincial Policy Statement, 2020 (PPS, 2020)

The PPS, 2020, contains policies with respect to promoting efficient development and land use patterns in order to create healthy, livable and complete communities while providing for an appropriate range of housing types and densities to meet requirements of current and future residents. The PPS, 2020 directs growth to settlement areas as per Section 1.1.3.1. In accordance with Sections 1.1.1, 1.1.3.2, 1.4, 1.8 and 2.1, the proposed Official Plan Amendment will apply a land use designation that will allow efficient use of land and municipal services on existing underdeveloped lands in the settlement area, and will allow for development that contributes to a range and mix of residential units in Caledon while protecting open space blocks. The proposed Official Plan Amendment will allow for development that will contribute to meeting the Town’s intensification target. The proposed Official Plan Amendment protects the existing natural heritage features through measures

recommended by the supporting environmental study including implementation of buffers protected within the Environmental Policy Area designation. The proposed Official Plan Amendment is consistent with the Provincial Policy Statement, 2020.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

The Growth Plan, in conforming to the PPS, 2020, contains similar, although refined, policy direction to the PPS, 2020. The lands are located within the delineated Designated Greenfield Area of the Growth Plan. The Growth Plan also directs development to settlement areas that have existing or planned municipal water and wastewater systems and can support the creation of complete communities (Section 2.2.1). The proposed Official Plan Amendment will allow for residential development in a designated settlement area with existing infrastructure to support it. The Growth Plan established minimum density targets for new development in Designated Greenfield Areas. The minimum density target for Designated Greenfield Areas in the Region of Peel is a minimum of 50 residents and jobs combined per hectare, measured over the entire Designated Greenfield Area. The proposed Official Plan Amendment will allow for development that contributes to the Town and Region's density target on lands within the designated settlement area and in an area that can utilize existing municipal water and wastewater services. The proposed Official Plan Amendment conforms to and is consistent with the Growth Plan.

The Greenbelt Plan, 2017

The lands subject to the development are partially located within the Greenbelt Plan; however, the Official Plan Amendment does not propose to redesignate any lands within the Greenbelt Plan.

The Greenbelt Plan builds on the policy direction of the PPS, 2020 by identifying where urbanization should not occur in order to protect the agricultural land base and natural features, areas and functions. The Greenbelt Plan seeks to permanently protect a broad band of land within southern Ontario against loss and fragmentation of the agricultural land base, and natural heritage and water resource systems, while providing for a range of economic and social activities associated with rural communities and building resilience to and mitigating the impacts of climate change. The lands subject to the development are partially located within the Greenbelt Plan Area, more specifically the portion of the lands within the Greenbelt Plan are located on the north side of Glasgow Road and east of the proposed Official Plan Amendment area. The proposed Official Plan Amendment will designate the lands that are within the settlement area and outside of the Greenbelt Plan to Medium Density Residential. The proposed Official Plan Amendment conforms to and is consistent with the Greenbelt Plan.

Region of Peel Official Plan

Through the approval of Regional Official Plan Amendment 30 (ROPA 30) the subject lands were added to the designated settlement area of Bolton and the Region of Peel Official Plan now designates the subject property as Bolton Residential Expansion Area

Settlement Area 2031 within the Rural Service Centre of Bolton on Schedule 'D', Regional Structure.

The Region's Official Plan also provides for specific policies directing area municipalities to include more detailed objectives and policies in the local municipal official plans. Section 5.4.2.6 requires that development is consistent with the provincial plans, and regional and local official plans. The proposed amendment will allow for development that contributes to the range and mix of residential land uses (Section 5.4.3). As per Section 2.1, the proposed Official Plan Amendment protects the existing environmental features located on the property. The Region has confirmed that there is sufficient water and sanitary services to support medium density development and has also advised that Regional staff have no concerns with the proposed Official Plan Amendment application. The proposed Official Plan Amendment conforms to the Region of Peel Official Plan and will bring the Town's Official Plan into conformity with the Regional Official Plan.

Town of Caledon Official Plan

The Town of Caledon Official Plan designates the subject property Prime Agricultural Area and Environmental Policy Area outside of the settlement boundary of the Rural Service Centre of Bolton on Schedule 'C', Bolton Land Use Plan.

The proposed Official Plan Amendment seeks to redesignate the lands to Settlement Area (Rural Service Centre) of Bolton, to conform to the Region of Peel's Official Plan designation. The Amendment also seeks to apply land use permissions to the lands by establishing a Medium Density Residential designation to permit townhouse units at a specified density and height. The amendment also refines the boundary of the Environmental Policy Area designation to protect the environmental features and associated buffers.

The Town's Official Plan promotes compact urban forms within the designated greenfield area that better utilizes infrastructure and services, is compatible with land use patterns and enhances the community character of the settlement area (Sections 3.5, 4.1, 4.2 and 5.10.3). The proposed Official Plan Amendment will allow for development at a net density range of 30 to 40 units per hectare, supported by existing infrastructure and contributing to the existing character of the area. The Amendment will also establish maximum heights, being 3 storeys for single detached dwellings and 4 storeys for townhouse dwellings.

The Official Plan contains greenfield objectives (Section 4.2.2) which seek to optimize the use of Designated Greenfield Area and to achieve compact urban forms within Designated Greenfield Area. In addition, the housing policies (Section 3.5) recognize the need to create a diverse range and mix of housing types, densities and tenures to assist in meeting the needs of the residents. Section 5.10.3.10 of the Official Plan identifies that land uses and proposed development is to be compatible with or enhance the community character of the settlement, being compatible with land use patterns, densities, road systems, parks, open spaces and streetscapes. Moreover Section 5.10.3.14 states that residential

intensification will generally be permitted in settlements where the subject site or building can accommodate the form of development proposed and compatibility with surrounding community, the existing and planned services in the community can support the additional households and the potential demand for the type of housing can be demonstrated. The proposed Official Plan Amendment will allow for development that will help provide a range and mix of housing types that utilize existing infrastructure and public facilities, providing a medium density built form that is under represented in the area.

Pursuant to Sections 3.2.4 of the Town's Official Plan, the applicant submitted an Environmental Impact Study in support of the application which determined the limits of the natural feature and identified mitigation measures. A buffer from the limit of the Environmental Policy Area lands has been implemented to protect the features. The entirety of the feature and the buffer will be designated and zoned to restrict the uses on these lands and protect the features. The Environmental Policy Area lands will be transferred into public ownership and can be dedicated to the Toronto and Region Conservation Authority (TRCA); however, should the TRCA not wish to own the lands, staff will bring forward a report to Council to seek permission to obtain the lands. This report can be prepared separately, or through the future staff report related to the Zoning By-law Amendment for the subject lands.

Staff is of the opinion that the proposed amendment conforms to and is in keeping with the intent of the Town's Official Plan.

Town of Caledon Zoning By-law 2006-50

The subject property is zoned Agricultural (A1), Open Space (OS) and Environmental Policy Area 2 Zone (EPA2) by Zoning By-law 2006-50, as amended. The applicant has submitted a related Zoning By-law Amendment which continues to be reviewed and will be brought forward to Committee and Council for a decision at a later date.

Consultation

Notice of Application

In accordance with the *Planning Act*, a Notice of Application was placed in the Caledon Enterprise and Caledon Citizen on January 21, 2021. In addition, the Notice was mailed to all landowners within 120 m (393.7 ft) and placed on the Town's website. Signs were posted on the property on February 19, 2021.

Agency and Department Review

The proposed amendment was circulated to external agencies and internal departments for review and comment. No objections to the proposed Official Plan Amendment were received.

Residents Meeting

A Residents Meeting (Virtual Meeting) was held on April 29, 2021. Notice of this meeting was mailed to not only all landowners within 120 m (393.7 ft) but also an expanded notice area. The Notice was also placed on the Town’s website.

Public Meeting

In accordance with the *Planning Act*, a Notice of Public Meeting was placed in the Caledon Enterprise and Caledon Citizen on May 6, 2021. In addition, the Notice was mailed to not only all landowners within 120 m (393.7 ft) but also an expanded notice area. The signs were updated with the public meeting date and time on May 14, 2021. The Notice was also placed on the Town’s website.

A statutory Public Meeting was held on June 1, 2021 in accordance with the requirements of the *Planning Act*. The following questions and comments were raised at the Public Meeting and/or received during the processing of these proposed amendments:

Question/Comment	Response
<p>There was concern over the Glasgow Road Bridge and the capacity of Glasgow Road to accommodate the additional pedestrians, cyclists and vehicular traffic.</p>	<p>Town Engineering staff are undertaking the Glasgow Road capital project to access required road improvements and opportunities to integrate active transportation infrastructure on Glasgow Road.</p> <p>Town of Caledon Fire and Emergency Services Department Staff have confirmed that fire apparatus and paramedic units are able to cross the single lane bridge on Glasgow Road.</p> <p>A traffic impact study was completed by GHD and submitted as part of the planning applications to the Town. The study determined minimal traffic increase on Glasgow Road between Chickadee Lane and Deer Valley Drive, and therefore the single lane bridge was not assessed in the updated TIS.</p>
<p>Questions related to the Glasgow Road reconstruction project were raised relating to the project timing, cost and scope.</p>	<p>The Glasgow Road Reconstruction project is required as a result of current conditions, not the proposed development.</p> <p>The Town has retained the consulting engineering firm of Chisholm Fleming & Associates to undertake the planning and detailed design of the necessary road improvements to Glasgow Road between Chickadee Lane and Deer Valley Drive. The original scope of the design work focused on the rehabilitation of the existing roadway. More</p>

	<p>recently, the Town has expanded the planning of the project to include the addition of an active transportation facility along Glasgow Road within the limits of the project and along Deer Valley Drive. The time frame for the design exercise is currently being redefined based on the expanded scope of work but is expected to take approximately nine to twelve months to complete.</p> <p>The planning and design exercise for this road project will follow the requirements of the Municipal Class EA process. The specific schedule of Class EA for this project will be selected after the full scope of the work has been better defined.</p> <p>The proposed Glasgow Road improvements are primarily funded from Development Charges. Zancor will be required to pay Town Development Charges in the usual manner.</p>
<p>Concerns over traffic and parking associated with Jack Garret Soccer Park were raised.</p>	<p>Jack Garret Soccer Park does not form part of the development area. These comments will be considered during the Glasgow Road improvements project.</p>
<p>There was concern related to the overall influx of traffic in the area and road safety.</p>	<p>A traffic impact study was completed by GHD and submitted as part of the planning applications to the Town. The Study analyzed the development's future impact on the surrounding road network. The study was later updated to respond to comments from Town Engineering staff related to analysis of the traffic impact on Glasgow Road for vehicular traffic and active transportation users. The study determined minimal traffic increase on Glasgow Road between Chickadee Lane and Deer Valley Drive, and therefore the single lane bridge was not assessed in the updated TIS.</p> <p>A traffic signal will be installed at the intersection of Chickadee Lane and Emil Kolb Parkway once it is warranted.</p> <p>Town Transportation staff have requested the applicant to recommend mitigation measures for any forecasted operational issues at the Chickadee Lane and Emil Kolb Parkway intersection prior to the signal being warranted.</p>

<p>Concerns were raised related to whether there would be a traffic signal at the intersection of Chickadee Lane and Emil Kolb Parkway, and how it would be financed.</p>	<p>Based on the analysis received, traffic signals are not currently warranted at the intersection of Emil Kolb Parkway and De Rose Avenue, and the Region will not be installing traffic signals at this time. The Region will be taking securities for the construction of traffic signals from the developer, along with a Traffic Signal Maintenance fee and will monitor the intersection until such time that signals are warranted to be installed.</p>
<p>Concerns were raised related to the deer crossings on Glasgow Road.</p>	<p>The planning and design exercise for the Glasgow Road project will follow the requirements of the Municipal Class EA process. The specific schedule of Class EA for this project will be selected after the full scope of the work has been better defined.</p>
<p>There was concern that the additional population in the area will overload the existing trails and parks in the surrounding area. There were also questions about the provision of new trails and play structures as part of the proposed development.</p>	<p>The applicant has proposed a trail system on the north end of the property.</p> <p>Parkland will not be provided as part of the proposed development, but the applicant will be required to pay 5% cash in lieu of parkland dedication in accordance with the <i>Planning Act</i>.</p>
<p>A concern was raised that buffers to the limits of the protected countryside were not being applied consistently across the site.</p>	<p>The Greenbelt Plan requires buffers adjacent to key natural heritage features or key hydrologic features within the Greenbelt Plan Boundary. Block 15 is not within 30 metres of key natural heritage features or key hydrologic features, and is outside of the greenbelt Plan area, therefore the Greenbelt Plan does not require a buffer. There is no required buffer to the boundary of the regulation area of the Green Belt Plan.</p>
<p>Questions were raised as to whether an Environmental Assessment was done and whether the areas deer population was considered. There were also concerns over increased runoff and</p>	<p>An Environmental Impact Study was conducted on the subject site and submitted with the application to the Town. The Comprehensive Environmental Impact Study and Management Plan is posted on the project webpage under the "Material Submitted" tab. The study included field investigations which assessed wildlife habitat to determine the limits of development. The site's pre and post-development water balance results were also analyzed in the study.</p>

<p>impacts on the surrounding forest area.</p>	
<p>Concerns were raised that the increased population from the development would put stress on schools.</p>	<p>Both the Peel District School Board and The Dufferin-Peel Catholic District School Board were circulated for comment on the subject development applications. Comments were received from both School Boards and neither of the boards objected to the proposed development.</p>
<p>Questions were raised as to whether the subject lands are outside of the Rural Service Centre.</p>	<p>The subject lands were brought into the Bolton Rural Service Centre through the amendment to the Bolton Rural Service Centre Boundary by ROPA 30, as approved by the (then) Local Planning Appeal Tribunal in November 2020. As such, the lands are already designated through the Region of Peel Official Plan for residential development. The Town's Official Plan must conform to the Regional Official Plan and this application will assist with conformity.</p>
<p>Questions were raised as to how noise, dust and vibration would be managed during construction.</p>	<p>At this stage in the development process, a construction management plan has not yet been provided to Town staff. The construction management plan will be required through the processing of the plan of subdivision and will need to include information related to noise, dust and vibration and will be subject to Town Staff's approval.</p>
<p>Concern was raised over the deterioration of the existing concrete wall along De Rose Avenue backing onto Emil Kolb Parkway and a petition was submitted in support of the demolition of the existing wall and the construction of a new sound wall in its place.</p>	<p>The current noise issues for existing dwellings backing onto Emil Kolb Parkway is an existing condition, separate from the proposed development, as such it will need to be addressed separately from the subject applications.</p>
<p>Questions were raised as to whether there had been any assessment of the increased noise in the area due to increased traffic and population.</p>	<p>A noise impact study was conducted by Candevcon Limited and submitted as part of the planning applications to the town.</p>

Staff Report 2022-0173

<p>Questions were raised as to whether the proposed development would be subject to increased development charges since the subject lands were recently added to the Bolton Rural Service Centre.</p>	<p>Most properties in the Town are subject to the Town Wide development Charges and the same applies to these lands. The recent inclusion of the subject lands in the settlement area boundary does not impact their development charges. The required rehabilitation of Glasgow Road is based on existing conditions and is not required as a direct result of the proposed residential plan of subdivision.</p>
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Petition

The Town has received a petition with 110 signatures from various locations in Canada. The petition was received in response to the Noise Impact Study submitted in support of the proposed plan of subdivision and posted on the Town's. The petition identifies concerns related to the deteriorating noise wall along De Rose Avenue backing onto Emil Kolb Parkway and supports of the demolition of the existing wall and the construction of a new sound wall in its place. This noise wall is not within the proposed limits of development of the application. Please see Schedule "F" – Petition, attached.

No Further Notice or Public Meeting

Since the Public Meeting, through the processing of the Official Plan Amendment, minor refinements to the application have occurred related to mapping and language used in the Amendment. Staff is of the opinion that the clarifications are minor and maintain the intent of the application and therefore request that Council confirm that no further notice or a Public Meeting is required.

FINANCIAL IMPLICATIONS

Address Identifier	Tax Roll Number	Legal Description
0 Emil Kolb Parkway / 0 King Street W	010.007.21400.0000	ALBION CON 5 PT LOT 10 RP 43R35776 PARTS 3 4 AND 7
550 Glasgow Road	010.008.13900.0000	CON 6 ALB PT LOT 10 RP
600 Glasgow Road	010.008.13700.0000	CON 6 ALB PT LOT 10
615 Glasgow Road	010.008.13500.0000	ALBION CON 5 PT LOT 10 RP 43R35776 PARTS 3 4 AND 7
13935 Chickadee Lane	010.003.13700.0000	CON 6 ALB PT LOT 10
13951 Chickadee Lane	010.003.13800.0000	CON 6 ALB PT LOT 10
13977 Chickadee Lane	010.003.13900.0000	CON 6 ALB PT LOT 10 RP 43R20614 PART 1



Staff Report 2022-0173

13999 Chickadee Lane	010.008.13510.0000	CON 6 ALB PT LOT 10
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Properties listed above are currently assessed as Residential (total \$9.8 million CVA). The Town's share of taxes levied, based on current value assessments is approximately \$52,000. As at March 24, 2022, the property tax account for each property is determined to be current.

If the proposed development (includes 154 residential dwellings) were to proceed as planned, the property's taxable assessment value would change to reflect the developments that would have taken place.

Development Charges will be levied at the Residential rates that were in place on the date when the rezoning application was deemed complete, i.e. **January 11, 2021**. Those rates were:

Town of Caledon: (a) \$31,315.35 per single detached dwelling; and (b) \$23,840.98 per townhouse dwelling.

Region of Peel: (a) \$53,083.06 per single detached dwelling; and (b) \$43,489.23 per townhouse dwelling. Effective February 1, 2016, the Region of Peel began collecting directly for most hard service development charges (i.e. water, wastewater and roads) for residential developments, at the time of subdivision agreement execution.

Go-transit: (a) \$581.30 per single detached dwelling. That rate also applied to per townhouse dwelling.

School Boards: (a) \$4,572 per any residential unit.

Interest on Development Charges outlined above will apply for the period January 12, 2021 through to the date on which those charges will be received by the Town and are not included in the rates outlined above.

The Development Charges comments and estimates above are as at March 24, 2022 and are based upon information provided to the Town by the applicant, current By-laws in effect and current rates, which are indexed twice a year. For site plan or rezoning applications dated on or after January 1, 2020, Development Charges are calculated at rates applicable on the date when an application is determined to be complete; and are payable at the time of building permit issuance. Interest charges will apply for affected applications. For site plan or rezoning applications dated prior to January 1, 2020, Development Charges are calculated and payable at building permit issuance date. Development Charge by-laws and rates are subject to change. Further, proposed developments may change from the current proposal to the building permit stage. Any estimates provided will be updated based on changes in actual information related to the construction as provided in the building permit application.



COUNCIL WORK PLAN

Sustainable Growth: Pursue intensification in concert with accessibility and public transit, Caledon GO Station and other transit hubs

Connected Community: Preserve heritage and natural areas

Improved Service Delivery: Build and maintain parks and green spaces

ATTACHMENTS

Schedule A: Location Map

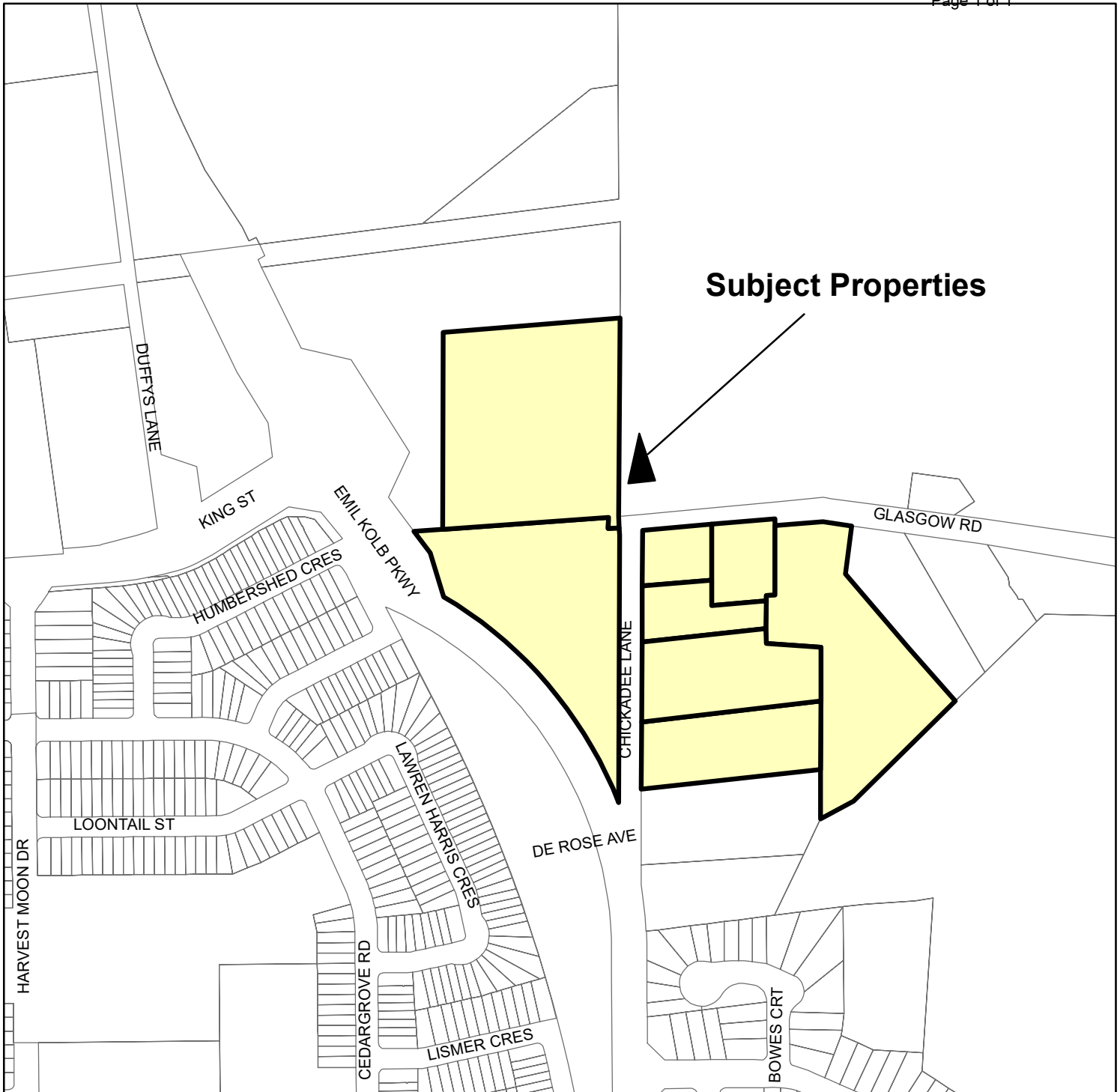
Schedule B: Aerial Map

Schedule C: Proposed Official Plan Amendment

Schedule D: Proposed Draft Plan of Subdivision

Schedule E: Agency and Department Comment Sheet

Schedule F: Petition



Subject Properties

**Application for Official Plan Amendment,
Draft Plan of Subdivision and
Zoning By-law Amendment**

POPA 2020-0001, 21T-20001C and RZ 2020-0004

Zancor Homes (Bolton) Ltd.

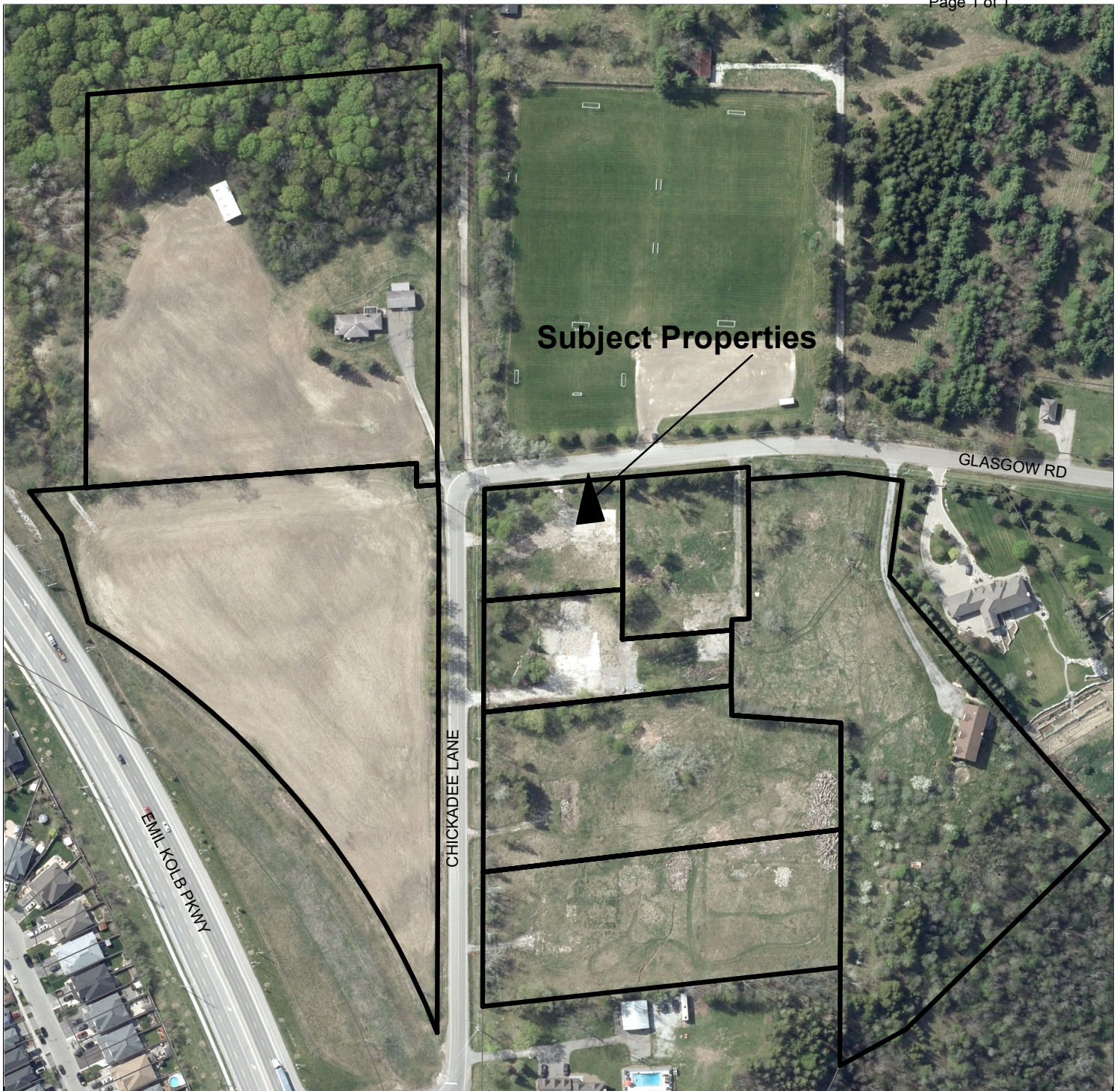
LOCATION MAP



Date: May 4th, 2021

File No.: POPA 2020-0001,
21T-20001C and RZ 2020-0004

0 Emil Kolb Parkway, 550 Glasgow Road, 600 Glasgow Road,
615 Glasgow Road, 13935 Chickadee Lane,
13951 Chickadee Lane, 13977 Chickadee Lane,
13999 Chickadee Lane



Subject Properties

GLASGOW RD

CHICKADEE LANE

EMIL KOLB PKWY

**Application for Official Plan Amendment,
Draft Plan of Subdivision and
Zoning By-law Amendment**

POPA 2020-0001, 21T-20001C and RZ 2020-0004

Zancor Homes (Bolton) Ltd.

LOCATION MAP

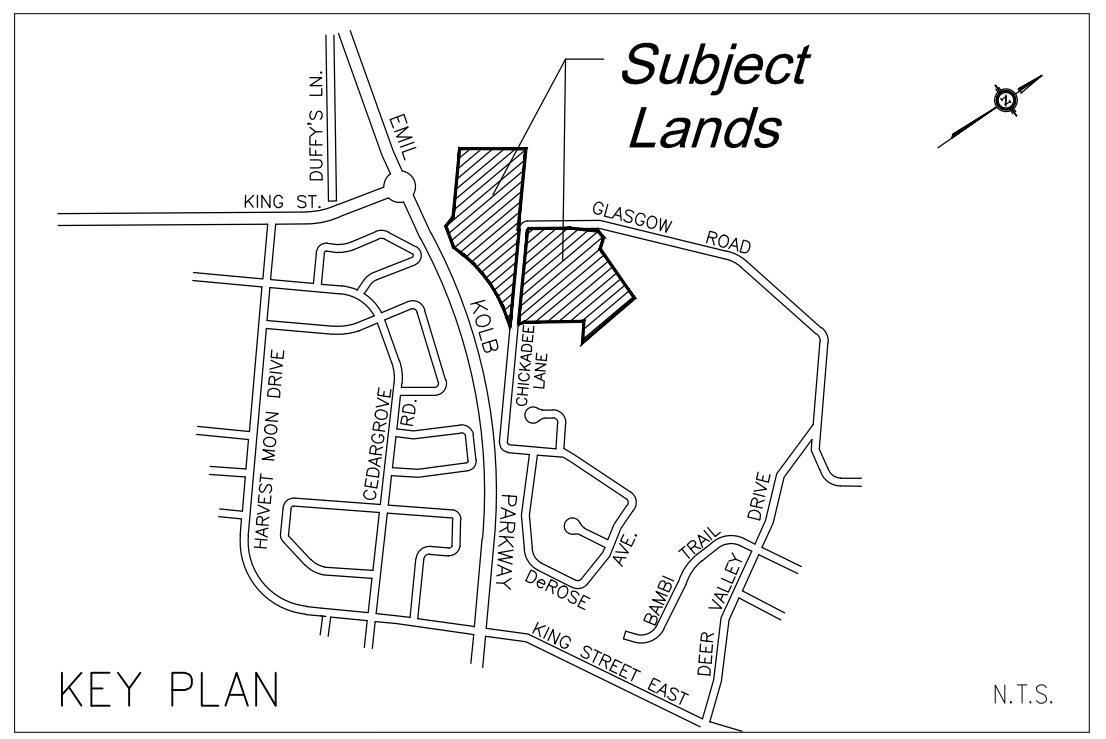
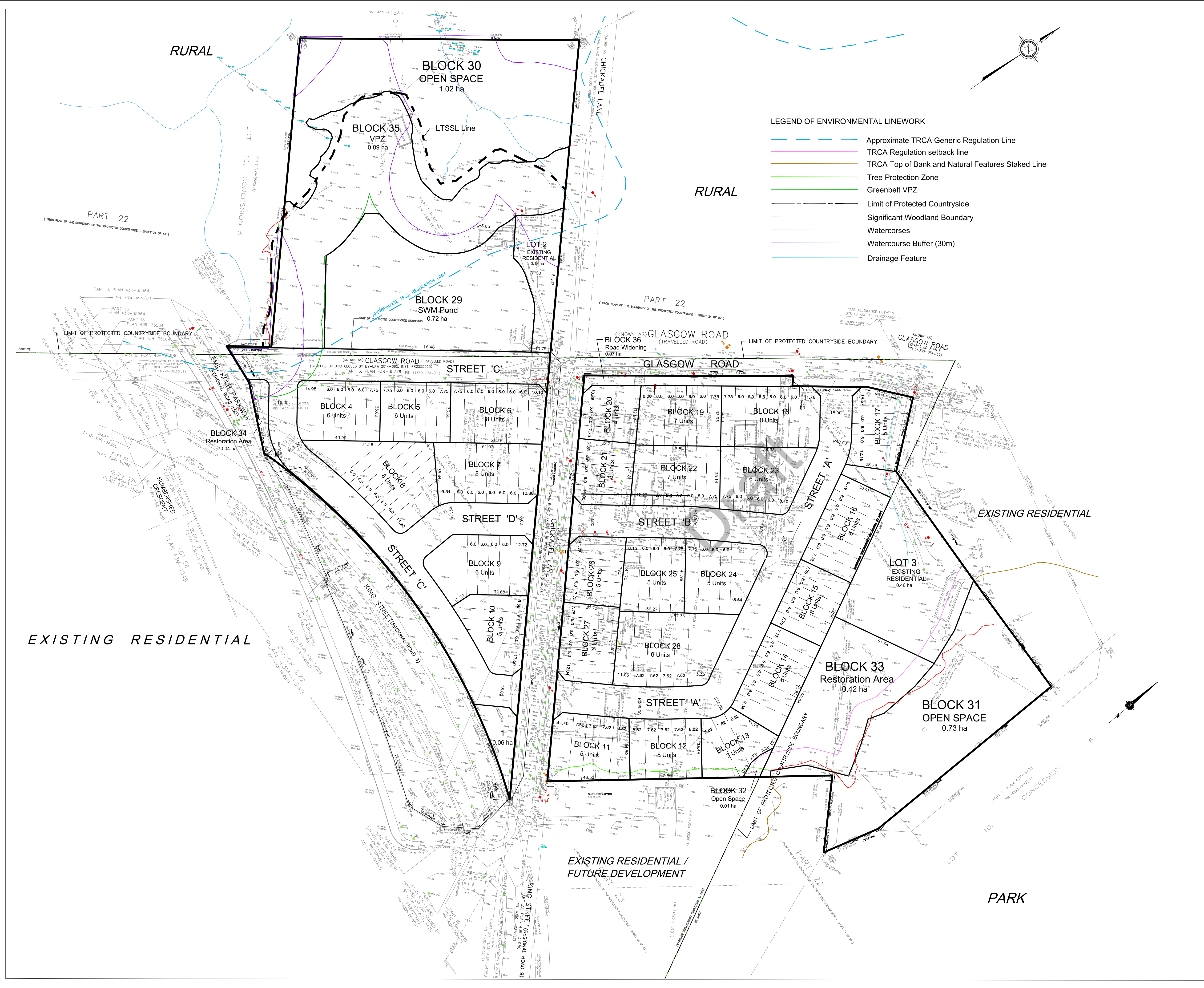


TOWN OF CALEDON

Date: May 4th, 2021

0 Emil Kolb Parkway, 550 Glasgow Road, 600 Glasgow Road,
615 Glasgow Road, 13935 Chickadee Lane,
13951 Chickadee Lane, 13977 Chickadee Lane,
13999 Chickadee Lane

File No.: POPA 2020-0001,
21T-20001C and RZ 2020-0004



HUMPHRIES PLANNING GROUP INC.
216 CHRISLEA ROAD, SUITE 103, VAUGHAN, ONTARIO, L4L 8S5
TEL (905)264-7678, FAX (905)264-8073
www.humphriesplanning.com

DEVELOPMENT STATISTICS:

LAND USE	LOT/BLK.#	UNITS	AREA
Single Detached Residential	1-3	3	0.65 ha
Street Townhouses	4-28	132	3.95 ha
6.0m Units		132	
7.62m Units		19	
Storm Water Management Pond	29		0.72 ha
Open Space	30-32		1.75 ha
Restoration Area	33-34		0.46 ha
VPZ	35		0.89 ha
Road Widening	36		0.07 ha
Roads STREETS A-D - 16.0m-18.0m R.O.W. = 885m			1.55 ha
TOTAL		154	10.04 ha

OWNER'S CERTIFICATE:
I authorize Humphries Planning Group Inc. to prepare and submit this plan for draft approval.

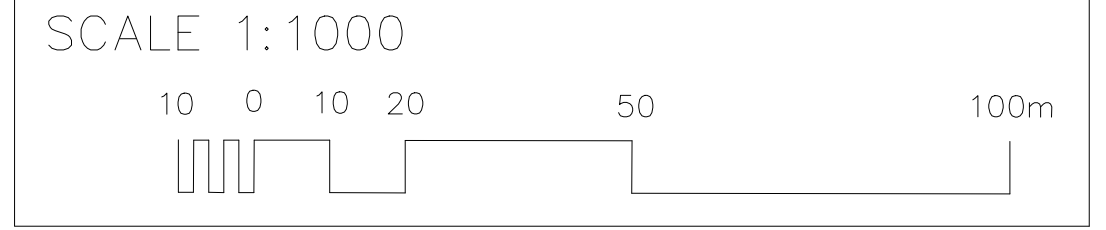
[Signature] Date: DECEMBER 28, 2020
Zancor Homes (Bolton) Ltd.
137 Bowes Road
Concord, ON

SURVEYOR'S CERTIFICATE:
I hereby certify that the boundaries of the lands being subdivided and their correct relationship to the adjacent lands are accurately and correctly shown on this plan.

[Signature] Date: DECEMBER 28, 2020
Kramer Surveyors Ltd.
1137 Centre Street, Suite 101
Thornhill, ON

ADDITIONAL INFORMATION:
[Section 51(17) of the Planning Act, R.S.O. 1990, c. P. 13, as amended to April 11, 1997]
a), b), e), f), g), & j) - on plan.
c) - on key plan
d) - see statistics
h) - piped water to be installed by developer
i) - clay loam soil
k) - all services to be made available by developer
l) - none

DRAFT PLAN OF SUBDIVISION
PART OF LOT 10, CONCESSION 5 AND PART OF KING STREET (STRIPPED UP AND CLOSED BY BY-LAW 53-2015, RES. 1927/1998)
PART OF LOT 10, CONCESSION 6 (FORMERLY TOWNSHIP OF ALBION, COUNTY OF PEEL)
PART OF BLOCK 272 AND PART OF BLOCK 293 (60.30 RESERVE)
PLAN 43M-1548
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL



HUMPHRIES PLANNING GROUP INC.
216 CHRISLEA ROAD, SUITE 103, VAUGHAN, ONTARIO, L4L 8S5
TEL (905)264-7678, FAX (905)264-8073
www.humphriesplanning.com

File Number: _____ Drawing Number: **A1**
Date Drawn: 2 MAR 2019
Drawn By: BT
Checked By: R.H.
Date Revised: 6 APR 2022
CAD File No. : _____

Kerry Reed

From: Mehemed Delibasic
Sent: April 25, 2022 9:07 AM
To: Hatcher, Laura (MHSTCI); Shun.Cheung@caledon.ca
Cc: Lisa Marshall; Alex Siciliano
Subject: RE: File 0016342: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Commencement

Thank you Laura,

We appreciate your respond and details about requirements for this study. We will review, follow your instructions/requirements, and provide answers/details about environmental assessment reporting.

Thank you.

Regards,

Mehemed

Mehemed Delibasic, M.Sc., P.Eng.

Assistant Vice President, Transportation Planning & Traffic Eng.

T. 289.319.3112 | C. 647.463.7993

McINTOSH PERRY

Turning Possibilities Into Reality

From: Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>
Sent: April 20, 2022 3:44 PM
To: Shun.Cheung@caledon.ca
Cc: Mehemed Delibasic <m.delibasic@mcintoshperry.com>
Subject: FW: File 0016342: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Commencement

You don't often get email from laura.e.hatcher@ontario.ca. [Learn why this is important](#)

Good afternoon,

Please find attached a letter with comments from the Ministry of Heritage, Sport, Tourism and Culture Industries on the above mentioned project.

Sincerely,
Laura

Laura Hatcher, MCIP, RPP
Heritage Planner
Heritage Planning Unit | Programs and Services Branch | Heritage, Tourism and Culture Division
Ministry of Heritage, Sport, Tourism and Culture Industries

From: Lisa Marshall <l.marshall@mcintoshperry.com>

Sent: April-05-22 1:29 PM

Cc: Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>; Shun Cheung <Shun.Cheung@caledon.ca>

Subject: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Commencement

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello,

The Town of Caledon has retained McIntosh Perry to carry out detailed design services for the rehabilitation of Glasgow Road, from Chickadee Lane to Deer Valley Drive. Further information on the project, along with a key plan showing the study area, can be found in the attached Notice of Study Commencement. The project is currently in the initial design phase, during which options for renewal are being developed and evaluated.

If you have any questions or comments, please don't hesitate contact one of the Project Team members noted in the enclosed notice or the undersigned.

Thank you,

Lisa Marshall, P.Eng.

Manager, Environmental Engineering

T. 613.714.0815 | **C.** 613.852.1148

l.marshall@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

Turning Possibilities Into Reality

Confidentiality Notice – If this email wasn't intended for you, please return or delete it. Click [here](#) to read all of the legal language around this concept.



Platinum
member

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

Programs and Services Branch
400 University Ave, 5th Flr
Toronto, ON M7A 2R9
Tel: 437.239.3404

**Ministère des Industries du Patrimoine,
du Sport, du Tourisme et de la Culture**

Direction des programmes et des services
400, av. University, 5e étage
Toronto, ON M7A 2R9
Tél: 437.239.3404



April 20, 2022

EMAIL ONLY

Shun H. Cheung, Project Manager, Engineering Services
Town of Caledon
shun.cheung@caledon.ca

MHSTCI File : 0016342
Proponent : Town of Caledon
Subject : Notice of Commencement
Project : Glasgow Road Class Environmental Assessment Study
Location : Glasgow Road from Chickadee Lane to Deer Valley Drive, Caledon

Dear Shun Cheung:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of Commencement for the above-referenced project. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- archaeological resources, including land and marine;
- built heritage resources, including bridges and monuments; and
- cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on known (previously recognized) and potential cultural heritage resources.

Project Summary

The Schedule A+ study will identify recommended designs for Glasgow Road to address the increasing wear and tear associated with population growth while enhancing road safety, improving traffic operations and connectivity for all users. In identifying the road improvements, the study will consider technical and aesthetic requirements; as well as socio-economic, cultural heritage, and natural environment factors.

Identifying Cultural Heritage Resources

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation.

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.

If the EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the *Ontario Heritage Act (OHA)*, who is responsible for submitting the report directly to MHSTCI for review.

Built Heritage Resources and Cultural Heritage Landscapes

The MHSTCI [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) may be completed to help determine whether this EA project may impact built heritage resources and/or cultural heritage landscapes.

If the project may impact built heritage resources or cultural heritage landscapes, MHSTCI recommends a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment be undertaken for the entire study area during the planning phase and will be summarized in the EA Report. This study will:

1. Describe the existing baseline cultural heritage conditions within the study area by identifying all known or potential built heritage resources and cultural heritage landscapes, including a historical summary of the study area..
2. Identify preliminary potential project-specific impacts on the known and potential built heritage resources and cultural heritage landscapes that have been identified. The report should include a description of the anticipated impact to each known or potential built heritage resource or cultural heritage landscape that has been identified.
3. Recommend measures to avoid or mitigate potential negative impacts to known or potential built heritage resources and cultural heritage landscapes. The proposed mitigation measures are to inform the next steps of project planning and design.

Community input should be sought to identify locally recognized and potential cultural heritage resources. Sources include, but are not limited to, municipal heritage committees, historical societies and other local heritage organizations.

Cultural heritage resources are often of critical importance to Indigenous communities. 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 them.

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 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, please do not hesitate to contact me.

Sincerely,

Laura Hatcher
Heritage Planner
laura.e.hatcher@ontario.ca

Kerry Reed

From: Consultations <Consultations@metisnation.org>
Sent: April 5, 2022 1:39 PM
To: Lisa Marshall
Subject: Automatic reply: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Commencement

This is an automatically generated response from consultations@metisnation.org. Please do not reply to this e-mail address.

The MNO is adjusting standard work practices due to the Covid-19 outbreak and to better enable staff to work remotely. **Please note that the MNO's Lands, Resources and Consultations (LRC) Branch will no longer review hard copy consultation notices mailed to MNO offices.** The LRC Branch will review all electronic notices and process them in accordance with our standard operating procedures. All consultation notices must be sent electronically to consultations@metisnation.org.

The Métis Nation of Ontario's LRC Branch acknowledges your information notice. The MNO reserves the right to request additional information, meetings and consultations in respect of the project should the MNO deem it to be necessary.

For additional information pertaining to consulting with Ontario Métis please visit the MNO web site at: <https://www.metisnation.org/programs-and-services/lands-resources-consultations/duty-to-consult/>

Kerry Reed

From: Environmental Permissions (MECP)
Sent: April 5, 2022 2:13 PM
To: Lisa Marshall
Cc: Mehemed Delibasic; Alex Siciliano; Shun Cheung
Subject: RE: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Commencement

You don't often get email from enviropermissions@ontario.ca. [Learn why this is important](#)

Hi Lisa,

Thank you for your email. As with all projects, please ensure the formal process for submitting streamlined EA notices to the Ministry is completed for this project; you can find it here (<https://www.ontario.ca/page/preparing-environmental-assessments#section-5>).

If you have further questions or concerns, please respond to this email or contact us by phone at 416-314-8001 or 1-800-461-6290 (toll free).

Kind regards,

Allison Morgan (on behalf of Enviropermissions)
Client Service Representative
Client Services & Permissions Branch (CSPB)
Ontario Ministry of the Environment, Conservation and Parks (MECP)
135 St. Clair Ave. West 1st Floor, Toronto ON M4V 1P5
Email: Allison.Morgan@ontario.ca | Phone Number: 416-314-8001

*If you have any accommodation needs or require communication supports or alternate formats, please let me know.
Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, veuillez me le faire savoir.*

From: Lisa Marshall <l.marshall@mcintoshperry.com>
Sent: April 5, 2022 1:29 PM
Cc: Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>; Shun Cheung <Shun.Cheung@caledon.ca>
Subject: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Commencement

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello,

The Town of Caledon has retained McIntosh Perry to carry out detailed design services for the rehabilitation of Glasgow Road, from Chickadee Lane to Deer Valley Drive. Further information on the project, along with a key plan showing the study area, can be found in the attached Notice of Study Commencement. The project is currently in the initial design phase, during which options for renewal are being developed and evaluated.

If you have any questions or comments, please don't hesitate contact one of the Project Team members noted in the enclosed notice or the undersigned.

Thank you,

Lisa Marshall, P.Eng.

Manager, Environmental Engineering

T. 613.714.0815 | C. 613.852.1148

l.marshall@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

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Platinum
member

Kerry Reed

From: FPP.CA / PPP.CA (DFO/MPO) <fisheriesprotection@dfo-mpo.gc.ca>
Sent: April 5, 2022 1:29 PM
To: Lisa Marshall
Subject: FFHPP.CA Auto-Reply

Thank you for contacting Fisheries and Oceans Canada, Fish and Fish Habitat Protection Program.

This e-mail is a confirmation of receipt for your submission of a Request for Review form or Code of Practice notification form. Please do not mail a hard copy of your submission to any of our offices at this time unless you are unable to submit a digital version.

Please note that we are currently receiving a higher than normal volume of submissions and inquiries and continue to operate under alternate work arrangements.

We will respond to your email as soon as possible. Thank you for your patience.

Merci d'avoir pris contact avec le Programme de protection du poisson et de son habitat de Pêches et Océans Canada.

Le présent courriel accuse réception du formulaire de demande d'examen ou d'avis de code de pratique que vous avez envoyé. Veuillez ne pas envoyer de copie papier à nos bureaux pour le moment à moins que vous soyez dans l'incapacité d'envoyer une version numérique.

Veillez noter que nous recevons actuellement un volume d'envois et de demandes supérieur à la normale et que nous continuons à travailler selon des modalités adaptées.

Nous répondrons à votre courriel dès que possible. Nous vous remercions pour votre patience.

Kerry Reed

From: Malcolmson, Jack <jack.malcolmson@bell.ca>
Sent: April 5, 2022 1:58 PM
To: Lisa Marshall; Alex Siciliano
Cc: Mehemed Delibasic; Shun Cheung
Subject: RE: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Commencement

Hi Lisa,

Thanks for the information. I'll be happy to look into potential relocations once we receive a 60% design.

Thank you,



Jack Malcolmson
Implementation Manager
Access Network Engineering
T: 1-(365)-355-5425

From: Lisa Marshall <l.marshall@mcintoshperry.com>
Sent: April-05-22 1:31 PM
To: Alex Siciliano <a.siciliano@mcintoshperry.com>
Cc: Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Shun Cheung <Shun.Cheung@caledon.ca>
Subject: [EXT]Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Commencement

Hello,

The Town of Caledon has retained McIntosh Perry to carry out detailed design services for the rehabilitation of Glasgow Road, from Chickadee Lane to Deer Valley Drive. Further information on the project, along with a key plan showing the study area, can be found in the attached Notice of Study Commencement. The project is currently in the initial design phase, during which options for renewal are being developed and evaluated.

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Thank you,

Lisa Marshall, P.Eng.

Manager, Environmental Engineering

T. 613.714.0815 | C. 613.852.1148

l.marshall@mcintoshperry.com | www.mcintoshperry.com

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Kerry Reed

From: Shun Cheung <Shun.Cheung@caledon.ca>
Sent: April 13, 2022 2:35 PM
To: Mehemed Delibasic; Alex Siciliano
Cc: Lisa Marshall; Graeme Ellis
Subject: FW: Hydro One Response: 20220413-NoticeOfCommence-GLASGOW ROAD CLASS EA
Attachments: 20220413-NoticeOfCommence-GLASGOW ROAD CLASS EA .pdf

FYI

Shun Cheung, P.Eng., PMP
Project Manager, Structures
Engineering Services
Office: 905.584.2272 x.4040
Cell: 416.436.0910
Email: shun.cheung@caledon.ca

Town of Caledon |

<https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.caledon.ca%2F&data=04%7C01%7C1.marshall%40mcintoshperry.com%7Cf4212f01762344be318f08da1d7c6048%7Cafd5652c02f64ae9b8911f411e4a7391%7C1%7C0%7C637854717271627293%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAilCJQljoiv2luMzliLCJBTiI6lk1haWwiLCJXVCI6Mn0%3D%7C3000&data=eiV4FfOFH5LNYDwN2TSGUCwjTspClOeOkzQITBBRVQA%3D&reserved=0> |

<https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.visitcaledon.ca%2F&data=04%7C01%7CI.marshall%40mcintoshperry.com%7Cf4212f01762344be318f08da1d7c6048%7Cafd5652c02f64ae9b8911f411e4a7391%7C1%7C0%7C637854717271627293%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAilCJQljoiv2luMzliLCJBTiI6lk1haWwiLCJXVCI6Mn0%3D%7C3000&data=Qdi92IVqKxbdHBCg96zDXw86SprUZ6Nj97oTHRq1NL4%3D&reserved=0> | Follow us @YourCaledon

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

From: SUN Hongxia <Susan.SUN@HydroOne.com> On Behalf Of SECONDARY LAND USE Department
Sent: Wednesday, April 13, 2022 2:33 PM
To: Shun Cheung <Shun.Cheung@caledon.ca>
Cc: SECONDARY LAND USE Department <Department.SecondaryLandUse@hydroone.com>
Subject: Hydro One Response: 20220413-NoticeOfCommence-GLASGOW ROAD CLASS EA

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

Please see the attached for Hydro One's Response.

Hydro One Networks Inc
SecondaryLandUse@HydroOne.com

This email and any attached files are privileged and may contain confidential information intended only for the person or persons named above. Any other distribution, reproduction, copying, disclosure, or other dissemination is strictly prohibited. If you have received this email in error, please notify the sender immediately by reply email and delete the transmission received by you. This statement applies to the initial email as well as any and all copies (replies and/or forwards) of the initial email "This message (and any associated files) is intended only for the use of the individual or entity to which it is addressed. The content of the message is the property of the Corporation of the Town of Caledon. The message may contain information that is privileged, confidential, subject to copyright and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, you are notified that any dissemination, distribution, copying, or modification of this message is strictly prohibited. If you have received this message in error, please notify the sender immediately, advising of the error and delete this message without making a copy. (Information related to this email is automatically monitored and recorded and the content may be required to be disclosed by the Town to a third party in certain circumstances). Thank you."



Hydro One Networks Inc
483 Bay St
Toronto, ON

April 13, 2022

Re: GLASGOW ROAD CLASS EA

Attention:

Shun H. Cheung, P.Eng., PMP
Project Manager, Engineering Services

Thank you for sending us notification regarding (GLASGOW ROAD CLASS EA). In our preliminary assessment, we confirm there are no existing Hydro One Transmission assets in the subject area. Please be advised that this is only a preliminary assessment based on current information.

If plans for the undertaking change or the study area expands beyond that shown, please contact Hydro One to assess impacts of existing or future planned electricity infrastructure.

Any future communications are sent to Secondarylanduse@hydroone.com.

Be advised that any changes to lot grading and/or drainage within proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

Sent on behalf of,

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

Kerry Reed

From: Punhouse, Kurian <Kurian.Punhouse@Telecon.ca>
Sent: April 13, 2022 9:19 AM
To: Lisa Marshall
Subject: RE: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Commencement/GT22-1236
Attachments: GT22-1236.pdf

You don't often get email from kurian.punhouse@telecon.ca. [Learn why this is important](#)

Hi,

GT has no plant within 2m of proposed work-NO CONFLICT

Thanks,

KURIAN PUNHOUSE

*Technicien CAD, Ingénierie - Centre du Canada
CAD Technician - MOC, Engineering - Central Canada*

7777 Weston Road Vaughan, ON L4L 0G9

telecon.ca



From: Lisa Marshall <l.marshall@mcintoshperry.com>
Sent: Tuesday, April 5, 2022 1:31 PM
To: Alex Siciliano <a.siciliano@mcintoshperry.com>
Cc: Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Shun Cheung <Shun.Cheung@caledon.ca>
Subject: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Commencement

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Thank you,

Lisa Marshall, P.Eng.

Manager, Environmental Engineering

T. 613.714.0815 | C. 613.852.1148

l.marshall@mcintoshperry.com | www.mcintoshperry.com

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Kerry Reed

From: phil.arbeau@zayo.com on behalf of Utility Circulations
<utility.circulations@zayo.com>
Sent: April 14, 2022 6:59 AM
To: Lisa Marshall
Subject: Re: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Commencement

Good morning,

Zayo has no existing plant in the area indicated in your submission. No markup and no objection. Thank you.

Phil Arbeau
Utility Circulations

On Tue, 5 Apr 2022 at 13:31, Lisa Marshall <l.marshall@mcintoshperry.com> wrote:

Hello,

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Thank you,

Lisa Marshall, P.Eng.
Manager, Environmental Engineering
T. 613.714.0815 | C. 613.852.1148
l.marshall@mcintoshperry.com | www.mcintoshperry.com

Kerry Reed

From: Lisa Marshall
Sent: May 2, 2022 8:54 AM
To: Kerry Reed; Alex Siciliano; Mehemed Delibasic
Subject: FW: M222283_Glasgow Road
Attachments: M222283_Glasgow Road _Response Letter.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Another utilities response.

Kerry – can you please file.

Thank you,

Lisa Marshall, P.Eng.

Manager, Environmental Engineering

T. 613.714.0815 | **C.** 613.852.1148

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From: Paulvikash, Nivethitha <N.Paulvikash@Telecon.ca>

Sent: April 29, 2022 4:44 PM

To: Lisa Marshall <l.marshall@mcintoshperry.com>

Cc: GTAW.markups@rci.rogers.com

Subject: M222283_Glasgow Road

You don't often get email from n.paulvikash@telecon.ca. [Learn why this is important](#)

Hi,

Please find attached completed markup request.

Kind regards,

Nivethitha Paulvikash

CAD, Engineering - Central Canada

CAO, Ingénierie - Centre du Canada

7777 Weston Rd, Woodbridge (Ontario) L4L 0G9

telecon.ca



From: Lisa Marshall <l.marshall@mcintoshperry.com>
Sent: Tuesday, April 5, 2022 1:31 PM
To: Alex Siciliano <a.siciliano@mcintoshperry.com>
Cc: Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Shun Cheung <Shun.Cheung@caledon.ca>
Subject: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Commencement

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Thank you,

Lisa Marshall, P.Eng.

Manager, Environmental Engineering

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l.marshall@mcintoshperry.com | www.mcintoshperry.com

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Markup Response Form

Application Date: April 5, 2022 **Applicant:** McIntosh Perry
Date Returned: April 29, 2022
Rogers Ref. No.: M222283 **Applicant Ref. No.:** N/A
Location / Municipality: Glasgow Road From Chickadee Lane To Deer Valley Dr

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

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

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

Comments:

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

CAUTION NOTES:

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

Nivethitha Paulvikash

Rogers.MOC@telecon.ca

April 29, 2022

DATE

Kerry Reed

From: Lisa Marshall
Sent: November 28, 2022 8:43 AM
To: Kerry Reed
Subject: FW: CFN 68175 - Town of Caledon - Rehabilitation of Glasgow Road
Attachments: Email 1_August 20, 2021.pdf; Email 2_Nov15-2021 Attachment_Caledon Parking Priorities.pdf; Email 2_Nov15-2021.pdf; Email 3_April 14-2022.pdf; Email 4_October 28-2022.pdf; CFN 68175 - Glasgow Road Improvements - Notice of Commencement_TRCA Response Letter.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Lisa Marshall, P.Eng.

Manager, Environmental Engineering

T. 613.714.0815 | F. 613.836.3742 | C. 613.852.1148

l.marshall@mcintoshperry.com | www.mcintoshperry.com

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From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: November 25, 2022 3:49 PM
To: Mehemed Delibasic <m.delibasic@mcintoshperry.com>
Cc: Shun Cheung <shun.cheung@caledon.ca>; Alex Siciliano <a.siciliano@mcintoshperry.com>; Lisa Marshall <l.marshall@mcintoshperry.com>; Braydon Sharer <Braydon.Sharer@caledon.ca>
Subject: CFN 68175 - Town of Caledon - Rehabilitation of Glasgow Road

Some people who received this message don't often get email from shirin.varzgani@trca.ca. [Learn why this is important](#)

Hi Mehemed,

With reference to your emails below, on October 25, 2022 TRCA staff received the meeting minutes and presentation slides of meeting (virtual) held on October 19, 2022. It is our understanding that the Town of Caledon is in the process of undertaking a Municipal Class Environmental Assessment Study for Glasgow Road Improvements, from Chickadee Lane to Deer Valley Drive, in the Town of Caledon. The Town is also anticipating extending the sidewalks on Deer Valley Drive to Bambi Trail which is an addition of approximately 300 m. Existing conditions, study area challenges, issues and opportunities were discussed during the meeting.

TRCA staff has completed the review of the meeting minutes and presentation slides and provide the following comments on these:

- TRCA staff has met with the Town staff previously related to proposed works along this alignment. Please see the attachments (a copy of emails sent previously);
- Please find attached a TRCA response to the Notice of Commencement – change from MCEA Schedule A to MCEA Schedule B;

- Staff reiterates TRCA's *Trail Strategy* is a high-level masterplan that serves as a reference for TRCA and municipal partners to identify conceptual opportunities to connect gaps in existing regional-level trails. Conceptual alignments shown in the TRCA Trail Strategy are subject to factors including, but not limited to, feasibility, constructability, technical study, planning evaluation, permitting and approvals. The Trail Strategy identifies a conceptual alignment to connect the Humber Trail along Glasgow Road through Dick's Dam Park. This conceptual alignment is subject to further study and evaluation through the Glasgow Road Improvements EA process.

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

Thank you and regards,

Shirin Varzgani, MIP, MES (Pl.) (she, her, hers)

Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429

E: shirin.varzgani@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: Mehemed Delibasic <m.delibasic@mcintoshperry.com>

Sent: November 18, 2022 5:34 PM

To: Shirin Varzgani <Shirin.Varzgani@trca.ca>; Maria Parish <Maria.Parish@trca.ca>; Dilnesaw Chekol <Dilnesaw.Chekol@trca.ca>; Jairo Morelli <Jairo.Morelli@trca.ca>; Caitlin Harrigan <Caitlin.Harrigan@trca.ca>; Sinthujan Navaratnavel <Sinthujan.Navaratnavel@trca.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Deanna Cheriton <Deanna.Cheriton@trca.ca>

Cc: Braydon.Sharer@caledon.ca; Shun Cheung <shun.cheung@caledon.ca>; Alex Siciliano <a.siciliano@mcintoshperry.com>; Lisa Marshall <l.marshall@mcintoshperry.com>

Subject: Follow up-Action items-FW: Town of Caledon - Rehabilitation of Glasgow Road - TRCA Meeting

Hi Suzanne and TRCA team,

Hope all is well.

We would like to thank you again for the meeting on October 19, 2022, and would appreciate if you could please respond on few action items identified for TRCA to follow up, including record of correspondences, some formal response, etc.

Please see the attached meeting minutes and let us know if any questions.

Thank you again and have a great weekend.

Regards,

Mehemed

Mehemed Delibasic, M.Sc., P.Eng.

Assistant Vice President, Transportation Planning & Traffic Eng.

T. 289.319.3112 | C. 647.463.7993

m.delibasic@mcintoshperry.com | www.mcintoshperry.com

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Platinum
member

From: Lisa Marshall <l.marshall@mcintoshperry.com>

Sent: October 25, 2022 4:08 PM

To: Shirin Varzgani <Shirin.Varzgani@trca.ca>; maria.parish@trca.ca; Dilnesaw.chekol@trca.ca; Jairo.morelli@trca.ca; Caitlin.harrigan@trca.ca; Sinthujan.navaratnavel@trca.ca; Suzanne.bevan@trca.ca; deanna.cheriton@trca.ca;

Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>; Kerry Reed

<K.Reed@mcintoshperry.com>; Braydon Sharer <Braydon.Sharer@caledon.ca>; Shun Cheung

<Shun.Cheung@caledon.ca>; Sabrina Davidson <Sabrina.Davidson@caledon.ca>; Jillian Britto

<Jillian.Britto@caledon.ca>; Graeme Ellis <g.ellis@mcintoshperry.com>; daniel.oh@caledon.ca

Subject: Town of Caledon - Rehabilitation of Glasgow Road - TRCA Meeting

Hello,

Please find attached meeting minutes with TRAC to discuss the rehabilitation of Glasgow Road (Town of Caledon), as well as corresponding presentation.

Please advise of any errors or omissions.

Thank you,

Lisa Marshall, P.Eng.

Manager, Environmental Engineering

T. 613.714.0815 | F. 613.836.3742 | C. 613.852.1148

l.marshall@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

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Shirin Varzgani

From: Shirin Varzgani
Sent: August 20, 2021 10:01 AM
To: Sabrina Davidson
Subject: RE: Collaboration Opportunities - Trail Projects (TRCA CFN 64245.210) - TRCA Input

Hi Sabrina,

On August 5, 2021, TRCA staff met with you regarding the above-noted project. It is our understanding that the Town of Caledon is interested in undertaking the connection of an existing trail / sidewalk on Deer Valley Drive through Glasgow Road via Cheekadee Lane to Emil Kolb Parkway, in the Town of Caledon. Currently, the location of the trail, size and type of the trail and trail alignment is not yet clear. The Town is anticipating to connect an existing sidewalk on Deer Valley Drive on the east side and continue on the east side of the roadway to Glasgow Road, crossing to the west-south side of the roadway on Glasgow Road and continue to Chickadee Lane and Emil Kolb Parkway. Glasgow Road and the trails in the area are heavily used by residents/pedestrians.

Glasgow Road which is a narrow roadway is a relatively busy stretch of road and used both by vehicular traffic and pedestrians. The roadway is relatively narrow widening at certain locations and narrowing back once again. There is a steep valley on the north and south sides of Glasgow Road with a steep drop and a steep slope up. There is a slight uphill drive and a turning along the road. This configuration of limited roadway, uphill drive, steep slopes on both sides of the roadway and the turning makes the alignment a challenging one. Furthermore, such an alignment is also considered not save for a mixed traffic use without separation. The road becomes very busy by vehicular traffic during various events / recreational activities held at the various recreational facilities (parks and trails) in the area, hence, creating road safety hazards for all users.

There are TRCA owned lands (Edelweiss Park) on the south-west side of Glasgow Road and Dick's Dam Park on the south-east side of Glasgow Road and Deer Valley Drive. TRCA owns the property on the north side of Glasgow Road in the valley area of the Humber River adjacent to the road right of way of Glasgow Road. This area falls within the TRCA regulation limits with various natural features including a regional floodplain. Furthermore, should there be design/construction related disturbance proposed on TRCA owned property, there are TRCA property and Archaeology requirements that needs to be fulfilled. Permission / amendments to the Property Management Agreement may be required requiring further discussions with the TRCA property staff.

TRCA's Trail Strategy network shows a conceptual connection along Glasgow Road from King Street to Deer Valley Drive and supports this trail / sidewalk connection in principle. However, TRCA staff recommends that the Town of Caledon undertake a feasibility study of this trail connection exploring various options / scenarios on how to make this connection possible considering the site constraints and space limitations while simultaneously allowing for vehicular and pedestrian traffic. As a part of this study, vehicular and pedestrian traffic analysis may be required to arrive to a sound conclusion. Furthermore, this study may consider the design limitations arising from the site space constraints and road alignment (including the uphill drive and turning) to recommend a trail / connection that will be safe for both vehicular traffic as well as pedestrian users. As well, the feasibility study may help in coming up with a budget and cost estimates for such a project that may require complex design features.

For further information regarding TRCA requirements to be considered in this feasibility study, please refer to the following TRCA guidelines:

1. Geotechnical Engineering – Design and Submission Requirements (November 2007): https://trcaca.s3-central-1.amazonaws.com/app/uploads/2016/02/17173003/PDPM_G_GEDSR.pdf

2. Stormwater Management Criteria:
<https://drive.google.com/file/d/0BxjqkzmOuaaRa3ZxS25wUWF6Q1k/view?resourcekey=0-oltcetL4W7--mrgkgpgDng>
3. Crossings Guideline for Valley and Stream Corridors:
<https://drive.google.com/file/d/0BxjqkzmOuaaRMmt1TmdyWUlmUDg/view?resourcekey=0-28vf3yb-j9nnP99nNDPr6A>
4. TRCA Environmental Impact Statement Guidelines: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2016/02/17185407/EIS_Guideline_-_Jan232015bp.pdf
5. https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2019/09/04161240/TRCA_Pre-Consultation_Checklist_Aug_2019.pdf

Staff look forward to working with the Town on this exciting initiative. Staff will provide further input and comments once we have received and reviewed the feasibility study for this project.

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

Thank you and regards,

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

T: [416-661-6600](tel:(416)661-6600) ext. 5785

E: shirin.varzgani@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: Sabrina Davidson <Sabrina.Davidson@caledon.ca>

Sent: August 5, 2021 2:24 PM

To: Shirin Varzgani <Shirin.Varzgani@trca.ca>

Subject: RE: Collaboration Opportunities - Trail Projects

Hi Shirin,

Thank you for the meeting this morning. As discussed, the TRCA Trail Strategy Dashboard can be found here: [Dashboard](#). Corinna had provided us with this dashboard during a previous meeting. From my understanding, the dashboard outlines the locations future proposed trails that the TRCA is looking to see built in partnership with local municipalities.

As there is a conceptual multi-use trail depicted along Glasgow Road on dashboard, please let me know if there is any information you might be able to provide on what TRCA is looking for as part of this connection.

Thanks,

Sabrina Davidson
Coordinator, Sustainable Transportation
Engineering Services Department

Office: 905.584.2272 x.4012
Email: sabrina.davidson@caledon.ca

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From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Monday, July 26, 2021 11:41 AM
To: Sabrina Davidson <Sabrina.Davidson@caledon.ca>
Cc: Suzanne Bevan <Suzanne.Bevan@trca.ca>
Subject: RE: Collaboration Opportunities - Trail Projects

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Hi Sabrina,

I will get back to you shortly regarding your meeting request.

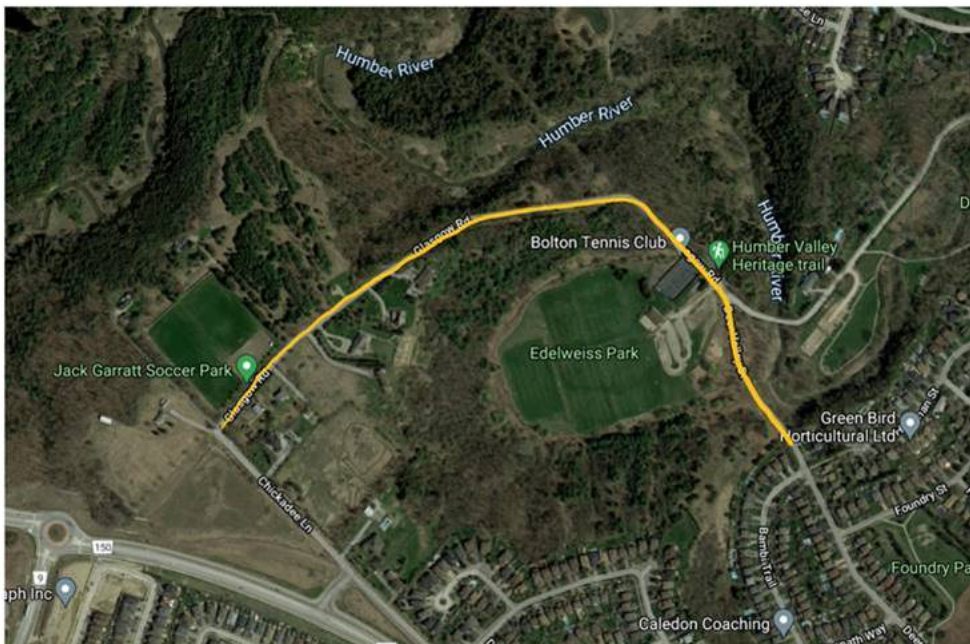
Thank you and regards,
Shirin

From: Sabrina Davidson <Sabrina.Davidson@caledon.ca>
Sent: July 23, 2021 2:43 PM
To: Suzanne Bevan <Suzanne.Bevan@trca.ca>; Shirin Varzgani <Shirin.Varzgani@trca.ca>
Subject: RE: Collaboration Opportunities - Trail Projects

Thanks Suzanne.

Shirin, below is a depiction of the proposed sidewalk location. As part of the consultation, TRCA will be contacted for a formal review. We just want to set up a quick meeting to get an understanding of any preliminary thoughts or concerns.

Please let me know if I can set some time up next week to discuss!



Thanks,

Sabrina Davidson

Coordinator, Sustainable Transportation
Engineering Services Department

Office: 905.584.2272 x.4012

Email: sabrina.davidson@caledon.ca

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From: Suzanne Bevan <Suzanne.Bevan@trca.ca>

Sent: Wednesday, July 21, 2021 7:22 AM

To: Sabrina Davidson <Sabrina.Davidson@caledon.ca>

Cc: Shirin Varzgani <Shirin.Varzgani@trca.ca>

Subject: RE: Collaboration Opportunities - Trail Projects

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Hi Sabrina,

I have cc'd Shirin Varzgani above. She can arrange a meeting to discuss your project. She may need a little more information to confirm who else from TRCA should be engaged from a review perspective.

Take care,
Suzanne

Suzanne Bevan, B.Sc. (Hons), ENV SP

Senior Manager

Infrastructure Planning and Permits – Peel/York | Development and Engineering Services

T: (416) 661-6600 ext. 5759

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E: suzanne.bevan@trca.ca

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From: Sabrina Davidson <Sabrina.Davidson@caledon.ca>

Sent: July 20, 2021 3:58 PM

To: Suzanne Bevan <Suzanne.Bevan@trca.ca>

Subject: RE: Collaboration Opportunities - Trail Projects

Hi Suzanne,

Further to Corinna's email, we would love to set up a meeting to discuss an upcoming sidewalk connection at Glasgow Rd and Deer Valley Drive. TRCA has quite a bit of land in this area so we think it would be beneficial to get your teams preliminary thoughts on the proposed work.

Please let me know if this works for you and I'll set something up!

Thanks in advance,

Sabrina Davidson
Coordinator, Sustainable Transportation
Engineering Services Department

Office: 905.584.2272 x.4012
Email: sabrina.davidson@caledon.ca

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From: Corinna Thomassen-Darby <Corinna.Thomassen-Darby@trca.ca>
Sent: Tuesday, July 20, 2021 3:13 PM
To: Sabrina Davidson <Sabrina.Davidson@caledon.ca>
Cc: Caitlin Harrigan <Caitlin.Harrigan@trca.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>
Subject: RE: Collaboration Opportunities - Trail Projects

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Hi Sabrina,

Thanks for connecting with us. You're correct - our Trail Strategy network shows a conceptual connection along Glasgow Road from King Street to Deer Valley Drive. In principle, we would definitely support active transportation connections along that route from a Trail Strategy perspective.

For any technical or project design related input I think the right group at TRCA to engage with would be our Infrastructure Planning and Permits group. I have copied Suzanne Bevan, Senior Manager so you can connect with on for any requests for review.

It is great news that active transportation improvements are progressing in that area!

Let me know if you have any questions

Corinna Thomassen-Darby, M.PL.
Senior Coordinator, Trail Design and Development
Professional Services | Restoration and Infrastructure

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5625
C: [\(647\) 649-8964](tel:(647)649-8964)
E: corinna.thomassen-darby@trca.ca
A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](http://101ExchangeAvenue.Vaughan.ON.L4K5R6) | trca.ca



From: Sabrina Davidson <Sabrina.Davidson@caledon.ca>
Sent: Tuesday, July 20, 2021 2:45 PM
To: Caitlin Harrigan <Caitlin.Harrigan@trca.ca>; Corinna Thomassen-Darby <Corinna.Thomassen-Darby@trca.ca>
Subject: RE: Collaboration Opportunities - Trail Projects

Hi Caitlin and Corinna,

I realize I forgot to thank you both for a great meeting and for providing this additional information!

I wanted to reach back out because we actually have a sidewalk project coming up at Glasgow Rd and Deer Valley Drive that we would love to get TRCA's preliminary thoughts on. TRCA has quite a bit of land in this area so we think it would be a good idea to engage with you early on. Additionally, I see there is a conceptual multi-use trail depicted along Glasgow Road on your dashboard, so this may be a good opportunity for collaboration.

Please let me know if you are the right group to speak with about this work, and I'll go ahead and set up a quick meeting to discuss further.

Thanks!

Sabrina Davidson
Coordinator, Sustainable Transportation
Engineering Services Department

Office: 905.584.2272 x.4012
Email: sabrina.davidson@caledon.ca

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From: Corinna Thomassen-Darby <Corinna.Thomassen-Darby@trca.ca>
Sent: Friday, June 18, 2021 2:32 PM
To: Sabrina Davidson <Sabrina.Davidson@caledon.ca>
Cc: Caitlin Harrigan <Caitlin.Harrigan@trca.ca>; Deanna Cheriton <Deanna.Cheriton@trca.ca>
Subject: RE: Collaboration Opportunities - Trail Projects

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Hi Sabrina,

Thanks for the great discussion today. As promised, please see below for links to the Trail Strategy document and the Dashboard. I am also attaching the presentation that Caitlin shared during our meeting today.

[Trail Strategy Document](#)
[Dashboard](#)

By way of introduction I have also cc'd Deanna Cheriton on this email. Deanna is the Senior Program Manager of our Conservation Lands group. Her group undertakes much of the state of good repair work for our lands and trails. Feel free to reach out to her regarding coordination/collaboration on those types of projects.

Deanna, Sabrina recently started in a new position as the Sustainable Transportation Coordinator at the Town of Caledon and recently reached out to us regarding collaboration opportunities for future trail projects.

Thanks,

Corinna Thomassen-Darby, M.PL.
Senior Coordinator, Trail Design and Development
Professional Services | Restoration and Infrastructure

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From: Caitlin Harrigan <Caitlin.Harrigan@trca.ca>

Sent: Friday, June 11, 2021 3:51 PM

To: Sabrina Davidson <Sabrina.Davidson@caledon.ca>

Cc: Arash Olia <Arash.Olia@caledon.ca>; Corinna Thomassen-Darby <Corinna.Thomassen-Darby@trca.ca>

Subject: Re: Collaboration Opportunities - Trail Projects

Hi, Sabrina:

Thanks for reaching out - it's great to connect with you. We'd be happy to set up an introductory meeting to get the ball rolling.

Corinna Thomassen-Darby, Senior Coordinator, Trail Design and Development will be reaching out shortly with some suggested dates and times for next week.

Have a great weekend,

Thanks

Caitlin Harrigan, OALA, CSLA
Manager, Trail Design and Development
Professional Services | Restoration and Infrastructure

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Toronto and Region Conservation Authority (TRCA)

From: Sabrina Davidson <Sabrina.Davidson@caledon.ca>

Sent: Friday, June 11, 2021 3:27:21 PM

To: Caitlin Harrigan <Caitlin.Harrigan@trca.ca>

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

Subject: Collaboration Opportunities - Trail Projects

Hi Caitlin,

By way of introduction, my name is Sabrina and I recently started in a new position as the Sustainable Transportation Coordinator at the Town of Caledon, very nice to meet you. I spoke with Andrew Pearce who suggested I reach out to you to talk about potential opportunities for collaboration on future trail projects within the Town of Caledon. As I understand, TRCA is in the process of planning for significant growth of your trail system in the coming months and years.

I would love to set up a quick meeting to better understand the work your team is doing at the TRCA, and discuss opportunities to collaborate on our respective trail link projects. If this is of interest to you, please let me know your availability is for this coming week, and I would be happy to set something up!

Thank you,

Sabrina Davidson
Coordinator, Sustainable Transportation
Engineering Services Department

Office: 905.584.2272 x.4012
Email: sabrina.davidson@caledon.ca

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With reference to our meeting of September 14, 2021, and your email below regarding the above-noted project, it is TRCA staff understanding that the Town of Caledon would like to undertake parking lots expansion of parking lots at various facilities along Glasgow Road, in the Town of Caledon. TRCA staff has reviewed the project sites and provide the following comments:

	Facility	# of parking spots	Regulated	TRCA property	Archaeology Assessment Required?	Further Review Required?
	Jack Garret Park	10 spots	No, but potential impacts on regulated areas	Yes	Depending on the screening results, Stage 2 Archaeological Assessment required.	Yes, for potential impacts
	Edelweiss Park	100 spots along the south	Yes	Yes	Depending on the screening results, Stage 2 Archaeological Assessment required.	Yes, for potential impacts and permit requirements
	Dick's Dam Park	10 spots on the north and west sides	Yes	Yes	Depending on the screening results, Stage 2 Archaeological Assessment required.	Yes, for potential impacts and permit requirements

1. TRCA property authorization will be granted provided all concerns are addressed to the satisfaction of TRCA staff (technical and others) including impacts to TRCA's leases on the adjacent lands.
2. Please provide a Stormwater Management (SWM) report/memo consistent with the TRCA's Stormwater Management Criteria (2012) document. Staff would like to understand how the drainage will be managed on these sites with the increased number of parking spots. Please refer to the link and the attached document for further information regarding the TRCA's Stormwater Management Criteria (2012) (attached here) and TRCA's Low Impact Development Stormwater Management Planning and Design Guide ([link](#)).
3. Please ensure that the proposed erosion and sediment control measures are provided during construction to avoid or mitigate potential erosion or transport of sediments from the three sites. Please refer to the TRCA's *Erosion and Sediment Control Guidelines for Urban construction 2019* ([Link](#)) for further details and guidance
4. TRCA staff prefers that the proposed expansions be placed outside of the tree dripline and provide a minimum buffer.
5. Please provide all drawings/plans, details, scope of works, duration of works for staff review and any permit requirements once available.

Shirin Varzgani

From: Suzanne Bevan
Sent: November 15, 2021 4:36 PM
To: Heather Savage; Shirin Varzgani
Subject: RE: Expand sport field parking lots along Glasgow Road (Bolton)
Attachments: Caledon Parking Priorities.docx

Hi Heather,

Please see attached. Shirin put this together and is happy to provide further assistance.

Let us know what we can do to assist.

Thanks and have a good night,
Suzanne

Suzanne Bevan, B.Sc. (Hons), ENV SP
Senior Manager
Infrastructure Planning and Permits – Peel/York | Development and Engineering Services

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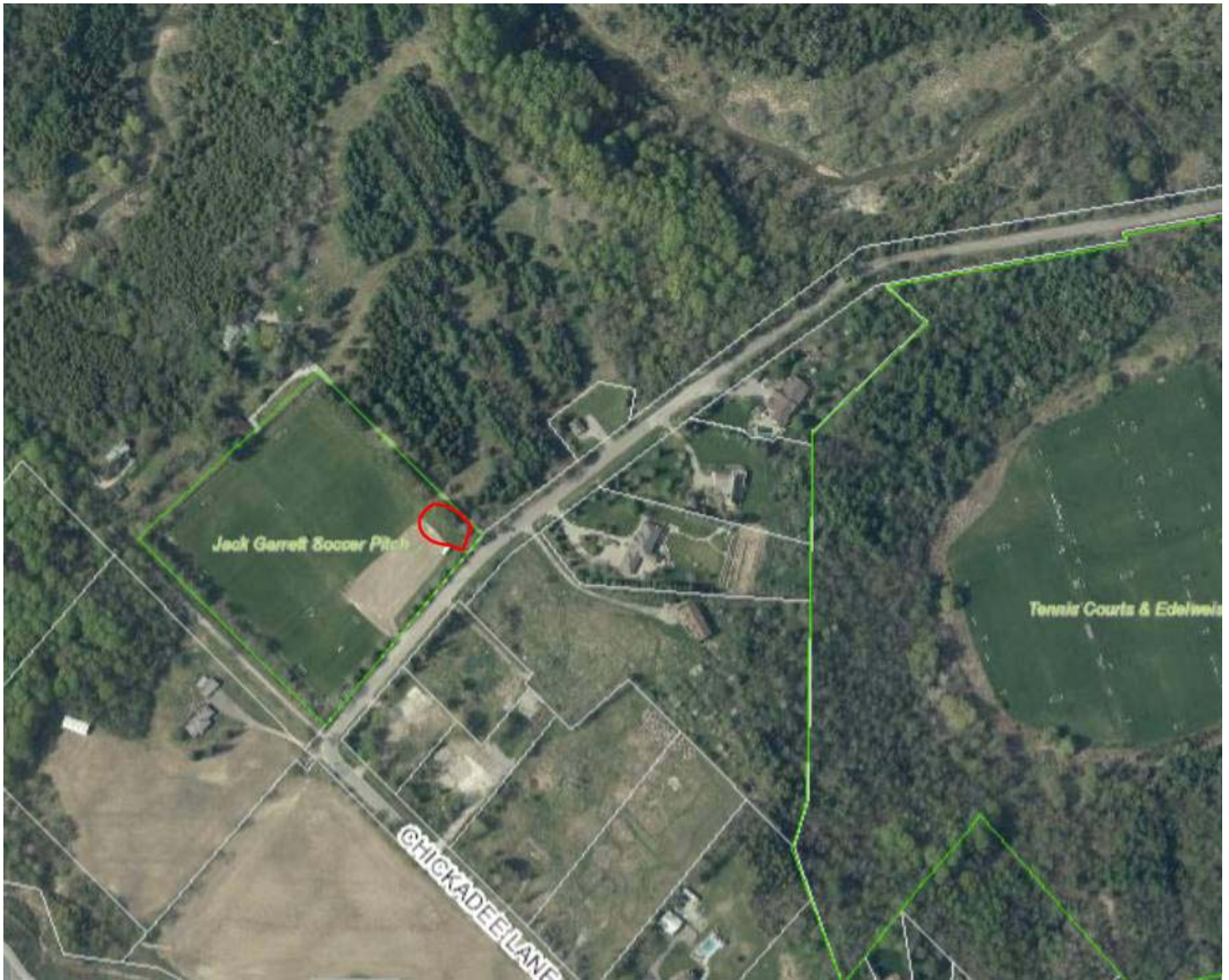
From: Heather Savage <Heather.Savage@caledon.ca>
Sent: September 14, 2021 2:45 PM
To: Andrew Savor <Andrew.Savor@trca.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Patrick Rees <Patrick.Rees@caledon.ca>; Shirin Varzgani <Shirin.Varzgani@trca.ca>
Subject: Expand sport field parking lots along Glasgow Road (Bolton)

Hello Everyone. As promised, here are highlights from today's meeting.

The most recent management agreement (attached) the Town has on file is dated 1984. The agreement – Page 2, #3 and #4, states '...no alterations...without first obtaining the consent in writing of the Authority'. Provided TRCA agrees and provides agreement in writing, the Town should be able to expand the existing parking footprints.

Request to expand the following parking lots:

1. Jack Garret Park +10 spots to the east
2. Edelweiss Park +100 along the south
3. Dick's Dam Park _10 spots on the north and west sides.
 - The volleyball courts and Picnic area has sufficient parking.



An internal meeting to discuss the active transportation lane along Chickadee Lane has been scheduled.

The new Parks' Manager is scheduled to begin in December. At which point they will take over this project. In the meantime could TRCA staff determine the feasibility of the Town's request to expand the parking lots as listed above?

Heather Savage *(she/her/Ms.)*
Director, Community Services
Community Services Department

905.584.2272 x.4815
416.951.0117

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

Shirin Varzgani

From: Shirin Varzgani
Sent: April 14, 2022 11:26 AM
To: Shun Cheung; Daniel Oh
Subject: RE: Trail System - Glasgow Rd
Attachments: RE: Collaboration Opportunities - Trail Projects (TRCA CFN 64245.210) - TRCA Input

Hi Shun and Daniel,

Apologies for the delay in getting back to you.

Regarding your question about “a lack of a cycling infrastructure along Glasgow Road would be in conflict with the TRCA’s Trail Strategy”, please note that TRCA’s Trail Strategy is a high-level masterplan that serves as a reference for TRCA and municipal partners to identify conceptual opportunities to connect gaps in existing regional-level trails. Conceptual alignments shown in the TRCA Trail Strategy are subject to factors including, but not limited to, feasibility, constructability, technical study, planning evaluation, permitting and approvals. The Trail Strategy identifies a conceptual alignment to connect the Humber Trail along Glasgow Road through Dick’s Dam Park; this conceptual alignment is subject to further study, as noted in the above factors.

Also, please refer to my attached email sent previously regarding this subject. As noted in this email, TRCA staff recommends that the Town of Caledon undertake a feasibility study of this trail connection exploring various options / scenarios on how to make this connection possible considering the site constraints and space limitations while simultaneously allowing for vehicular and pedestrian traffic. As a part of this study, vehicular and pedestrian traffic analysis may be required to arrive to a sound conclusion. As stated above, TRCA’s Trail Strategy is a conceptual alignment and has not yet been studied through technical analysis to evaluate alignment options and their implications.

TRCA staff would be more than happy to meet and discuss this further including the options provided in your email below. Please let me know if you would like to meet with our staff, I will then schedule something for the first available dates of our staff.

Please let me know if you have any further questions.

Thank you and regards,
Shirin

Shirin Varzgani, MIP, MES (Pl.) (she, her, hers)
Senior Planner
Infrastructure Planning and Permits | Development and Engineering Services

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



From: Shun Cheung <Shun.Cheung@caledon.ca>
Sent: April 13, 2022 8:32 AM
To: Daniel Oh <Daniel.Oh@caledon.ca>; Shirin Varzgani <Shirin.Varzgani@trca.ca>
Subject: RE: Trail System - Glasgow Rd

Morning Shirin,

Would you be able to provide a response to Daniel's email last week regarding to the trails? Thanks!

Shun Cheung, P.Eng., PMP
Project Manager, Structures
Engineering Services
Office: 905.584.2272 x.4040
Cell: 416.436.0910
Email: shun.cheung@caledon.ca

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From: Daniel Oh <Daniel.Oh@caledon.ca>
Sent: Monday, April 04, 2022 11:17 AM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Cc: Shun Cheung <Shun.Cheung@caledon.ca>
Subject: Re: Trail System - Glasgow Rd

Hi Shirin,

My email mainly pertains to the Glasgow Road EA as the ATMP only requires a pedestrian connection between Chickadee and Deer Valley.

We are hoping to confirm if the proposed sidewalk on Glasgow Road should be upgraded to a trail.

Shun - please feel free to provide more information if I missed anything.

Thank you.

Best Regards,

Daniel Oh, P.Eng. PMP
Senior Coordinator | Development Engineering
Engineering Services

Office: 905.584.2272 x4509
Fax: 905.584.4325
Email: daniel.oh@caledon.ca

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From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: April 1, 2022 4:45 PM

To: Daniel Oh <Daniel.Oh@caledon.ca>
Cc: Shun Cheung <Shun.Cheung@caledon.ca>
Subject: RE: Trail System - Glasgow Rd

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Hi Daniel,

Thank you for your email below, just a quick question please clarify and confirm if this is in connection to the Town's Active Transportation Master Plan or is this for the Glasgow Road EA?

Thank you, Shirin

From: Daniel Oh <Daniel.Oh@caledon.ca>
Sent: April 1, 2022 2:34 PM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Cc: Shun Cheung <shun.cheung@caledon.ca>
Subject: RE: Trail System - Glasgow Rd

Hi Shirin,

Shun Cheung from Capital Engineering group forwarded me below email correspondences and your contact information.

As you may be aware, Town staff are currently reviewing a new residential subdivision application (Zancor Homes Bolton) surrounding Chickadee Lane and Glasgow Road. The application is still at the draft plan review stage and the Town has not provided the draft plan conditions yet.

I've attached a location map for your reference.

In accordance with the Town's Active Transportation Master Plan which is still in the works, the Town's Glasgow improvement project from Chickadee Lane to Deer Valley Lane only consists of a concrete sidewalk along the southside of Glasgow Road. We are seeking a clarification from the TRCA as to if a lack of a cycling infrastructure along Glasgow Road would be in conflict with the TRCA's Trail Strategy. Upon discussing internally, Town staff are entertaining two pedestrian connection options:

1. Sidewalk only on Glasgow
 - There will be no dedicated cycling lane but "SHARE THE ROAD" signs will be posted on Glasgow Road to warn drivers to exercise additional caution.
2. Trail only on Glasgow
 - A 3.0m wide MUT on the southside of Glasgow Road will be constructed from the opposite side of Jack Garrat Soccer Park to Deer Valley Lane.
 - A MUT will be constructed along the northside of Glasgow Road from Jack Garrat Soccer Park to Emil Kolb Parkway. Please note that due to a significant elevation drop between Emil Kolb Parkway and future Glasgow Road, building a direct cycling connection may not be feasible. Please see attached Grading plan for your reference.
 - If a direct connection from Glasgow Road to Emil Kolb Parkway is not feasible, a MUT will be terminated on Glasgow Road and cyclists will travel southerly on Chickadee Lane to DeRose Avenue and ultimately reach the Emil Kolb Parkway Bikeway.

Both options ensure a pedestrian connection from Chickadee Lane to Deer Valley Lane however we would the TRCA's input for coordination purposes.

I can schedule a meeting on MS Teams and walkthrough the options shown above.

Please feel free to reach out to me if you have any questions.

Best Regards,

Daniel

From: Caitlin Harrigan <Caitlin.Harrigan@trca.ca>
Sent: Wednesday, March 9, 2022 3:17 PM
To: Shun Cheung <Shun.Cheung@caledon.ca>
Cc: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Subject: RE: Trail System - Glasgow Rd

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Hi, Shun:

Thank you for your inquiry. I'm happy to connect you with Shirin Varzgani, Senior Planner, Infrastructure Planning and Permits. Shirin is lead on TRCA's review of the Glasgow Road EA project.

Best,
Caitlin

Caitlin Harrigan OALA, CSLA
Senior Manager, Project Management Office
Professional Services | Restoration and Infrastructure

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From: Shun Cheung <Shun.Cheung@caledon.ca>
Sent: March 9, 2022 2:08 PM
To: Caitlin Harrigan <Caitlin.Harrigan@trca.ca>
Subject: RE: Trail System - Glasgow Rd

Hi Caitlin,

Hope you are doing well.

Just an update regarding to the Glasgow Rd EA, the Town is in the process of securing a consultant for the work, with Q2 as the target EA completion time.

I spoke with Corinna and she said she's not in charge of the trail system there anymore.

Would you please kindly provide me with the new TRCA contact regarding to this project? Thanks!

Shun H. Cheung, P.Eng., PMP
Project Manager
Engineering Services Department

Office: 905.584.2272 x.4040
Cell: 416.436.0910
Email: shun.cheung@caledon.ca

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From: Corinna Thomassen-Darby <Corinna.Thomassen-Darby@trca.ca>
Sent: Thursday, May 20, 2021 10:08 AM
To: Shun Cheung <Shun.Cheung@caledon.ca>
Cc: Caitlin Harrigan <Caitlin.Harrigan@trca.ca>
Subject: RE: Trail System - Glasgow Rd

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Hi Shun,

I am just following up on Caledon's detailed design project along Glasgow Road from Chickadee Lane to Deer Valley Lane. Do you have any updates as to whether any pedestrian and/or cycling infrastructure is being contemplated along Glasgow Road as part of this project?

On a related note, during our meeting with Caledon staff earlier this year it was mentioned that a development was planned at Glasgow Road and Chickadee Lane, and that a trail connection to Glasgow Road from Emil Kolb Parkway was included in those plans. Do you have a sense as to the status of that development and when it is anticipated to be completed?

Thanks

Corinna Thomassen-Darby, M.PL.
Senior Coordinator, Trail Design and Development
Professional Services | Restoration and Infrastructure

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5625
C: [\(647\) 649-8964](tel:(647)649-8964)
E: corinna.thomassen-darby@trca.ca
A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](http://101ExchangeAvenue.Vaughan.ON.L4K5R6) | trca.ca



From: Corinna Thomassen-Darby
Sent: Thursday, March 25, 2021 12:00 PM
To: Shun Cheung <Shun.Cheung@caledon.ca>

Cc: Caitlin Harrigan <Caitlin.Harrigan@trca.ca>

Subject: RE: Trail System - Glasgow Rd

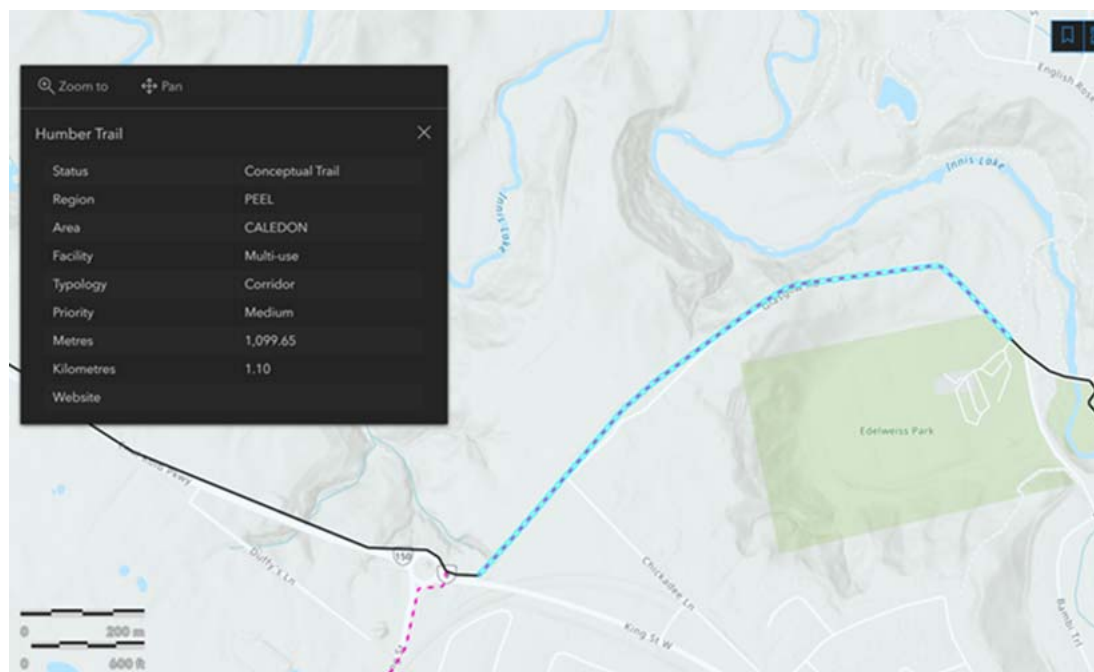
Hi Shun,

Thanks for reaching out! As part of TRCA's Trail Strategy, we have noted Glasgow Road from Emil Kolb Parkway to Edelweiss Park as a good opportunity to develop pedestrian/cycling infrastructure to connect the Emil Kolb Bikeway with the Humber Valley Heritage Trail (see map below). Generally, TRCA's Trail Strategy outlines TRCA's plan to work with partners to complete, expand, manage and celebrate a regionally-connected trail network across the TRCA jurisdiction.

TRCA met with Town of Caledon staff on March 5 to discuss Trail Strategy implementation and it was mentioned that a trail connection from King St West to Chickadee Ln was being planned as part of a future development application, however we were not aware of upcoming improvements to Glasgow Road.

Could you please let me know what if any pedestrian and/or cycling infrastructure is being contemplated along Glasgow Road as part of this detailed design project?

Thanks,



Corinna Thomassen-Darby, M.PL.

Senior Coordinator, Conservation Lands and Trails

Restoration and Resource Management | Restoration and Infrastructure

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5625

C: [\(647\) 649-8964](tel:(647)649-8964)

E: corinna.thomassen-darby@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: Shun Cheung <Shun.Cheung@caledon.ca>
Sent: Wednesday, March 24, 2021 4:12 PM
To: Corinna Thomassen-Darby <Corinna.Thomassen-Darby@trca.ca>
Subject: Trail System - Glasgow Rd

Hi Corinna,

I received your contact from my manager Ryan Grodecki.

He mentioned that TRCA might have some interest in a trail system in relation to Duffy's Lane/Glasgow Rd/Chickadee Lane area.

The Town currently has a detailed design project for Glasgow Rd (Chickadee Lane to Deer Valley Lane) which is anticipated for construction in 2022.

It would be appreciated if you could provide me with any info related to this trail system. Thanks!

Shun H. Cheung, P.Eng., PMP
Project Manager
Engineering Services Department

Office: 905.584.2272 x.4040
Cell: 416.436.0910
Email: shun.cheung@caledon.ca

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Shirin Varzgani

From: Shirin Varzgani
Sent: October 28, 2022 3:59 PM
To: Patrick Rees
Cc: Suzanne Bevan
Subject: RE: Bolton Edelweiss Park - Parking Lot Expansion (TRCA CFN 64245.210)

Hi Patrick

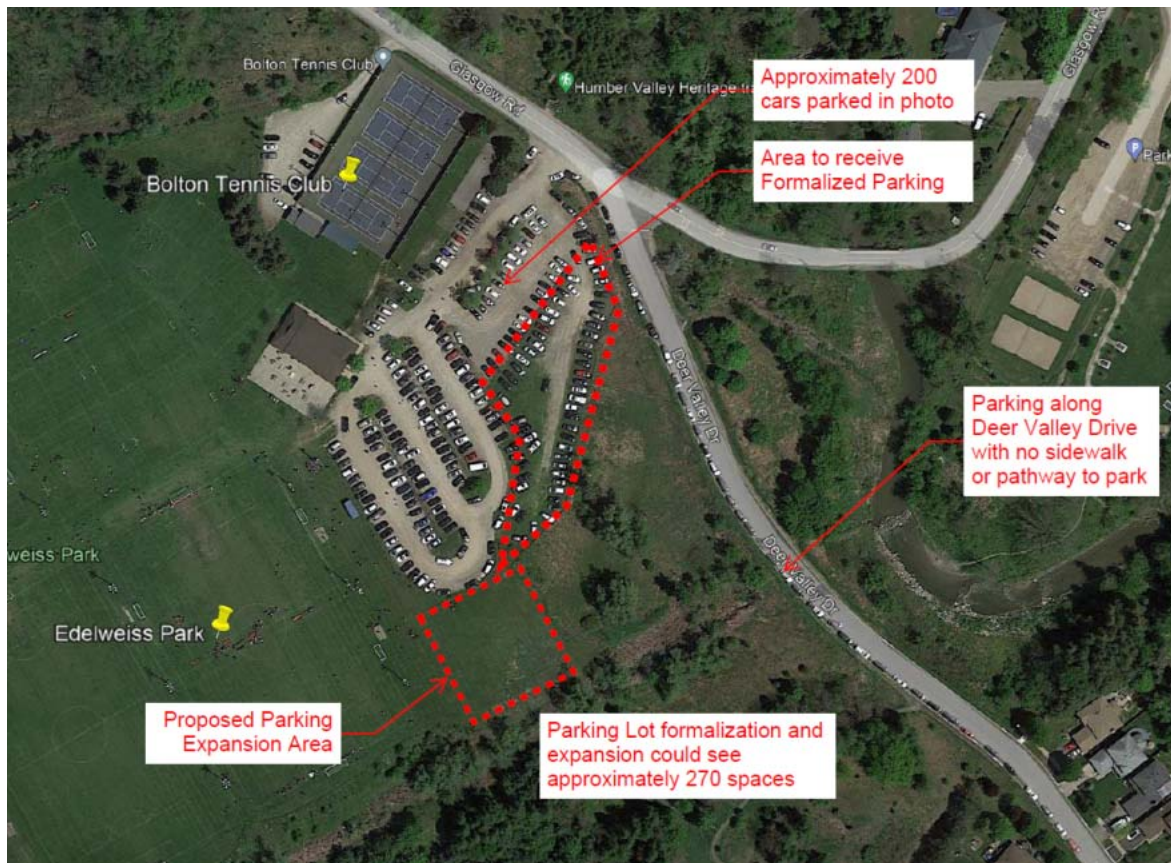
Sorry for the delay in getting back to you.

With reference to our meeting on Friday, September 23, 2022 regarding the above-noted project, it is our understanding that the Town of Caledon has been experiencing challenges in parking lots during events at Edelweiss Park and the Town is anticipating to expand the existing parking lot area to increase the number of parking spots. TRCA staff understands that the Town is anticipating to:

- Expand the parking lot towards south east of the existing area and potentially using granular / gravel surface similar to existing. But based on the discussion at our Sept 23rd meeting which material to use or if any surface material to be used remains undecided;
- Alternatively add posts or jersey barriers around the grassy area along the edges of the proposed parking lot to be expanded to discourage public from parking their cars beyond certain extents shown on the map below.



Aerial View



**A
View B**

Aerial

As discussed, please note that based on TRCA mapping, the proposed parking lot expansion as shown within the black dash line on **aerial view A** encroaches into the wetlands area of interference and also is located within the Regulatory Floodplain (high flood risk area) (please refer to the maps below). Also, based on our mapping (below) there is a wetland where the proposed area of expansion is delineated as red dash line on **aerial view A** (above) and may not be supported by TRCA:



Historically, based on our records, the existing parking lot was permitted in June 1996 and construction completed in 1998. The permit was issued based on the proposal satisfying TRCA’s Valley and Stream Corridor Management Program policies prevalent at the time. At the time (1996), the parking area was located outside of the 100 year flood plain and that fill (topsoil) was to be removed and replaced with granular material to match predevelopment grades and predevelopment grades maintained.

Based on Section 8.10.6 of TRCA’s the Living City Policies, at-grade parking facilities for existing recreational uses may be permitted subject to meeting relevant criteria in Section 8.10.3 (a) to j)). It is to be ensured that there is no increase in risk associated with flood hazards; any disturbance / development within the wetlands is avoided; the existing topography is maintained; the area of construction disturbance is minimized to the extent feasible; that the pervious surface is not altered and in all cases, it is to be ensured that risk to public safety is not increased in any way.

As stated above, based on TRCA’s the Living City Policies, typically a buffer of 30 m from the wetland is required. However, if it is not possible to maintain this buffer, TRCA requires the following:

- The Town undertakes an Environmental Impact Study (EIS) and provide for TRCA review.
- Details of vegetation removals for the proposed works.
- That the existing grading conditions and cover to be kept as it is and maintained (i.e., no pavement, no fill).

Staff requires further information in order to review and consider the proposed expansion.

As discussed, TRCA staff are available to discuss potential relocation of these soccer fields to the new developments northwest of this area or to the new sports center / park located on King Street just west of this area.

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

Thank you and regards,

Shirin Varzgani, MIP, MES (Pl.) (she, her, hers)
Senior Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429

E: shirin.varzgani@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: Patrick Rees <Patrick.Rees@caledon.ca>
Sent: October 14, 2022 11:33 AM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Cc: Suzanne Bevan <Suzanne.Bevan@trca.ca>
Subject: RE: Bolton Edelweiss Park - Parking Lot Expansion

Hello Shirin and Suzanne,

I am just following up from our meeting on September 23rd. I know that you were going to send me an e-mail indicating next steps and more information about the area where the Town can actually expand the parking. Just hoping to receive an update on when you will be able to provide the information.

Thank you,

Patrick Rees, BLA, OALA, CSLA
Landscape Architect – Community
Parks Services Division
Community Services

Office: 905.584.2272 x.4020
Email: patrick.rees@caledon.ca

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From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Tuesday, September 20, 2022 1:30 PM
To: Patrick Rees <Patrick.Rees@caledon.ca>
Cc: Suzanne Bevan <Suzanne.Bevan@trca.ca>
Subject: RE: Bolton Edelweiss Park - Parking Lot Expansion

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Hi Patrick,

Thank you for your inquiry regarding the above-noted. We have gone over the two attachments and have some questions. Are you available for a quick chat (virtual meeting) to go over the proposed expansion and natural features on site to gain a little clarity on what is being proposed? A quick chat with you would be very helpful in understanding this project a little better. We (I and Suzanne) are available on any one of the following dates/times (our technical staff will not be attending this meeting):

1. Thursday, Sept 22 – 1:30pm to 2:30pm
2. Friday, Sept 23 – 11am to 12pm.

Please confirm your availability, I will forward you a meeting invite (virtual meeting via Microsoft Teams) once I hear back from you.

Thank you and regards,

Shirin Varzgani, MIP, MES (Pl.) (she, her, hers)

Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429

E: shirin.varzgani@trca.ca

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



From: Patrick Rees <Patrick.Rees@caledon.ca>

Sent: September 12, 2022 1:25 PM

To: Suzanne Bevan <Suzanne.Bevan@trca.ca>; Shirin Varzgani <Shirin.Varzgani@trca.ca>

Subject: Bolton Edelweiss Park - Parking Lot Expansion

Hello Suzanne and Shirin,

If you will recall, we had a meeting with you almost a year ago now to discuss the possibility of creating additional parking at Edelweiss Park to assist with the parking issues along Glasgow Road. I have included a drawing showing the approximate location for the additional parking and another showing the parking issue along Glasgow.

Based on the proposed parking and location, is this something that we can feasibly complete based on location and proximity to existing features? Are we permitted to expand into the red dashed area as shown on the drawings? Assuming we have the TRCA's permission to expand the parking, what would be our requirements and where are we permitted to expand?

If you would prefer to setup a quick meeting to discuss things in more detail please let me know.

Thank you,

Patrick Rees, BLA, OALA, CSLA
Landscape Architect – Community
Parks Services Division
Community Services

Office: 905.584.2272 x.4020
Email: patrick.rees@caledon.ca

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Kerry Reed

From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: May 23, 2023 3:36 PM
To: Lisa Marshall
Cc: Shun Cheung; Mehemed Delibasic; Alex Siciliano; Kerry Reed
Subject: RE: Caledon Glasgow Road - Preliminary Design Submission
Attachments: CFN 68175 - Glasgow Road Improvements - Notice of Commencement_TRCA Response Letter.pdf; RE_ Collaboration Opportunities - Trail Projects (TRCA CFN 64245.210) - TRCA Input.pdf; Email_April 14-2022.pdf

Hi Lisa,

Thank you so much for getting back so quickly. In order for our staff to review the drawings you emailed earlier, our staff requires all background information and supporting documents. Please provide all background information and supporting documents (even if draft version) asap. I will circulate the submission once I have received all background information and documents to our technical team for their review and commenting.

Please note that there are TRCA owned lands adjacent to the project site (north and south of Glasgow Road) and that parts of Deer Valley Drive is located on TRCA owned lands under a management agreement. Please note that the Town needs to confirm if TRCA owned lands are required for the proposed works within the project area early on (for the proposed works and construction staging/stockpiling, etc.).

Please note that TRCA had provided comments previously regarding Glasgow Road. Please ensure that those comments have been considered and addressed. I am attaching some previous correspondence for your reference regarding the above-noted project.

I will provide you with some meeting dates shortly once staff confirms their availability and that they have reviewed this submission.

As well, our records show that the EA review fee payment is still pending (please see the attached letter for the amount and payment). Please make this payment asap.

Thank you and regards,

Shirin Varzgani, MIP, MES (Pl.) (she, her, hers)
Senior Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429

E: shirin.varzgani@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: Lisa Marshall <l.marshall@mcintoshperry.com>
Sent: Tuesday, May 23, 2023 11:56 AM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Cc: Shun Cheung <shun.cheung@caledon.ca>; Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>; Kerry Reed <K.Reed@mcintoshperry.com>
Subject: RE: Caledon Glasgow Road - Preliminary Design Submission

Hello Shirin,

We are still in the process of completing the EA. We will be hosting a secondary PIC at the end of June to review the recommended Technical Preferred Alternative and then the Notice of Completion will be issued.

We would like to meet with TRCA prior to the PIC to review and discuss the conceptual/preliminary design.

Thank you,

Lisa Marshall, P.Eng.

Manager, Environmental Engineering

T. 613.714.0815 | C. 613.852.1148

l.marshall@mcintoshperry.com | www.mcintoshperry.com

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member

From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: May 19, 2023 3:45 PM
To: Lisa Marshall <l.marshall@mcintoshperry.com>
Cc: Shun Cheung <shun.cheung@caledon.ca>
Subject: RE: Caledon Glasgow Road - Preliminary Design Submission

Hi Lisa,

Just a quick question please: has the EA been completed? Would this meeting be to discuss the detailed design of the selected option?

Thank you and have a good weekend,

Shirin Varzgani, MIP, MES (Pl.) (she, her, hers)

Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429
E: shirin.varzgani@trca.ca
A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: Lisa Marshall <l.marshall@mcintoshperry.com>
Sent: Tuesday, May 16, 2023 12:40 PM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Cc: Alex Siciliano <a.siciliano@mcintoshperry.com>; Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Kerry Reed <K.Reed@mcintoshperry.com>; Shun Cheung <shun.cheung@caledon.ca>
Subject: Caledon Glasgow Road - Preliminary Design Submission

Hello Shirin,

Please find attached Preliminary Design drawings for Glasgow Road infrastructure improvements for TRCA review and comment.

We would like to arrange a meeting with TRCA to review preliminary design and address any comments TRCA may have at that time. Could you please let us know TRCA availability for the week of June 12th and June 19th and list of attendees. We will send out a meeting invite accordingly.

If you have any questions, please do not hesitate to contact the undersigned.

Thank you,

Lisa Marshall, P.Eng.

Manager, Environmental Engineering

T. 613.714.0815 | C. 613.852.1148

l.marshall@mcintoshperry.com | www.mcintoshperry.com

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Kerry Reed

From: OP Habitat (DFO/MPO) <DFO.OPHabitat.MPO@dfo-mpo.gc.ca>
Sent: January 12, 2023 3:53 PM
To: Kerry Reed
Subject: FFHPP.CA Auto-Reply

You don't often get email from dfo.ophabitat.mpo@dfo-mpo.gc.ca. [Learn why this is important](#)

Thank you for contacting Fisheries and Oceans Canada, Fish and Fish Habitat Protection Program.

This e-mail is a confirmation of receipt for your submission of a Request for Review form or Code of Practice notification form. Please do not mail a hard copy of your submission to any of our offices at this time unless you are unable to submit a digital version.

Please note that we are currently receiving a higher than normal volume of submissions and inquiries and continue to operate under alternate work arrangements.

We will respond to your email as soon as possible. Thank you for your patience.

Merci d'avoir pris contact avec le Programme de protection du poisson et de son habitat de Pêches et Océans Canada.

Le présent courriel accuse réception du formulaire de demande d'examen ou d'avis de code de pratique que vous avez envoyé. Veuillez ne pas envoyer de copie papier à nos bureaux pour le moment à moins que vous soyez dans l'incapacité d'envoyer une version numérique.

Veuillez noter que nous recevons actuellement un volume d'envois et de demandes supérieur à la normale et que nous continuons à travailler selon des modalités adaptées.

Nous répondrons à votre courriel dès que possible. Nous vous remercions pour votre patience.

Kerry Reed

From: Environmental Permissions (MECP) <enviroperrmissions@ontario.ca>
Sent: January 12, 2023 3:56 PM
To: Kerry Reed
Cc: Environmental Permissions (MECP)
Subject: RE: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

You don't often get email from enviroperrmissions@ontario.ca. [Learn why this is important](#)

Hello Kerry,

Thank you for your email to the Ministry of the Environment, Conservation and Parks (MECP).
As with all projects, please ensure the formal process for submitting streamlined EA notices to the Ministry is completed for this project; you can find it here (<https://www.ontario.ca/page/preparing-environmental-assessments#section-5>).

If you have further questions or require further assistance, please respond to this email or contact us by phone at 416-314-8001 or 1-800-461-6290 (toll free), Monday to Friday 8:30am to 5:00pm.

Take care.

Kind regards,

Krasi Panayotova, MEnvSc (on behalf of Enviroperrmissions)

Client Service Representative

Customer Services & Permissions Branch (CSPB)

Ontario Ministry of the Environment, Conservation and Parks (MECP)

135 St. Clair Avenue West, 1st Floor Toronto ON M4V 1P5

General Inquiries: E: enviroperrmissions@ontario.ca | P: 416-314-8001 | F: 416-314-8452



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From: Kerry Reed <K.Reed@mcIntoshperry.com>

Sent: January 12, 2023 3:53 PM

Cc: Lisa Marshall <l.marshall@mcintoshperry.com>; Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex

Siciliano <a.siciliano@mcintoshperry.com>; shun.cheung@caledon.ca

Subject: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello,

Please find attached the Notice of Public Information Centre #1 letter for the Municipal Class Environmental Assessment Study currently being undertaken by the Town of Caledon for Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail.

If you have any questions or comments, please don't hesitate to contact one of the Project Team members noted in the enclosed notice.

Thank you,
Kerry

Kerry Reed

Environmental Planner

T. 343.925.0187 | C. 613.808.3464

K.Reed@mcintoshperry.com | www.mcintoshperry.com

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Kerry Reed

From: Heather Haire <Heather.Haire@caledon.ca>
Sent: January 12, 2023 3:56 PM
To: Kerry Reed
Subject: Automatic reply: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

I am on maternity leave. Please contact Hillary Bryers (hillary.bryers@caledon.ca) who is acting Treasurer in my absence.

Thank you,
Heather Haire
Treasurer

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Kerry Reed

From: Jones, Sylvia <sylvia.jones@pc.ola.org>
Sent: January 12, 2023 3:56 PM
To: Kerry Reed
Subject: Automatic reply: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

You don't often get email from sylvia.jones@pc.ola.org. [Learn why this is important](#)

Thank you for emailing my Dufferin-Caledon office. We get hundreds of emails every day and my priority remains the residents of Dufferin-Caledon.

As you have reached the constituency office of MPP Sylvia Jones, communications from the residents of Dufferin-Caledon are prioritized. If you are a constituent and require immediate assistance, please call 519-941-7751. The constituency office is open Monday to Friday, 9:00am to 5:00pm. Please ensure your email correspondence includes your name, address with postal code and telephone number.

If you are an Ontario resident living outside of MPP Jones's Dufferin-Caledon constituency, and are contacting her as Deputy Premier and Minister of Health, please follow this link: <https://www.health.gov.on.ca/en/common/> or call 1-800-268-1153. Your Ministry of Health query will not be responded to through this email. You may also want to send your question to your local MPP. Find your MPP here <https://www.elections.on.ca/en.html>

As of June 24, 2022, the Solicitor General of Ontario is Michael Kerzner. To contact him, follow this link: <https://ontario.ca/page/minister-solicitor-general> or call 1-866-517-0571

Please note we are unable to respond to form emails at this time.

Thank you again for contacting my Dufferin-Caledon office.

Sincerely,
Sylvia Jones
Working for you!

Kerry Reed

From: Caitlin Harrigan <Caitlin.Harrigan@trca.ca>
Sent: January 12, 2023 3:58 PM
To: Kerry Reed
Subject: Automatic reply: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

Hello,

You've reached Caitlin Harrigan, Senior Manager, Project Management Office in Professional Services with Toronto and Region Conservation Authority.

Thank you for your email. I am out of the office on parental leave until May 2024. If you need immediate assistance, please contact Maryam Iler at [\(647\) 921-5626](tel:647-921-5626).

Regards,
Caitlin Harrigan

Kerry Reed

From: MITCHELL Ian <ian.mitchell@acronymsolutions.com>
Sent: January 12, 2023 4:00 PM
To: Kerry Reed
Subject: Automatic reply: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

You don't often get email from ian.mitchell@acronymsolutions.com. [Learn why this is important](#)

Vacation

I am currently out of the office returning Jan 17th.

If this urgent or an emergency please call Nadeen Houjeily @ 416-574-4624 Nadeen.Wajdi-Houjeily@acronymsolutions.com

Thank you,

Ian Mitchell

OSP Manager

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Kerry Reed

From: EA Notices to CRegion (MECP) <eanotification.cregion@ontario.ca>
Sent: January 12, 2023 4:04 PM
To: Kerry Reed
Cc: Lisa Marshall; Mehemed Delibasic; Alex Siciliano; shun.cheung@caledon.ca
Subject: RE: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1
Attachments: streamlined_ea_project_information_form.xlsx

Hi Kerry,

Thanks for your email. I understand that the Schedule for this Municipal Class EA project has changed from A+ to B. Can I ask you to kindly complete the attached Project Information Form, and return it to this email address.

Further, I will treat the PIC Notice as a Notice of Commencement, and I will provide a list of potentially interested Indigenous communities that should be contacted as part of the study. The list will be included in our formal acknowledgement letter, which also serves to delegate the procedural aspects of Indigenous consultation to the proponent.

Thanks,
Trevor

Trevor Bell | Regional Environmental Planner
Project Review Unit, Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1
New Phone: 437-770-3731 | trevor.bell@ontario.ca

From: Kerry Reed <K.Reed@mcIntoshperry.com>
Sent: January 12, 2023 3:53 PM
Cc: Lisa Marshall <l.marshall@mcintoshperry.com>; Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>; shun.cheung@caledon.ca
Subject: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello,

Please find attached the Notice of Public Information Centre #1 letter for the Municipal Class Environmental Assessment Study currently being undertaken by the Town of Caledon for Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail.

If you have any questions or comments, please don't hesitate to contact one of the Project Team members noted in the enclosed notice.

Thank you,

Kerry

Kerry Reed

Environmental Planner

T. 343.925.0187 | C. 613.808.3464

K.Reed@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

Turning Possibilities Into Reality

Confidentiality Notice – If this email wasn't intended for you, please return or delete it. Click [here](#) to read all of the legal language around this concept.



Platinum
member

Kerry Reed

From: Shun Cheung <Shun.Cheung@caledon.ca>
Sent: January 20, 2023 1:25 PM
To: Alex Siciliano
Cc: Mehemed Delibasic; Kerry Reed; Lisa Marshall
Subject: FW: Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail - Schedule B Municipal Class EA

Attachments: MECP Acknowledgement Letter_NoSC_Glasgow Road Improvements.pdf; Supporting Attachment - Proponent's Intro to Delegation of Procedural Aspects of Consultation with Aboriginal Communities.pdf; Supporting Attachment - Species at Risk Proponents Guide to Preliminary Screening (Draft May 2019).pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Alex,

FYI

Shun Cheung, P.Eng., PMP
Project Manager, Capital Infrastructure
Engineering Services

Office: 905.584.2272 x.4040
Cell: 416.436.0910
Email: shun.cheung@caledon.ca

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

From: Lee, Lexi (MECP) <Lexi.Lee@ontario.ca>
Sent: Friday, January 20, 2023 1:19 PM
To: Shun Cheung <Shun.Cheung@caledon.ca>
Cc: m.delibasic@mcintoshperry.com; Battarino, Gavin (MECP) <Gavin.Battarino@ontario.ca>; Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>; Dufresne, Tina (MECP) <Tina.Dufresne@ontario.ca>
Subject: Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail - Schedule B Municipal Class EA

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

Good afternoon,

On behalf of Trevor Bell, please find attached a letter from the Ministry of the Environment, Conservation and Parks, Environmental Assessment Branch, regarding the above mentioned project.

Feel free to contact Trevor at trevor.bell@ontario.ca directly with any questions or concerns you may have.

Sincerely,

Lexi Lee | Assistant Project Officer

Project Review | Environmental Assessment Branch | Ministry of the Environment, Conservation and Parks

135 St. Clair Avenue West | Toronto ON M4V 1P5 |

Lexi.lee@ontario.ca

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Ministry of the Environment, Conservation
and Parks

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

Environmental Assessment Branch

Direction des évaluations environnementales

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Télééc. : 416 314-8452

January 20, 2023

Shun H. Cheung
Project Manager
Town of Caledon
Shun.cheung@caledon.ca

BY EMAIL ONLY

Re: **Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail
Town of Caledon
Municipal Class Environmental Assessment, Schedule B
Acknowledgement of Notice of Commencement**

Dear Shun Cheung,

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 (proponent) has indicated that the study is following the approved environmental planning process for a Schedule B project under the Municipal Class Environmental Assessment (Class EA).

The **updated (August 2022)** enclosed “Areas of Interest” document provides guidance regarding the ministry’s interests with respect to the Class EA process. Please address all areas of interest in the EA documentation at an appropriate level for the EA study. Proponents who address all the applicable areas of interest can minimize potential delays to the project schedule. **Further information is provided at the end of the Areas of Interest document relating to recent changes to the Environmental Assessment Act through Bill 197, Covid-19 Economic Recovery Act 2020.**

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered.

Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

The proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to the proposed project, **the MECP is delegating the procedural aspects of rights-based consultation to the proponent through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information provided to date and the Crown's preliminary assessment the proponent is required to consult with the following communities who have been identified as potentially affected by the proposed project:

- Mississaugas of the Credit First Nation

** Huron-Wendat may have an interest if the project/work will impact archaeological resources and should be contacted if a stage 1 Archaeological Assessment is required

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](#)". Additional information related to Ontario's Environmental Assessment Act is available online at: 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, including the MECP's expectations for EA report documentation related to consultation with communities.

The proponent must contact the Director of Environmental Assessment Branch (EABDirector@ontario.ca) under the following circumstances after initial discussions with the communities identified by the MECP:

- Aboriginal or treaty rights impacts are identified to you by the communities;
- You have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right;
- Consultation with Indigenous communities or other stakeholders has reached an impasse; or
- A Section 16 Order request is expected based on impacts to Aboriginal or treaty rights

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 you will be asked to play should additional steps and activities be required.

A draft copy of the report should be sent directly to me prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments.

Please also ensure a copy of the final notice is sent to the ministry's Central Region EA notification email account (eanotification.cregion@ontario.ca) after the draft report is reviewed and finalized.

Should you or any members of your project team have any questions regarding the material above, please contact me at trevor.bell@ontario.ca.

Sincerely,



Trevor Bell
Regional Environmental Planner – Central Region
Project Review Unit, Environmental Assessment Branch

Cc: Gavin Battarino, Supervisor, Project Review Unit, MECP
Tina Dufresne, Manager, Halton-Peel District Office, MECP
Mehemed Delibasic, Consultant Project Manager, McIntosh Perry Consulting Engineers Ltd.

Enclosed: Areas of Interest

Attached: Client's Guide to Preliminary Screening for Species at Risk
A Proponent's Introduction to the Delegation of Procedural Aspects of Consultation with Aboriginal Communities

AREAS OF INTEREST (v. August 2022)

It is suggested that you check off each section after you have considered / addressed it.

Planning and Policy

- Applicable plans and policies should be identified in the report, and the proponent should describe how the proposed project adheres to the relevant policies in these plans.
 - Projects located in MECP Central, Eastern or West Central Region may be subject to [A Place to Grow: Growth Plan for the Greater Golden Horseshoe \(2020\)](#).
 - Projects located in MECP Central or Eastern Region may be subject to the [Oak Ridges Moraine Conservation Plan \(2017\)](#) or the [Lake Simcoe Protection Plan \(2014\)](#).
 - Projects located in MECP Central, Southwest or West Central Region may be subject to the [Niagara Escarpment Plan \(2017\)](#).
 - Projects located in MECP Central, Eastern, Southwest or West Central Region may be subject to the [Greenbelt Plan \(2017\)](#).
 - Projects located in MECP Northern Region may be subject to the [Growth Plan for Northern Ontario \(2011\)](#).
- The [Provincial Policy Statement \(2020\)](#) contains policies that protect Ontario's natural heritage and water resources. Applicable policies should be referenced in the report, and the proponent should describe how the proposed project is consistent with these policies.
- In addition to the provincial planning and policy level, the report should also discuss the planning context at the municipal and federal levels, as appropriate.

Source Water Protection

The *Clean Water Act, 2006* (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects that are subject to the Environmental Assessment Act that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas or in the vicinity of other at-risk drinking water systems (i.e.

systems that are not municipal residential systems). MEA Class EA projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- In October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the report on source water protection.**
 - The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically, the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area.
 - If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the report how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use [Source Protection Information Atlas](#), which is an online mapping tool available to the public. Note that various layers (including WHPAs, WHPA-Q1 and WHPA-Q2, IPZs, HVAs, SGRAs, EBAs, ICAs) can be turned on through the “Map Legend” bar on the left. 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. Please document the results of that consultation within the report and include all communication documents/correspondence.**

More Information

For more information on the *Clean Water Act*, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to [Conservation Ontario's website](#) where you will also find links to the local source protection plan/assessment report.

A list of the prescribed drinking water threats can be found in [section 1.1 of Ontario Regulation 287/07](#) made under the *Clean Water Act*. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the MECP.

Climate Change

The document "[Considering Climate Change in the Environmental Assessment Process](#)" (Guide) is now a part of the Environmental Assessment program's Guides and Codes of Practice. The Guide sets out the MECP's expectation for considering climate change in the preparation, execution and documentation of environmental assessment studies and processes. The guide provides examples, approaches, resources, and references to assist proponents with consideration of climate change in EA. Proponents should review this Guide in detail.

• **The MECP expects proponents of Class EA projects 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 report detailing how climate change was considered in the EA.

How climate change is considered can be qualitative or quantitative in nature and should be scaled to the project's level of environmental effect. In all instances, both a project's impacts on climate change (mitigation) and impacts of climate change on a project (adaptation) should be considered.

- The MECP has also prepared another guide to support provincial land use planning direction related to the completion of energy and emission plans. The "[Community Emissions Reduction Planning: A Guide for Municipalities](#)" document is designed to educate stakeholders on the municipal opportunities to reduce energy and greenhouse gas emissions, and to provide guidance on methods and techniques to incorporate consideration of energy and greenhouse gas emissions into municipal activities of all types. We encourage you to review the Guide for information.

□ **Air Quality, Dust and Noise**

- If there are sensitive receptors in the surrounding area of this project, a quantitative 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 quantitative Air Quality Impact Assessment is not required for the project, the MECP expects that the report contain a qualitative assessment which includes:
 - 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 as an evaluation criterion for all road projects.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The MECP recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to [Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from](#)

[Construction and Demolition Activities](#) report prepared for Environment Canada. March 2005.

- The report should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible. The report should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- Natural heritage and hydrologic 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:
 - Key Natural Heritage Features: Habitat of endangered species and threatened species, fish habitat, wetlands, areas of natural and scientific interest (ANSIs), significant valleylands, significant woodlands; significant wildlife habitat (including habitat of special concern species); sand barrens, savannahs, and tallgrass prairies; and alvars.
 - Key Hydrologic Features: Permanent streams, intermittent streams, inland lakes and their littoral zones, seepage areas and springs, and wetlands.
 - Other natural heritage features and areas such as: vegetation communities, rare species of flora or fauna, Environmentally Sensitive Areas, Environmentally Sensitive Policy Areas, federal and provincial parks and conservation reserves, Greenland systems etc.

We recommend consulting with the Ministry of Natural Resources and Forestry (MNRF), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, for projects located in Central Region you may consider the provisions of the Rouge Park Management Plan if applicable.

Species at Risk

- The Ministry of the Environment, Conservation and Parks has now assumed responsibility of Ontario's Species at Risk program. Information, standards, guidelines, reference materials and technical resources to assist you are found at <https://www.ontario.ca/page/species-risk>.
- The Client's Guide to Preliminary Screening for Species at Risk (Draft May 2019) has been attached to the covering email for your reference and use. Please review this document for next steps.

- For any questions related to subsequent permit requirements, please contact SAROntario@ontario.ca.

□ **Surface Water**

- The report must include enough information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's [Stormwater Management Planning and Design Manual \(2003\)](#) should be referenced in the report and utilized when designing stormwater control methods. **A Stormwater Management Plan should be prepared as part of the Class EA process** that includes:
 - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
 - Watershed information, drainage conditions, and other relevant background information
 - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
 - Information on maintenance and monitoring commitments.
- Ontario Regulation 60/08 under the *Ontario Water Resources Act* (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the report should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.
- Any potential approval requirements for surface water taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, except for certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please

review the [Water Taking User Guide for EASR](#) for more information. Additionally, an Environmental Compliance Approval under the OWRA is required for municipal stormwater management works.

Groundwater

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the report.
- If the potential construction or decommissioning of water wells is identified as an issue, the report should refer to Ontario Regulation 903, Wells, under the OWRA.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, with the exception of certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information.
- Consultation with the railroad authorities is necessary wherever there is a plan to use construction dewatering in the vicinity of railroad lines or where the zone of influence of the construction dewatering potentially intercepts railroad lines.

Excess Materials Management

- In December 2019, MECP released a new regulation under the Environmental Protection Act, titled “[On-Site and Excess Soil Management](#)” (O. Reg. 406/19) to support improved management of excess construction soil. This regulation is a key step to support proper management of excess soils, ensuring valuable resources don’t go to waste and to provide

clear rules on managing and reusing excess soil. New risk-based standards referenced by this regulation help to facilitate local beneficial reuse which in turn will reduce greenhouse gas emissions from soil transportation, while ensuring strong protection of human health and the environment. The new regulation is being phased in over time, with the first phase in effect on January 1, 2021. For more information, please visit <https://www.ontario.ca/page/handling-excess-soil>.

- The report should reference that activities involving the management of excess soil should be completed in accordance with O. Reg. 406/19 and 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

Contaminated Sites

- Any current or historical waste disposal sites should be identified in the report. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites. We recommend referring to the [MECP's D-4 guideline](#) for land use considerations near landfills and dumps.
 - Resources available may include regional/local municipal official plans and data; provincial data on [large landfill sites](#) and [small landfill sites](#); Environmental Compliance Approval information for waste disposal sites on [Access Environment](#).
- Other known contaminated sites (local, provincial, federal) in the study area should also be identified in the report (Note – information on federal contaminated sites is found on the Government of Canada's [website](#)).
- The location of any underground storage tanks should be investigated in the report. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act* (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the appropriate MECP District Office for further consultation if contaminated sites are present.

Servicing, Utilities and Facilities

- The report should identify any above or underground utilities in the study area such as transmission lines, telephone/internet, oil/gas etc. The owners should be consulted to discuss impacts to this infrastructure, including potential spills.
- The report should identify any servicing infrastructure in the study area such as wastewater, water, stormwater that may potentially be impacted by the project.
- 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 MECP's Environmental Permissions Branch to determine whether a new or amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's [environmental land use planning guides](#) to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

Mitigation and Monitoring

- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the report and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly.
- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- The proponent's construction and post-construction monitoring plans must be documented in the report, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

Consultation

- The report must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the report that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout

the planning process. The report should also include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments (as directed by the Class EA to include full documentation).

- Please include the full stakeholder distribution/consultation list in the documentation.

Class EA Process

- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. **The Master Plan should clearly indicate the selected approach for conducting the plan**, by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the Environmental Assessment Act, although the plan itself would not be. **Please include a description of the approach being undertaken (use Appendix 4 as a reference).**
- If this project is a Master Plan: Any identified projects should also include information on the MCEA schedule associated with the project.
- The report should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment (including planning, natural, social, cultural, economic, technical). The report should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments, cultural heritage assessments) such that all potential impacts can be identified, and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the report.
- Please include in the report a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including but not limited to, MECP's PTTW, EASR Registrations and ECAs, conservation authority permits, species at risk permits, MTO permits and approvals under the *Impact Assessment Act*, 2019.
- 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 report.

Amendments to the EAA through the Covid-19 Economic Recovery Act, 2020

Once the EA Report is finalized, the proponent must issue a Notice of Completion providing a minimum 30-day period during which documentation may be reviewed and comment and input can be submitted to the proponent. The Notice of Completion must be sent to the appropriate MECP Regional Office email address.

The public can request a higher level of assessment on a project if they are concerned about potential adverse impacts to constitutionally protected Aboriginal and treaty rights. In addition, the Minister may issue an order on his or her own initiative within a specified time period. The Director (of the Environmental Assessment Branch) will issue a Notice of Proposed Order to the proponent if the Minister is considering an order for the project within 30 days after the conclusion of the comment period on the Notice of Completion. At this time, the Director may request additional information from the proponent. Once the requested information has been received, the Minister will have 30 days within which to make a decision or impose conditions on your project.

Therefore, the proponent cannot proceed with the project until at least 30 days after the end of the comment period provided for in the Notice of Completion. Further, the proponent may not proceed after this time if:

- a Section 16 Order request has been submitted to the ministry regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, or
- the Director has issued a Notice of Proposed order regarding the project.

Please ensure that the Notice of Completion advises that outstanding concerns are to be directed to the proponent for a response, and that in the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Section 16 Order requests on those matters should be addressed in writing to:

Minister David Piccini
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto ON, M4V 1P5
EABDirector@ontario.ca

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

DEFINITIONS

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

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

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

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

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

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

I. PURPOSE

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

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

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

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

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown’s duty to consult is triggered when it considers

issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;

- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;
- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

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

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

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

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;
- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;
- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;

- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

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

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

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

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

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

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

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

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

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant documentation;

- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to 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.

Client's Guide to Preliminary Screening for Species at Risk

***Ministry of the Environment, Conservation and Parks
Species at Risk Branch, Permissions and Compliance***

DRAFT - May 2019

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1.0 Purpose, Scope, Background and Context

1.1 Purpose of this Guide

This guide has been created to:

- help clients better understand their obligation to gather information and complete a preliminary screening for species at risk before contacting the ministry,
- outline guidance and advice clients can expect to receive from the ministry at the preliminary screening stage,
- help clients understand how they can gather information about species at risk by accessing publicly available information housed by the Government of Ontario, and
- provide a list of other potential sources of species at risk information that exist outside the Government of Ontario.

It remains the client's responsibility to:

- carry out a preliminary screening for their projects,
- obtain best available information from all applicable information sources,
- conduct any necessary field studies or inventories to identify and confirm the presence or absence of species at risk or their habitat,
- consider any potential impacts to species at risk that a proposed activity might cause, and
- comply with the *Endangered Species Act (ESA)*.

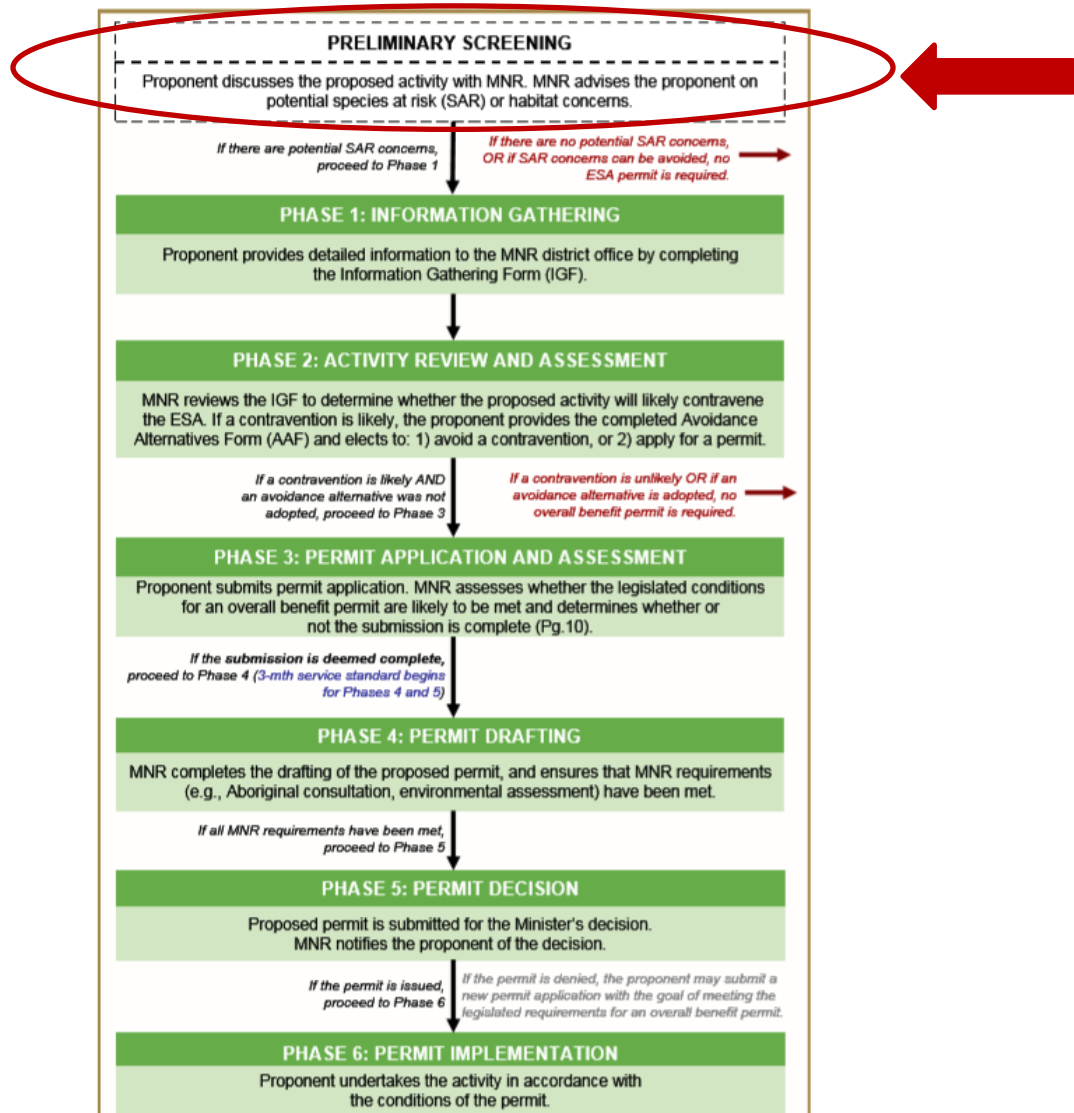
To provide the most efficient service, clients should initiate species at risk screenings and seek information from all applicable information sources identified in this guide, at a minimum, prior to contacting Government of Ontario ministry offices for further information or advice.

1.2 Scope

This guide is a resource for clients seeking to understand if their activity is likely to impact species at risk or if they are likely to trigger the need for an authorization under the ESA. It is not intended to circumvent any detailed site surveys that may be necessary to document species at risk or their habitat nor to circumvent the need to assess the impacts of a proposed activity on species at risk or their habitat. This guide is not an exhaustive list of available information sources for any given area as the availability of information on species at risk and their habitat varies across the province. This guide is intended to support projects and activities carried out on Crown and private land, by private landowners, businesses, other provincial ministries and agencies, or municipal government.

1.3 Background and Context

To receive advice on their proposed activity, clients must first determine whether any species at risk or their habitat exist or are likely to exist at or near their proposed activity, and whether their proposed activity is likely to contravene the ESA. Once this step is complete, clients may contact the ministry at SAROntario@ontario.ca to discuss the main purpose, general methods, timing and location of their proposed activity as well as information obtained about species at risk and their habitat at, or near, the site. At this stage, the ministry can provide advice and guidance to the client about potential species at risk or habitat concerns, measures that the client is considering to avoid adverse effects on species at risk or their habitat and whether additional field surveys are advisable. This is referred to as the “Preliminary Screening” stage. For more information on additional phases in the diagram below, please refer to the *Endangered Species Act Submission Standards for Activity Review and 17(2)(c) Overall Benefit Permits* policy available online at <https://www.ontario.ca/page/species-risk-overall-benefit-permits>



2.0 Roles and Responsibilities

To provide the most efficient service, clients should initiate species at risk screenings and seek information from all applicable information sources identified in this guide prior to contacting Government of Ontario ministry offices for further information or advice.

Step 1: Client seeks information regarding species at risk or their habitat that exist, or are likely to exist, at or near their proposed activity by referring to all applicable information sources identified in this guide.

Step 2: Client reviews and consider guidance on whether their proposed activity is likely to contravene the ESA (see section 3.4 of this guide for guidance on what to consider).

Step 3: Client gathers information identified in the checklist in section 4 of this guide.

Step 4: Client contacts the ministry at SAROntario@ontario.ca to discuss their preliminary screening. Ministry staff will ask the client questions about the main purpose, general methods, timing and location of their proposed activity as well as information obtained about species at risk and their habitat at, or near, the site. Ministry staff will also ask the client for their interpretation of the impacts of their activity on species at risk or their habitat as well as measures the client has considered to avoid any adverse impacts.

Step 5: Ministry staff will provide advice on next steps.

Option A: Ministry staff may advise the client they can proceed with their activity without an authorization under the ESA where the ministry is confident that:

- no protected species at risk or habitats are likely to be present at or near the proposed location of the activity; or
- protected species at risk or habitats are known to be present but the activity is not likely to contravene the ESA; or
- through the adoption of avoidance measures, the modified activity is not likely to contravene the ESA.

Option B: Ministry staff may advise the client to proceed to Phase 1 of the overall benefit permitting process (i.e. Information Gathering in the previous diagram), where:

- there is uncertainty as to whether any protected species at risk or habitats are present at or near the proposed location of the activity; or
- the potential impacts of the proposed activity are uncertain; or
- ministry staff anticipate the proposed activity is likely to contravene the ESA.

3.0 Information Sources

Land Information Ontario (LIO) and the Natural Heritage Information Centre (NHIC) maintain and provide information about species at risk, as well as related information about fisheries, wildlife, crown lands, protected lands and more. This information is made available to organizations, private individuals, consultants, and developers through online sources and is often considered under various pieces of legislation or as part of regulatory approvals and planning processes.

The information available from LIO or NHIC and the sources listed in this guide should not be considered as a substitute for site visits and appropriate field surveys. Generally, this information can be regarded as a starting point from which to conduct further field surveys, if needed. While this data represents best available current information, it is important to note that a lack of information for a site does not mean that species at risk or their habitat are not present. There are many areas where the Government of Ontario does not currently have information, especially in more remote parts of the province. The absence of species at risk location data at or near your site does not necessarily mean no species at risk are present at that location. On-site assessments can better verify site conditions, identify and confirm presence of species at risk and/or their habitats.

Information on the location (i.e. observations and occurrences) of species at risk is considered sensitive and therefore publicly available only on a 1km square grid as opposed to as a detailed point on a map. This generalized information can help you understand which species at risk are in the general vicinity of your proposed activity and can help inform field level studies you may want to undertake to confirm the presence, or absence of species at risk at or near your site.

Should you require specific and detailed information pertaining to species at risk observations and occurrences at or near your site on a finer geographic scale; you will be required to demonstrate your need to access this information, to complete data sensitivity training and to obtain a Sensitive Data Use License from the NHIC. Information on how to obtain a license can be found online at <https://www.ontario.ca/page/get-natural-heritage-information>.

Many organizations (e.g. other Ontario ministries, municipalities, conservation authorities) have ongoing licensing to access this data so be sure to check if your organization has this access and consult this data as part of your preliminary screening if your organization already has a license.

3.1 Make a Map: Natural Heritage Areas

The Make a Natural Heritage Area Map (available online at http://www.gisapplication.lrc.gov.on.ca/mamnh/Index.html?site=MNR_NHLUPS_NaturalHeritage&viewer=NaturalHeritage&locale=en-US) provides public access to natural heritage information, including species at risk, without the user needing to have Geographic Information System (GIS) capability. It allows users to view and identify generalized species at risk information, mark areas of interest, and create and print a custom map directly from the web application. The tool also shows topographic information such as roads, rivers, contours and municipal boundaries.

Users are advised that sensitive information has been removed from the natural areas dataset and the occurrences of species at risk has been generalized to a 1-kilometre grid to mitigate the risks to the species (e.g. illegal harvest, habitat disturbance, poaching).

The web-based mapping tool displays natural heritage data, including:

- Generalized Species at risk occurrence data (based on a 1-km square grid),
- Natural Heritage Information Centre data.

Data cannot be downloaded directly from this web map; however, information included in this application is available digitally through Land Information Ontario (LIO) at <https://www.ontario.ca/page/land-information-ontario>.

3.2 Land Information Ontario (LIO)

Most natural heritage data is publicly available. This data is managed in a large provincial corporate database called the LIO Warehouse and can be accessed online through the LIO Metadata Management Tool at <https://www.javacoeapp.lrc.gov.on.ca/geonetwork/srv/en/main.home>. This tool provides descriptive information about the characteristics, quality and context of the data. Publicly available geospatial data can be downloaded directly from this site.

While most data are publicly available, some data may be considered highly sensitive (i.e. nursery areas for fish, species at risk observations) and as such, access to some data maybe restricted.

3.3 Additional Species at Risk Information Sources

- The Breeding Bird Atlas can be accessed online at <http://www.birdsontario.org/atlas/index.jsp?lang=en>
- eBird can be accessed online at <https://ebird.org/home>
- iNaturalist can be accessed online at <https://www.inaturalist.org/>
- The Ontario Reptile and Amphibian Atlas can be accessed online at <https://ontarionature.org/programs/citizen-science/reptile-amphibian-atlas>
- Your local Conservation Authority. Information to help you find your local Conservation Authority can be accessed online at <https://conservationontario.ca/conservation-authorities/find-a-conservation-authority/>

Local naturalist groups or other similar community-based organizations

- Local Indigenous communities
- Local land trusts or other similar Environmental Non-Government Organizations
- Field level studies to identify if species at risk, or their habitat, are likely present or absent at or near the site.
- When an activity is proposed within one of the continuous caribou ranges, please be sure to consider the caribou Range Management Policy. This policy includes figures and maps of the continuous caribou range, can be found online at <https://www.ontario.ca/page/range-management-policy-support-woodland-caribou-conservation-and-recovery>

3.4 Information Sources to Support Impact Assessments

- Guidance to help you understand if your activity is likely to adversely impact species at risk or their habitat can be found online at <https://www.ontario.ca/page/policy-guidance-harm-and-harass-under-endangered-species-act> and <https://www.ontario.ca/page/categorizing-and-protecting-habitat-under-endangered-species-act>
- A list of species at risk in Ontario is available online at <https://www.ontario.ca/page/species-risk-ontario>. On this webpage, you can find out more about each species, including where it lives, what threatens it and any specific habitat protections that apply to it by clicking on the photo of the species.

4.0 Check-List

Please feel free to use the check list below to help you confirm you have explored all applicable information sources and to support your discussion with Ministry staff at the preliminary screening stage.

- ✓ Land Information Ontario (LIO)
- ✓ Natural Heritage Information Centre (NHIC)
- ✓ The Breeding Bird Atlas
- ✓ eBird
- ✓ iNaturalist
- ✓ Ontario Reptile and Amphibian Atlas
- ✓ List Conservation Authorities you contacted: _____

- ✓ List local naturalist groups you contacted: _____

- ✓ List local Indigenous communities you contacted: _____

- ✓ List any other local land trusts or Environmental Non-Government Organizations you contacted: _____

- ✓ List and field studies that were conducted to identify species at risk, or their habitat, likely to be present or absent at or near the site: _____

- ✓ List what you think the likely impacts of your activity are on species at risk and their habitat (e.g. damage or destruction of habitat, killing, harming or harassing species at risk): _____

Kerry Reed

From: Seeback, Kyle - M.P. <Kyle.Seeback@parl.gc.ca>
Sent: January 12, 2023 4:06 PM
To: Kerry Reed
Subject: Automatic reply: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

Thank you for your email. MP Kyle Seeback appreciates hearing from everyone.

Due to the volume of correspondence received in this email account, our office prioritizes emails from Kyle's constituents.

If you didn't already include this, please reply with your Name, Phone Number and Postal Code, so we can escalate your correspondence to the next level. Individuals outside of Dufferin-Caledon should contact their local MP to address their concerns. You can find out who your MP is at this link: [Find Members of Parliament - Members of Parliament - House of Commons of Canada \(ourcommons.ca\)](#)

Due to the many emails Kyle receives, he can't always reply directly but please know that Kyle reads all correspondence and appreciates hearing your point of view on all topics!

If you are sending a form letter, we do not respond to each one, but they are all noted. Please be assured that staff are logging the comments and suggestions, to ensure Kyle is made aware.

If you are not a constituent but would appreciate a reply because your email is in relation to Kyle's role in Shadow Cabinet, please reply as such and our staff will be in touch when time permits.

Once again, thank you for reaching out, we appreciate your continued patience.

Office of Kyle Seeback, M.P. for Dufferin-Caledon

Kerry Reed

From: Fawn Sault <Fawn.Sault@mncfn.ca>
Sent: January 12, 2023 4:08 PM
To: Kerry Reed
Subject: Automatic reply: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

Aanii,

I have moved on to my new role for the MCFN Council and will not be checking or receiving any emails at this address. Please forward all Archaeological inquiries to Adam.LaForme@mncfn.ca and any Consultation inquiries to Abby.LaForme@mncfn.ca (Acting Consultation Coordinator) and CC Mark.LaForme@mncfn.ca (Director)

Have a safe and happy new year!

Miigwech,

Fawn Sault

Kerry Reed

From: Linda Norheim <LindaN@metisnation.org>
Sent: January 12, 2023 4:16 PM
To: Kerry Reed
Cc: Lisa Marshall; Mehemed Delibasic; Alex Siciliano; shun.cheung@caledon.ca
Subject: RE: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

Hello,

Kindly remove my email address from your mailing list and instead send notifications for the Metis Nation of Ontario to consultations@metisnation.org

Thanks very much,

Linda Norheim
Director
Lands, Resources and Consultations
Métis Nation of Ontario
311-75 Sherbourne St.
Toronto, ON M5A 2P9
Cell: 416-433-1315
Ph: 416-977-9881 ext.102
TF: 1-888-466-6684
E: LindaN@metisnation.org

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Please consider the environment before printing this e-mail.

From: Kerry Reed [mailto:K.Reed@mcIntoshperry.com]
Sent: January 12, 2023 4:04 PM
To: Linda Norheim <LindaN@metisnation.org>
Cc: Lisa Marshall <l.marshall@mcintoshperry.com>; Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>; shun.cheung@caledon.ca
Subject: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

Hello,

Please find attached the Notice of Public Information Centre #1 letter for the Municipal Class Environmental Assessment Study currently being undertaken by the Town of Caledon for Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail.

If you have any questions or comments, please don't hesitate to contact one of the Project Team members noted in the enclosed notice.

Thank you,

Kerry

Kerry Reed

Environmental Planner

T. 343.925.0187 | C. 613.808.3464

K.Reed@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

Turning Possibilities Into Reality

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Platinum
member

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Kerry Reed

From: Mehemed Delibasic
Sent: January 12, 2023 5:11 PM
To: Lisa Marshall; Kerry Reed; Alex Siciliano
Subject: FW: Glasgow Road MCEA - Chickadee subdivision - Brookvalley Project Management

Hi Team,

Please keep on file/ server all correspondences from property owners etc.

This one is Brookvalley Project Management Inc. that will have some development in the area.

Thanks.

Mehemed

Mehemed Delibasic, M.Sc., P.Eng.

Assistant Vice President, Transportation Planning & Traffic Eng.

T. 289.319.3112 | C. 647.463.7993

m.delibasic@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

Turning Possibilities Into Reality

From: Frank Filippo <ffilippo@brookvalley.ca>
Sent: January 12, 2023 3:55 PM
To: shun.cheung@caledon.ca; Mehemed Delibasic <m.delibasic@mcintoshperry.com>
Cc: Diarmuid Horgan (DHorgan@Candevcon.com) <dhorgan@candevcon.com>; Rosemarie Humphries <rhumphries@humphriesplanning.com>
Subject: Glasgow Road MCEA

You don't often get email from ffilippo@brookvalley.ca. [Learn why this is important](#)

Shun / Mehemed:

We are the Owners of the "Chickadee" subdivision to be serviced and developed this year. Our engineering submission will be made shortly and we would appreciate a meeting to coordinate our property limits.

Kindly include us on the mailing list and feel free to contact us anytime.

Frank Filippo, P.Eng.
Senior Executive Vice President
905.738.8001



Brookvalley Project Management Inc.
137 Bowes Road | Concord, ON L4K 1H3

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Kerry Reed

From: Choi, Jihye <Jihye.Choi@Telecon.ca>
Sent: January 20, 2023 3:28 PM
To: Kerry Reed
Subject: RE: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1/GT23-145
Attachments: GT23-145.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from jihye.choi@telecon.ca. [Learn why this is important](#)

Hi,

GT has no plant within 2m of proposed work-NO CONFLICT.

Thanks,

Ji Choi

Technicien CAO, Ingénierie - Centre du Canada
CAD Technician, Engineering – Central Canada



7777 Weston Road, Vaughan (Ontario) L4L 0G9

www.telecon.ca

From: Kerry Reed <K.Reed@mcIntoshperry.com>
Sent: Thursday, January 12, 2023 3:59 PM
Cc: Lisa Marshall <l.marshall@mcintoshperry.com>; Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>; shun.cheung@caledon.ca
Subject: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

Hello,

Please find attached the Notice of Public Information Centre #1 letter for the Municipal Class Environmental Assessment Study currently being undertaken by the Town of Caledon for Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail.

If you have any questions or comments, please don't hesitate to contact one of the Project Team members noted in the enclosed notice.

Thank you,
Kerry

Kerry Reed

Environmental Planner

T. 343.925.0187 | C. 613.808.3464

K.Reed@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

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Platinum
member

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Kerry Reed

From: OP Habitat (DFO/MPO) <DFO.OPHabitat.MPO@dfo-mpo.gc.ca>
Sent: January 24, 2023 1:52 PM
To: Kerry Reed
Subject: RE: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from dfo.ophabitat.mpo@dfo-mpo.gc.ca. [Learn why this is important](#)

Hello Kerry,

The *Fisheries Act* requires that projects avoid causing death of fish or any harmful alteration, disruption or destruction of fish and/or fish habitat unless authorized by the Minister of Fisheries and Oceans Canada. The Fish and Fish Habitat Protection Program of Fisheries and Oceans Canada reviews projects to ensure compliance with the *Fisheries Act* and *Species At Risk Act*.

Please note that the Fish and Fish Habitat Protection Program is not able to provide comment regarding general planning. If planned works may cause any of the prohibited effects under the *Fisheries Act* or *Species at Risk Act*, a Request for Review form should be completed for the works and submitted to FisheriesProtection@dfo-mpo.gc.ca. To better understand the review process, please visit <http://www.dfo-mpo.gc.ca/pnw-ppe/reviews-revues/request-review-demande-d-examen-001-eng.html>. The Request for Review form can be found under Step 4 at that link.

Sincerely,

Ashley Lindley
Biologist, Fish and Fish Habitat Protection Program
Fisheries and Oceans Canada

From: Kerry Reed <K.Reed@mcIntoshperry.com>
Sent: Thursday, January 12, 2023 3:53 PM
Cc: Lisa Marshall <l.marshall@mcintoshperry.com>; Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>; shun.cheung@caledon.ca
Subject: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

Hello,

Please find attached the Notice of Public Information Centre #1 letter for the Municipal Class Environmental Assessment Study currently being undertaken by the Town of Caledon for Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail.

If you have any questions or comments, please don't hesitate to contact one of the Project Team members noted in the enclosed notice.

Thank you,

Kerry

Kerry Reed

Environmental Planner

T. 343.925.0187 | C. 613.808.3464

K.Reed@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

Turning Possibilities Into Reality

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Platinum
member

Kerry Reed

From: Mehemed Delibasic
Sent: January 24, 2023 2:10 PM
To: Lisa Marshall; Kerry Reed
Cc: Alex Siciliano
Subject: [REDACTED] - resident-PIC1 comments-FW: Glasgow Road

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Lisa and Kerry,

Please see the resident comment and please save on the server at project file for PIC 1.

Thank you.

Mehemed Delibasic, M.Sc., P.Eng.

Assistant Vice President, Transportation Planning & Traffic Eng.

T. 289.319.3112 | C. 647.463.7993

m.delibasic@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

Turning Possibilities Into Reality

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

From: Shun Cheung <Shun.Cheung@caledon.ca>

Sent: January 20, 2023 10:07 AM

To: [REDACTED]

Cc: Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>

Subject: RE: Glasgow Road

Morning [REDACTED]

Thank you for your email.

One of the intentions for this Glasgow Road environmental assessment (EA) study is to review over the road rehabilitation/improvement options.

The other intention is to review over the active transportation component. As you had mentioned there are pedestrians also using this road to travel. The consideration of sidewalk/multi-use path could be an option.

Please let me know if you have any questions.

Shun Cheung, P.Eng., PMP
Project Manager, Capital Infrastructure
Engineering Services

Office: 905.584.2272 x.4040

Cell: 416.436.0910
Email: shun.cheung@caledon.ca

Town of Caledon |

<https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.caledon.ca%2F&data=05%7C01%7Cm.delibasic%40mcintoshperry.com%7Ce1474c87e2184b6bc0ca08dafaf7eca7%7Cafd5652c02f64ae9b8911f411e4a7391%7C1%7C0%7C638098240012393724%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=HxlZ7mnhgp51cRJs90wqQZKQJg6Q5qcEH3wl4yme9P8%3D&reserved=0> |

<https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.visitcaledon.ca%2F&data=05%7C01%7Cm.delibasic%40mcintoshperry.com%7Ce1474c87e2184b6bc0ca08dafaf7eca7%7Cafd5652c02f64ae9b8911f411e4a7391%7C1%7C0%7C638098240012393724%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=tRGPSokRLfzWkBrePSSJDyNOy7DZHeCf4WC4%2BtIYP24%3D&reserved=0> | Follow us @YourCaledon

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

From: [REDACTED]
Sent: Thursday, January 19, 2023 4:18 PM
To: Shun Cheung <Shun.Cheung@caledon.ca>
Subject: Glasgow Road

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Hello Shun

I have just received the towns letter re " improvement" to Glasgow road. That area of Glasgow road has a significant slope that ends on the Humber river flood plain. Would this not make this a very expensive project? It will also be detrimental to that whole area as it is now. This are is used by a lot of walkers, due to the quiet traffic. This would not be an improvement. Is this all related to the proposed development on Chickee Lane?

[REDACTED]
[REDACTED]

Sent from my iPad

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Kerry Reed

From: Shah, Moxa <Moxa.Shah@Telecon.ca>
Sent: January 27, 2023 2:24 PM
To: Kerry Reed
Cc: Lisa Marshall; Mehemed Delibasic; Alex Siciliano; 'GTAW.Markups'
Subject: M230156_RE: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1
Attachments: M230156 - Response Letter.pdf

Some people who received this message don't often get email from moxa.shah@telecon.ca. [Learn why this is important](#)

Hi,

Please find the attached completed markup request.

Regards.

Moxa Shah

CAD, Engineering - Central Canada

E : Moxa.Shah@telecon.ca

7777 Weston Rd, Woodbridge (Ontario) L4L 0G9



telecon.ca

From: Kerry Reed <K.Reed@mcIntoshperry.com>
Sent: Thursday, January 12, 2023 3:59 PM
Cc: Lisa Marshall <l.marshall@mcintoshperry.com>; Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>; shun.cheung@caledon.ca
Subject: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

Hello,

Please find attached the Notice of Public Information Centre #1 letter for the Municipal Class Environmental Assessment Study currently being undertaken by the Town of Caledon for Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail.

If you have any questions or comments, please don't hesitate to contact one of the Project Team members noted in the enclosed notice.

Thank you,
Kerry

Kerry Reed

Environmental Planner

T.343.925.0187 | C.613.808.3464

K.Reed@mcintoshperry.com | www.mcintoshperry.com

Markup Response Form

Application Date January 12, 2023 **Applicant:** Mcintosh Perry
Date Returned: January 27, 2023
Rogers Ref. No.: M230156 **Applicant Ref. No.:** N/A
Location / Municipality: Glasgow Road

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

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

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

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

Comments:

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

CAUTION NOTES:

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

Kerry Reed

From: phil.arbeau@zayo.com on behalf of Utility Circulations
<utility.circulations@zayo.com>
Sent: January 28, 2023 4:32 PM
To: Kerry Reed
Subject: Re: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon,

Zayo has no existing plant in the area indicated in your submission. No markup and no objection. Thank you.

Phil Arbeau
Utility Circulations

On Thu, 12 Jan 2023 at 15:59, Kerry Reed <K.Reed@mcintoshperry.com> wrote:

Hello,

Please find attached the Notice of Public Information Centre #1 letter for the Municipal Class Environmental Assessment Study currently being undertaken by the Town of Caledon for Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail.

If you have any questions or comments, please don't hesitate to contact one of the Project Team members noted in the enclosed notice.

Thank you,

Kerry

Kerry Reed

Environmental Planner

T. 343.925.0187 | C. 613.808.3464

K.Reed@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

Kerry Reed

From: Mehemed Delibasic
Sent: February 1, 2023 11:43 AM
To: Alex Siciliano; Lisa Marshall; Kerry Reed
Subject: FW: Glasgow Road MCEA - Brookvalley Project Management Inc.

FYI

Mehemed Delibasic, M.Sc., P.Eng.

Assistant Vice President, Transportation Planning & Traffic Eng.

T. 289.319.3112 | C. 647.463.7993

m.delibasic@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

Turning Possibilities Into Reality

From: Shun Cheung <Shun.Cheung@caledon.ca>
Sent: February 1, 2023 11:19 AM
To: Frank Filippo <ffilippo@brookvalley.ca>
Cc: Diarmuid Horgan (DHorgan@Candevcon.com) <dhorgan@candevcon.com>; Chandro Mohanlall (chandro@candevcon.com) <chandro@candevcon.com>; Dude Ramnaraigh <dude@candevcon.com>; Rosemarie Humphries <rhumphries@humphriesplanning.com>; Daniel Oh <Daniel.Oh@caledon.ca>; Mehemed Delibasic <m.delibasic@mcintoshperry.com>
Subject: RE: Glasgow Road MCEA

Hi Frank,

Thank you for your email.

I will discuss this with my colleague Daniel Oh first who is handling the development project. Thanks!

Shun Cheung, P.Eng., PMP
Project Manager, Capital Infrastructure
Engineering Services

Office: 905.584.2272 x.4040

Cell: 416.436.0910

Email: shun.cheung@caledon.ca

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

From: Frank Filippo <ffilippo@brookvalley.ca>
Sent: Wednesday, February 1, 2023 10:56 AM
To: Shun Cheung <Shun.Cheung@caledon.ca>; m.delibasic@mcintoshperry.com
Cc: Diarmuid Horgan (DHorgan@Candevcon.com) <dhorgan@candevcon.com>; Chandro Mohanlall (chandro@candevcon.com) <chandro@candevcon.com>; Dude Ramnaraigh <dude@candevcon.com>; Rosemarie Humphries <rhumphries@humphriesplanning.com>
Subject: RE: Glasgow Road MCEA

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Shun / Mehemed:

I attended the PIC on Monday evening. I was driving and listened in by phone. My cell is 416.616.3110.

Our team will be making our 1st detailed design engineering submission on Feb 15. We had coordinated with Town staff last year and we trust you have that info. Please see the attached. We are showing Glasgow sidewalk on south side (consistent with EA Alternatives on the south side.) There was some discussion on possibly shifting the sidewalk to north side, east of street A, but it may have been suggested in case the EA determined it best for the north side. Given that the Alt 2 and 3 sidewalk / MUPs are both on south side, I believe it is best to stay on south side for the entirety of our property Glasgow frontage.

We are available to discuss. Please advise on some suitable times or if you prefer we can send in our written comments.

From: Frank Filippo
Sent: January 12, 2023 3:55 PM
To: shun.cheung@caledon.ca; m.delibasic@mcintoshperry.com
Cc: Diarmuid Horgan (DHorgan@Candevcon.com) <dhorgan@candevcon.com>; Rosemarie Humphries <rhumphries@humphriesplanning.com>
Subject: Glasgow Road MCEA

Shun / Mehemed:

We are the Owners of the "Chickadee" subdivision to be serviced and developed this year. Our engineering submission will be made shortly and we would appreciate a meeting to coordinate our property limits.

Kindly include us on the mailing list and feel free to contact us anytime.

*Frank Filippo, P.Eng.
Senior Executive Vice President
905.738.8001*



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137 Bowes Road | Concord, ON L4K 1H3

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Kerry Reed

From: Shun Cheung <Shun.Cheung@caledon.ca>
Sent: February 9, 2023 11:02 AM
To: Mehemed Delibasic; Alex Siciliano
Cc: Kerry Reed; Lisa Marshall
Subject: FW: Hydro One Response: 20230209-NoticeOfPIC1-GLASGOW ROAD CLASS EA
Attachments: 20230209-NoticeOfPIC1-GLASGOW ROAD CLASS EA .pdf

Hi Mehemed,

FYI

Shun Cheung, P.Eng., PMP
Project Manager, Capital Infrastructure
Engineering Services

Office: 905.584.2272 x.4040
Cell: 416.436.0910
Email: shun.cheung@caledon.ca

Town of Caledon |

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|
<https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.visitcaledon.ca%2F&data=05%7C01%7CK.Reed%40mclntoshperry.com%7C8f837465fe5e4229236608db0ab70042%7Cafd5652c02f64ae9b8911f411e4a7391%7C1%7C0%7C638115553322532596%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IklhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=ejPQbqJOW7F8N4agfK6e4MKaq%2BpPxiP4vJGIToBhZDE%3D&reserved=0> | Follow us @YourCaledon

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

From: SUN Hongxia <Susan.SUN@HydroOne.com> On Behalf Of SECONDARY LAND USE Department
Sent: Thursday, February 9, 2023 10:41 AM
To: Shun Cheung <Shun.Cheung@caledon.ca>
Cc: SECONDARY LAND USE Department <Department.SecondaryLandUse@hydroone.com>
Subject: Hydro One Response: 20230209-NoticeOfPIC1-GLASGOW ROAD CLASS EA

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

Please see the attached for Hydro One's Response.

Hydro One Networks Inc
SecondaryLandUse@HydroOne.com

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Hydro One Networks Inc.

483 Bay Street
8th Floor South Tower
Toronto, Ontario M5G 2P5

HydroOne.com

February 09, 2023

Re: GLASGOW ROAD CLASS EA

Attention:
Shun H. Cheung, P.Eng., PMP
Project Manager, Engineering Services

Thank you for sending us notification regarding (GLASGOW ROAD CLASS EA). In our assessment, we confirm there are no existing Hydro One Transmission assets in the subject area. Please be advised that this is only a preliminary assessment based on current information.

If plans for the undertaking change or the study area expands beyond that shown, please contact Hydro One to assess impacts of existing or future planned electricity infrastructure.

Any future communications are sent to Secondarylanduse@hydroone.com.

Be advised that any changes to lot grading and/or drainage within proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

Sent on behalf of,

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

Kerry Reed

From: Mehemed Delibasic
Sent: February 6, 2023 10:05 AM
To: Kerry Reed; Lisa Marshall
Cc: Alex Siciliano
Subject: [REDACTED] - FW: Follow Up: RE: Glasgow Road EA Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Kerry,

Please save in the project file, the attached email from Jerry Gorman regarding PIC 1 meeting.

Thanks.

Mehemed Delibasic, M.Sc., P.Eng.

Assistant Vice President, Transportation Planning & Traffic Eng.

T. 289.319.3112 | C. 647.463.7993

m.delibasic@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

Turning Possibilities Into Reality

From: Shun Cheung <Shun.Cheung@caledon.ca>
Sent: February 6, 2023 9:57 AM
To: [REDACTED]
Cc: Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>; Daniel Oh <Daniel.Oh@caledon.ca>
Subject: RE: Follow Up: RE: Glasgow Road EA Meeting

Hi [REDACTED]

Thank you for your email.

As part of this environmental assessment (EA) study, the Town and its consultant (McIntosh Perry) had reviewed various locations/options for the multi-use path (MUP).

As you are aware, there is limited space available immediately on the north side of the corridor to expand the road platform for the MUP. In addition, TRCA also expressed their concerns with disturbance on the north side of the corridor during construction which could affect the current characteristic of Humber River.

I have been working with my colleague Daniel Oh on the coordination with the Zancor development and I have not received their design regarding to the MUP yet.

Once my team receives this information then we can take a look further on the options.

Please contact myself and Mehemed from McIntosh Perry if you have any questions.

Shun Cheung, P.Eng., PMP
Project Manager, Capital Infrastructure
Engineering Services

Office: 905.584.2272 x.4040

Cell: 416.436.0910

Email: shun.cheung@caledon.ca

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From: [REDACTED]
Sent: Saturday, February 4, 2023 6:39 PM
To: Shun Cheung <Shun.Cheung@caledon.ca>
Subject: Follow Up: RE: Glasgow Road EA Meeting

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.

Shun,

Thanks for the Webex link. I watched yesterday and found it very informative. I have some thoughts regarding the Consultants proposed trail routes, in particular the one connecting Emil Kolb Parkway and Glasgow Road. I suggest that the trail be rerouted so as to follow the area at the west end of the developers property, overlooking the ravine. It could skirt the wooded ravine staying on the developers land to avoid issues with the TRCA . At the previous public meeting that area was shown designated as parkland and a storm water pond. This would be a much more rustic and attractive route for many active users who would be casual walkers, bird watchers and observers of nature. Is this something the Consultants look into or is it the purview of Town of Caledon Staff?

[REDACTED]

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

From: Shun.Cheung@caledon.ca

To: [REDACTED]

Cc: m.delibasic@mcintoshperry.com; a.siciliano@mcintoshperry.com

Sent: Wednesday, February 1, 2023 6:08 PM

Subject: RE: Glasgow Road EA Meeting

Hi [REDACTED]

The virtual PIC meeting recording is located in the project webpage below:

<https://www.caledon.ca/en/news/glasgow-road-environmental-assessment.aspx>

Please let me know if you have any questions.

Shun Cheung, P.Eng., PMP

Project Manager, Capital Infrastructure

Engineering Services

Office: 905.584.2272 x.4040

Cell: 416.436.0910

Email: shun.cheung@caledon.ca

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From: [REDACTED]
Sent: Wednesday, February 1, 2023 5:58 PM
To: Shun Cheung <Shun.Cheung@caledon.ca>
Subject: Glasgow Road EA Meeting

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Shun,

I missed the Monday Webex meeting re Glasgow Road EA. Is there any follow up reporting of the meeting posted on the Town of Caledon web site?

[REDACTED]

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Kerry Reed

From: Shun Cheung <Shun.Cheung@caledon.ca>
Sent: February 10, 2023 3:53 PM
To: Mehemed Delibasic
Cc: Alex Siciliano; Kerry Reed; Lisa Marshall
Subject: FW: RE: RE: Re: Clarification Re: Follow Up: to Glasgow Road EA Meeting

Hi Mehemed,

FYI

Shun Cheung, P.Eng., PMP
Project Manager, Capital Infrastructure
Engineering Services

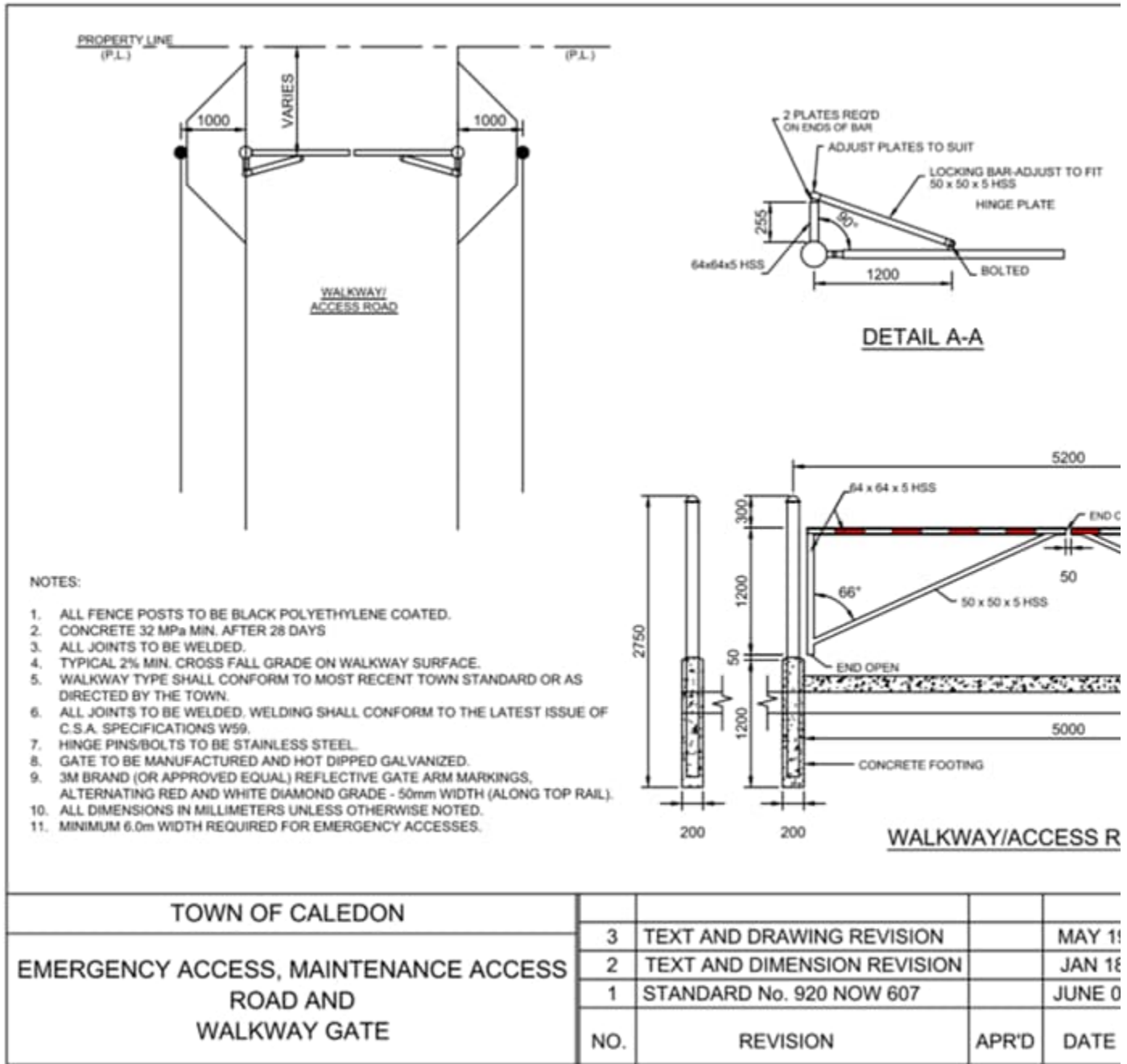
Office: 905.584.2272 x.4040
Cell: 416.436.0910
Email: shun.cheung@caledon.ca

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From: Daniel Oh <Daniel.Oh@caledon.ca>
Sent: Tuesday, February 7, 2023 2:43 PM
To: [REDACTED]
Cc: Shun Cheung <Shun.Cheung@caledon.ca>; Mario Russo <Mario.Russo@caledon.ca>; Cosimo Napoli <Cosimo.Napoli@caledon.ca>
Subject: RE: RE: RE: Re: Clarification Re: Follow Up: to Glasgow Road EA Meeting

Hi [REDACTED]

For safety reasons, there will be a Town standard P-gates (see below) to prevent unauthorized vehicles from entering the pond block.
However there should a sufficient opening for pedestrians to walk around the gate to walk around the pond access road.



Best Regards,

Daniel

From: J [REDACTED]
 Sent: Tuesday, February 7, 2023 2:19 PM
 To: Daniel Oh <Daniel.Oh@caledon.ca>
 Cc: Shun Cheung <Shun.Cheung@caledon.ca>; Mario Russo <Mario.Russo@caledon.ca>; Cosimo Napoli <Cosimo.Napoli@caledon.ca>
 Subject: Re: RE: RE: RE: Clarification Re: Follow Up: to Glasgow Road EA Meeting

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Daniel,

This plan you provided was very helpful. The road within the SWM pond block should provide an interesting alternative for pedestrians so long as there is no locked gate to block access.

████████

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

From: Daniel.Oh@caledon.ca

To: ██████████

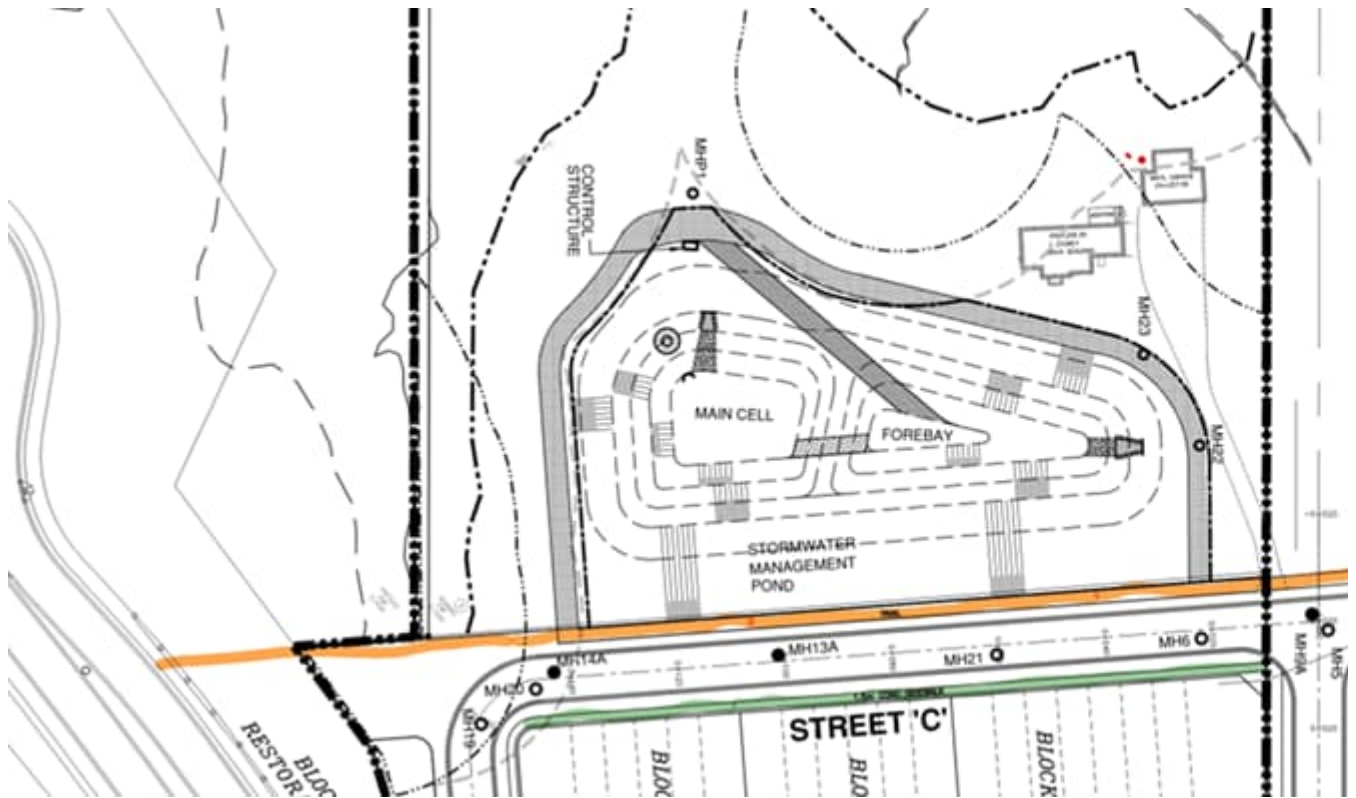
Cc: Shun.Cheung@caledon.ca

Sent: Tuesday, February 7, 2023 1:23 PM

Subject: RE: RE: Re: Clarification Re: Follow Up: to Glasgow Road EA Meeting

Hi ██████████

No problem. Please see below.



Best Regards,

Daniel

From: [REDACTED]
Sent: Tuesday, February 7, 2023 1:22 PM
To: Daniel Oh <Daniel.Oh@caledon.ca>
Cc: Shun Cheung <Shun.Cheung@caledon.ca>
Subject: Re: RE: Re: Clarification Re: Follow Up: to Glasgow Road EA Meeting

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.

Daniel,

Thanks for your reply. The option you described around the storm water pond looks like a reasonable accommodation to my enquiry. However I had only a brief glimpse of the map portion of your email before the map suddenly disappeared from my screen! Could you please resend your message.

[REDACTED]

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

From: Daniel.Oh@caledon.ca

To: [REDACTED]; Shun.Cheung@caledon.ca

Cc: m.delibasic@mcintoshperry.com;

a.siciliano@mcintoshperry.com; Mario.Russo@caledon.ca;

Cosimo.Napoli@caledon.ca; Sabrina.Davidson@caledon.ca

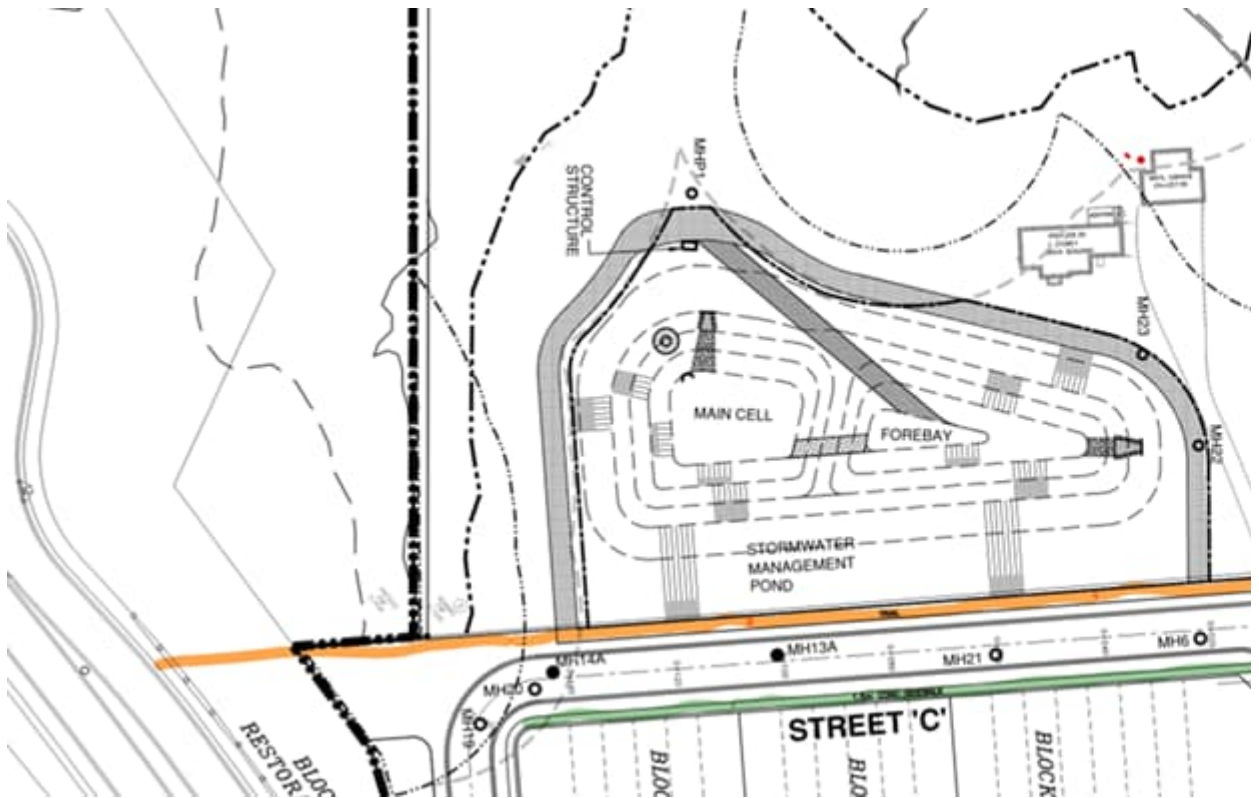
Sent: Tuesday, February 7, 2023 12:15 PM

Subject: RE: Re: Clarification Re: Follow Up: to Glasgow Road
EA Meeting

Hi [REDACTED]

The approved draft plan design of Glasgow Road within Zancor subdivision consists of a 2.4m wide MUP (highlighted in orange) on the north side and a 1.5m wide sidewalk (highlighted in green) on the south side of Glasgow Road. Please see the sketch below. As a result, pedestrians will have an option to walk on a sidewalk, separated from cyclists when travelling on Glasgow Road inside the subdivision boundary. As well, a 4.0m wide paved access road within the SWM pond block will be accessible from the MUP if pedestrians or cyclists wish to take a detour around the pond.

I hope this answers your questions and I have cc'ed Sabrina Davidson from Transportation who can assist you with sidewalk/trail related questions that you may have.



Best Regards,

Daniel

From: [REDACTED]
Sent: Monday, February 6, 2023 4:19 PM
To: Daniel Oh <Daniel.Oh@caledon.ca> Shun Cheung <Shun.Cheung@caledon.ca>
Cc: Mehemed Delibasic <m.delibasic@mcintoshperry.com> Alex Siciliano <a.siciliano@mcintoshperry.com> Mario Russo <Mario.Russo@caledon.ca> Cosimo Napoli <Cosimo.Napoli@caledon.ca>
Subject: Re: Re: Clarification Re: Follow Up: to Glasgow Road EA Meeting

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Daniel,

Thanks for this MUP map; It clearly illustrates an urban route typically favoring cyclists, while it is evident that on any given day throughout the year that in Bolton pedestrians are by far the greatest number of users of public pathways. I am

concerned about pedestrian friendliness and the community building walking experience. It is often overlooked as we try to promote Active Cycling Transportation through the community. The route that I have suggested, skirting the proposed housing development, has the potential to enrich the experience of both cyclists and pedestrians. My proposed route would take advantage of the natural landscape and biosphere and offer families in the community a more enjoyable outdoor experiences. I say this as a long time member of the Humber Valley Heritage Trail Association, directly involved with the TRCA in developing the trail for public recreation and outdoor education, as well as with its ongoing maintenance. My question: Is the currently mapped version of the trail through the Zancor development the only option, or can this alternate route be explored?

██████████

President, Humber Valley Heritage Trail Association

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

From: Daniel.Oh@caledon.ca

To: Shun.Cheung@caledon.ca;

██████████

Cc: m.delibasic@mcintoshperry.com;

a.siciliano@mcintoshperry.com

Sent: Monday, February 6, 2023 1:49 PM

Subject: Re: Clarification Re: Follow Up: to Glasgow Road EA Meeting

Hi ██████████

There will be a 2.4m wide Multi-Use Path (MUP) on the north side of Glasgow Road that connects to the existing MUP on Emil Kolb Parkway. I believe the proposed MUP aligns with your suggestion for Glasgow Road.

Please see the attached plan from the latest Community Design Plan and Urban Design Brief for Zancor Development for your reference.

<https://www.caledon.ca/en/town-services/resources/Business-Planning--Development/Development-Services/Humphries-Planning-Group/Community-Design-Plan-Chickadee-Lane-Zancor---May-2022.pdf>

Please let me know if you have any further questions.

Best Regards,

Daniel Oh, P.Eng. PMP
Senior Project Manager | Development Engineering

Engineering Services

Office: 905.584.2272 x4509

Fax: 905.584.4325

Email: daniel.oh@caledon.ca

Have Your Say |
[future.caledon.ca]future.caledon.ca

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www.visitcaledon.ca | Follow us @YourCaledon

From: Shun Cheung <Shun.Cheung@caledon.ca>
Sent: February 6, 2023 12:26 PM
To: [REDACTED]
Cc: Daniel Oh <Daniel.Oh@caledon.ca> Mehemed Delibasic <m.delibasic@mcintoshperry.com> Alex Siciliano <a.siciliano@mcintoshperry.com>
Subject: RE: Clarification Re: Follow Up: to Glasgow Road EA Meeting

Hi [REDACTED]

Thank you for the information.

Daniel: Would you be able to provide further information to [REDACTED] question below? Thanks!

Shun Cheung, P.Eng., PMP

Project Manager, Capital Infrastructure

Engineering Services

Office: 905.584.2272 x.4040

Cell: 416.436.0910

Email: shun.cheung@caledon.ca

[REDACTED]
[REDACTED]
Sent: Monday, February 6, 2023 12:19 PM
To: Shun Cheung <Shun.Cheung@caledon.ca>
Subject: Clarification Re: Follow Up: to Glasgow Road EA Meeting

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Shun,

Thanks for your comprehensive reply. I believe it did include reference to the developers (Zancor?) property. but just to be clear, my suggestion re trail alignment was specific to the developers land between the closed Glasgow ROW and the top of bank Humber River valley slope. This area is situated to the north west of the red arrow on the attached satellite photo. The yellow arrow on this photo map is in support of a suggestion I made to the Regional and Area Councilors in which I asked that they consider a pedestrian link between the Harvest Moon subdivision and the new Chickadee Lane development, as a continuum of the proposed Glasgow Road EA and Active Transportation route.

[REDACTED]

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

From: Shun.Cheung@caledon.ca

[REDACTED]
Cc: m.delibasic@mcintoshperry.com;
a.siciliano@mcintoshperry.com;
Daniel.Oh@caledon.ca

Sent: Monday, February 6, 2023 9:57 AM

Subject: RE: Follow Up: RE: Glasgow
Road EA Meeting

Hi [REDACTED]

Thank you for your email.

As part of this environmental assessment (EA) study, the Town and its consultant (McIntosh Perry) had reviewed various locations/options for the multi-use path (MUP).

As you are aware, there is limited space available immediately on the north side of the corridor to expand the road platform for the MUP. In addition, TRCA also expressed their concerns with disturbance on the north side of the corridor during construction which could affect the current characteristic of Humber River.

I have been working with my colleague Daniel Oh on the coordination with the Zancor development and I have not received their design regarding to the MUP yet.

Once my team receives this information then we can take a look further on the options.

Please contact myself and Mehemed from McIntosh Perry if you have any questions.

Shun Cheung, P.Eng., PMP

Project Manager, Capital Infrastructure

Engineering Services

Office: 905.584.2272 x.4040

Cell: 416.436.0910

Email: shun.cheung@caledon.ca

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www.visitcaledon.ca | Follow us @YourCaledon

[REDACTED]
[REDACTED]
Sent: Saturday, February 4, 2023 6:39 PM

To: Shun Cheung

<Shun.Cheung@caledon.ca>

Subject: Follow Up: RE: Glasgow Road EA Meeting

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Shun,

Thanks for the Webex link. I watched yesterday and found it very informative. I have some thoughts regarding the Consultants proposed trail routes, in particular the one connecting Emil Kolb Parkway and Glasgow Road. I suggest that the trail be rerouted so as to follow the area at the west end of the developers property, overlooking the ravine. It could skirt the wooded ravine staying on the developers land to avoid issues with the TRCA . At the previous public meeting that area was shown designated as parkland and a storm water pond. This would be a much more rustic and attractive route for many active users who would be casual walkers, bird watchers and observers of nature. Is this something the Consultants look into or is it the purview of Town of Caledon Staff?

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Sent: Wednesday, February 1, 2023 5:58 PM

To: Shun Cheung
<Shun.Cheung@caledon.ca

>

Subject: Glasgow Road EA Meeting

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Shun,

I missed the Monday Webex meeting re Glasgow Road EA. Is there any follow up reporting of the meeting posted on the Town of Caledon web site?

[REDACTED]

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Kerry Reed

From: Kerry Reed
Sent: February 6, 2023 4:06 PM
To: Kerry Reed
Subject: FW: [REDACTED] - FW: Follow Up: RE: Glasgow Road EA Meeting

Kerry Reed

Environmental Planner

T. 343.925.0187 | C. 613.808.3464

K.Reed@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

Turning Possibilities Into Reality

From: Mehemed Delibasic <m.delibasic@mcintoshperry.com>
Sent: February 6, 2023 10:05 AM
To: Kerry Reed <K.Reed@mcintoshperry.com>; Lisa Marshall <l.marshall@mcintoshperry.com>
Cc: Alex Siciliano <a.siciliano@mcintoshperry.com>
Subject: Jerry Gorman - FW: Follow Up: RE: Glasgow Road EA Meeting

Mehemed Delibasic, M.Sc., P.Eng.

Assistant Vice President, Transportation Planning & Traffic Eng.

T. 289.319.3112 | C. 647.463.7993

m.delibasic@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

Turning Possibilities Into Reality

From: Shun Cheung <Shun.Cheung@caledon.ca>
Sent: February 6, 2023 9:57 AM
[REDACTED]
Cc: Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>; Daniel Oh <Daniel.Oh@caledon.ca>
Subject: RE: Follow Up: RE: Glasgow Road EA Meeting

Hi [REDACTED]

Thank you for your email.

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I have been working with my colleague Daniel Oh on the coordination with the Zancor development and I have not received their design regarding to the MUP yet.

Once my team receives this information then we can take a look further on the options.

Please contact myself and Mehemed from McIntosh Perry if you have any questions.

Shun Cheung, P.Eng., PMP
Project Manager, Capital Infrastructure
Engineering Services

Office: 905.584.2272 x.4040
Cell: 416.436.0910
Email: shun.cheung@caledon.ca

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[REDACTED]
Sent: Saturday, February 4, 2023 6:39 PM
To: Shun Cheung <Shun.Cheung@caledon.ca>
Subject: Follow Up: RE: Glasgow Road EA Meeting

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Shun,

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[REDACTED]

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

From: Shun.Cheung@caledon.ca

Cc: m.delibasic@mcintoshperry.com; a.siciliano@mcintoshperry.com

Sent: Wednesday, February 1, 2023 6:08 PM

Subject: RE: Glasgow Road EA Meeting

Hi [REDACTED]

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<https://www.caledon.ca/en/news/glasgow-road-environmental-assessment.aspx>

Please let me know if you have any questions.

Shun Cheung, P.Eng., PMP

Project Manager, Capital Infrastructure

Engineering Services

Office: 905.584.2272 x.4040

Cell: 416.436.0910

Email: shun.cheung@caledon.ca

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[REDACTED]
Sent: Wednesday, February 1, 2023 5:58 PM
To: Shun Cheung <Shun.Cheung@caledon.ca>
Subject: Glasgow Road EA Meeting

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Shun,

I missed the Monday Webex meeting re Glasgow Road EA. Is there any follow up reporting of the meeting posted on the Town of Caledon web site?

Jerry Gorman

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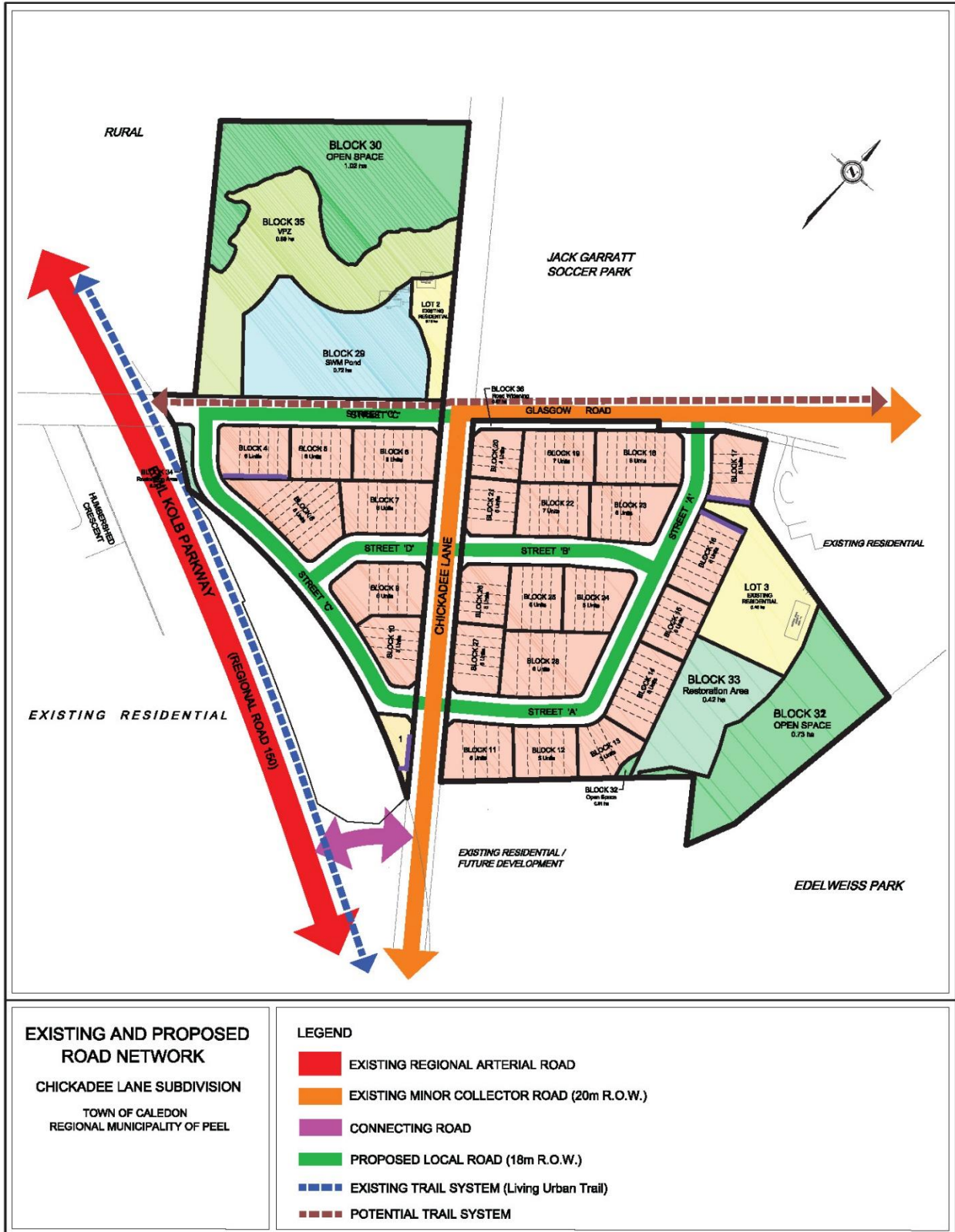


Figure 6: Existing and Proposed Road Network

Kerry Reed

From: Shun Cheung <Shun.Cheung@caledon.ca>
Sent: February 6, 2023 11:28 AM
To: Saddi, Asha
Cc: Kerry Reed; Briatico, Jonathan; Aymar, Matthew; ZZG-PWI; Mehemed Delibasic; Alex Siciliano
Subject: RE: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks Asha for your comments and I will have my team to review them over.

Shun Cheung, P.Eng., PMP
Project Manager, Capital Infrastructure
Engineering Services

Office: 905.584.2272 x.4040
Cell: 416.436.0910
Email: shun.cheung@caledon.ca

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From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: Monday, February 6, 2023 10:54 AM
To: Shun Cheung <Shun.Cheung@caledon.ca>
Cc: Kerry Reed <K.Reed@mcIntoshperry.com>; Briatico, Jonathan <jonathan.briatico@peelregion.ca>; Aymar, Matthew <matthew.aymar@peelregion.ca>; ZZG-PWI <pwi@peelregion.ca>
Subject: FW: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

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Hi Shun,

Our teams have reviewed the materials and have the following comments:

Public Health – Matthew Aymar

Peel Public Health is supportive of Alternative 3 given that separated AT facilities improve safety and comfort for vulnerable road users. We are curious as to why sidewalks are not being proposed on the east side of Deer Valley Drive considering there is already an existing sidewalk that terminates just north of Bambi Trail. If this is due to constraints within the ROW or the proximity of the road to Humber River, then we suggest making this clear so that residents can understand why this option is not being considered.

Also, road users accessing Deer Valley Drive from the trail on the east side (adjacent to Bambi Trail) currently do not have a designated crossing area if they wish to access the MUT being proposed on the west side of Deer Valley Drive. Therefore, we encourage the design team to consider safe crossing solutions for road users exiting the trail adjacent Bambi Trail who wish to travel north along the proposed MUT on the west side of Deer Valley Drive.

Finally, given the expanding network of existing and proposed AT facilities in, and adjacent to, the study area, it may be prudent to consider securely installing Bike Repair Station(s), with commonly used tools (including an air pump) at strategic locations along the proposed multi-use trail (e.g., the entranceway) for public use.

Water and Wastewater – Jonathan Briatico

General comments for all Options:

- Potential grade adjustment of watermain valve boxes, hydrant valve boxes, and hydrants themselves.
- When evaluating road grade improvements and slope stability, please keep in mind any impact on W/WW infrastructure.
 - See attached PDF of W/WW infrastructure within study limits.
- Please be aware of existing Wastewater Pumping Station in close proximity. Building location is on the West side of Glasgow Road, just North of Deer Valley Drive (tennis court parking lot). The Region of Peel requests to see a detailed design of proposed infrastructure in relation to existing pumping station. Things to consider are:
 - The wastewater force main which connects to Deer Valley Drive.
 - Furthermore, the water service line which also connects to Deer Valley Drive.

Comments pertaining to Options 2 and 3:

-Current hydrant locations may be in conflict of proposed sidewalk. Minimum clearance of hydrant body to backside of sidewalk must be a minimum of 1.0m clearance.

I will be in touch again if other teams also have comments and in the meantime we look forward to your response comments.

Thanks,

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



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From: Kerry Reed <K.Reed@mcIntoshperry.com>
Sent: January 12, 2023 3:56 PM
Cc: Lisa Marshall <l.marshall@mcintoshperry.com>; Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>; shun.cheung@caledon.ca
Subject: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

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

Hello,

Please find attached the Notice of Public Information Centre #1 letter for the Municipal Class Environmental Assessment Study currently being undertaken by the Town of Caledon for Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail.

If you have any questions or comments, please don't hesitate to contact one of the Project Team members noted in the enclosed notice.

Thank you,
Kerry

Kerry Reed

Environmental Planner

T. 343.925.0187 | C. 613.808.3464

K.Reed@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

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Platinum
member

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Kerry Reed

From: Mehemed Delibasic
Sent: April 20, 2023 10:39 AM
To: Sympatico
Cc: Lisa Marshall; Alex Siciliano; Kerry Reed; shun.cheung@caledon.ca
Subject: Respond to Stan Shabason - RE: Glasgow Rd. Multi Use Trail

Thank you for returning my call last Friday (April 14, 2023) and continued interest/ input regarding the ongoing Glasgow Road Municipal Class EA project, in the Town of Caledon.

The project team appreciates your input and participation in this project.

Further to our phone conversation regarding your email and inquiry/input about the location of the proposed multi use path (MUP), I would like to summarise findings and technical details considered as part of the decision/recommendation process:

- As part of evaluation process on the project, we went through assessment of different alternatives that considered which side of road to recommend/design Active Transportation (sidewalk, MUP) facilities.
- Assessment was based on evaluation criteria, including a number of constraints such as environmental impact, construction cost, as well as other challenges and issues.
- The feasibility of constructing the path on the north side of Glasgow Road through the use of piles, retained soil system/retaining wall or other support would need to be reviewed through additional foundation/geotechnical investigations to confirm embankment stability, as well as additional fluvial geomorphologic investigations (meander belt width assessment) to determine areas of potential encroachment of the river.
- Installation of MUP on the north side of the roadway is anticipated to encroach into the TRCA regulated area of the Humber River Embankment.
- Through preliminary review with regulatory agencies, TRCA was not in support of any work that may impact north embankment.
- Widening of the platform to the north requires property acquisition over length of study area.
- Widening of road allowance to the north would require property acquisition of TRCA lands.
- Utilities present on the north side of the roadway requiring relocation/protection including underground bell cable and pedestals; and underground watermain and hydrants.
- Impacts to natural environment would include clearing of previously undisturbed areas including removal of mature trees.
- Associated clearing on the north side of the roadway would include potential impacts to species at risk (SAR) Butternut Trees.

- Construction cost for these options are anticipated to be significantly higher than options which consider implementation on the south side of the road.
- Pathway (MUP) on the north would result in reduced connectivity between pathway and existing residences, proposed subdivision development and proposed pathway extension on Deer Valley Drive.

Based on the above technical assessment and evaluation, the project team is recommending that having MUP on the south side of Glasgow Road is more feasible alternative. However, it should be noted all alternatives and our recommendation will be further investigated through the preliminary design and presented for discussion and input to all stakeholders including TRCA. Our preliminary recommendation, supported by technical assessment, will be presented at the next public meeting, when we will obtain input from the public, before preferred alternative and design concept are selected and designed.

In addition, as I mentioned during our phone conversation, our next (second) public meeting is planed in late May or early June 2023, however it will depend on number of meetings and progress with stakeholders (Town departments, TRCA, area developer, etc). Currently, the time/day for second public meeting is not confirmed.

We would like to thank you again for your valuable input and participation in this project.

If you have any questions, please let us know.

Thank you.

Regards,

Mehemed

=====

Mehemed Delibasic, M.Sc., P.Eng.

Assistant Vice President, Planning & Traffic Engineering

T. 289.319.3112 | C. 647.463.7993

m.delibasic@mcintoshperry.com | www.mcintoshperry.com

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[REDACTED]
[REDACTED]

Sent: Thursday, March 23, 2023 1:51 PM

To: Mehemed Delibasic <m.delibasic@mcintoshperry.com>

Cc: Shun Cheung <Shun.Cheung@caledon.ca>

Subject: Glasgow Rd. Multi Use Trail

Good afternoon Mehemed. In speaking recently with Shun Cheung I inquired whether a future MUT would be located on the north side of Glasgow Rd. Given the drop in elevation near the top of the hill adjacent to

where the guard rail is located, I understand that filling in the drop to accommodate a MUT would prove challenging. I mentioned to Shun that Caledon's Forks Of The Credit Provincial Pk. has an elevated steel walkway to accommodate pedestrians adjacent to a steep drop off next to the Credit River. I'm not sure how this was technically achieved but assume that it's supported by piles driven into the ground. Is it possible for the same solution to be considered for the steep section on the north side of Glasgow Rd.? From a lay person's perspective a north side MUT has several advantages to consider vs. constructing it on the south side:

1. The electric utility runs along the south side of Glasgow before crossing to the north side part way down the hill and continuing through the ravine and across the Humber River.
2. The gas utility runs along the road allowance on the south side
3. There wouldn't be a need to cut into the high embankment on the south side that extends down from the top of the hill directly across from the guard rails in front of 500 Glasgow Rd.
4. On the personal side there would be no need to cut through 3 residential driveways that currently extend into the road allowance on the south side.

Regards,

[REDACTED]

Kerry Reed

From: Mehemed Delibasic
Sent: July 27, 2023 2:57 PM
To: shun.cheung@caledon.ca; Alex Siciliano; Lisa Marshall; Kerry Reed
Subject: [REDACTED] FW: Glasgow Rd. soccer traffic July 22nd/23

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Shun,

Hope all is well.

Just received the attached link video from [REDACTED] regarding parking and pedestrian walking challenges in area of Edelweiss Park during events.

I will respond to Stan to thank him for video and cc you. If any questions/recommendation to respond, please let me know.

Thank you.

Mehemed

Mehemed Delibasic, M.Sc., P.Eng.
Assistant Vice President, Planning & Traffic Engineering
T. 289.319.3112 | C. 647.463.7993
m.delibasic@mcintoshperry.com | www.mcintoshperry.com



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[REDACTED]
Sent: July 27, 2023 11:56 AM
To: Mehemed Delibasic <m.delibasic@mcintoshperry.com>
Cc: Mario Russo <mario.russo@caledon.ca>; cosimo.napoli@caledon.ca
Subject: Glasgow Rd. soccer traffic July 22nd/23

Attachments available until Aug 26, 2023

[Click to Download](#)

IMG_0069.mov
45.9 MB

[Click to Download](#)

IMG_0070.mov
107.7 MB

Good morning Mehemed. It's been a while since local residents have received an update on the Municipal Class EA & Multi Use Trail plans for Glasgow Rd. I'm assuming nothing will be presented to the public until after the summer vacation period has passed. In the meantime I thought you'd be interested in seeing what soccer tournaments traffic looks like on Glasgow Rd. in the vicinity of the Edelweiss soccer park. The dangers this presents to both vehicular and pedestrian/cylist traffic alike needs to be addressed.

Thank you



Kerry Reed

From: Kerry Reed
Sent: November 14, 2023 2:34 PM
To: Kerry Reed
Subject: FW: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1 (TRCA CFN 68175)

Lisa Marshall, P.Eng.

Manager, Environmental Engineering

T. 613.714.0815 | F. 613.836.3742 | C. 613.852.1148

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Kerry Reed

Environmental Planner

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K.Reed@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY



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From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Tuesday, February 14, 2023 4:09 PM
To: Shun Cheung <shun.cheung@caledon.ca>
Cc: Lisa Marshall <l.marshall@mcintoshperry.com>; Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>
Subject: RE: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1 (TRCA CFN 68175)

Hi Shun,

TRCA staff received the Notice of Public Information Centre #1 Presentation boards for the above-noted project on January 12, 2023. It is our understanding that the Town of Caledon is in the process of undertaking an EA study for the rehabilitation of Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail, in the Town of Caledon. Initially the project limits ended at Deer Valley Drive and the EA study was to be completed as a Schedule "A+" project in accordance with the *Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011 & 2015) (MCEA)*. Additional 300 m of Deer Valley Drive from Glasgow Road to Bambi Trail has since been added to this project. Furthermore, the project classification has also been changed from MCEA Schedule "A+" to as MCEA Schedule "B: undertaking. The purpose of this study is to identify, evaluate and select the best alternative that will have minimal impact on the natural, cultural, social and economic environments. Alternative solutions being considered includes:

For Glasgow Road – Chickadee Lane to Deer Valley Drive:

1. Alternative 1 - Maintain existing cross-section (do nothing).
2. Alternative 2 – Rural cross-section with Active Transportation facility (MUP) on one side.
3. Alternative 3 – Urban cross-section with MUP on one side.

For Deer Valley Drive – Glasgow Road to Bambi Trail

1. Alternative 1 – Maintain existing cross-section (do nothing).
2. Alternative 2 – Pedestrian sidewalk on one side and shared lanes (vehicular and bike).
3. Alternative 3 – Multi use pathway on one side.

TRCA staff has completed the review of the PIC presentation slides and provide the following comments:

- a. Slide 7: While many sections of the Humber Valley Heritage Trail are on TRCA owned and/or managed property, TRCA is not the owner of the Humber Valley Heritage Trail. Please change the 4th bullet to read: “...Emil Kolb Bikeway with the Humber Valley Heritage Trail.”
- b. Slide 13, bullet # 4: Change to “Within Toronto and Region Conservation Authority...”
- c. Staff looks forward to the Stormwater Management Report for this project once it becomes available.
- d. TRCA staffs have been engaged previously and have provided comments, please ensure to consider these previous comments during this study.
- e. For all proposed works that are on TRCA owned property, please contact the TRCA property staff early on for property access and easement requirements. Please contact Stella Ku, Property Agent, at stella.ku@trca.ca. For Permission to Enter (PTE) TRCA property, please contact Desiree Sampson, Property Coordinator, at desiree.sampson@trca.ca. Please refer to TRCA correspondence dated November 25, 2022.
- f. For all proposed works that are on TRCA owned property, please contact the TRCA archaeology staff early on for archaeology requirements. Please refer to TRCA correspondence dated November 25, 2022.

Should you have any questions regarding the above-noted comments, please do not hesitate to contact me.

Thank you and regards,

Shirin Varzgani, MIP, MES (Pl.) (she, her, hers)

Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429

E: shirin.varzgani@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: Kerry Reed <K.Reed@mcIntoshperry.com>

Sent: January 12, 2023 3:58 PM

Cc: Lisa Marshall <l.marshall@mcintoshperry.com>; Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>; Shun Cheung <shun.cheung@caledon.ca>

Subject: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

Hello,

Please find attached the Notice of Public Information Centre #1 letter for the Municipal Class Environmental Assessment Study currently being undertaken by the Town of Caledon for Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail.

If you have any questions or comments, please don't hesitate to contact one of the Project Team members noted in the enclosed notice.

Thank you,
Kerry

Kerry Reed

Environmental Planner

T. 343.925.0187 | C. 613.808.3464

K.Reed@mcIntoshperry.com | www.mcintoshperry.com

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Kerry Reed

From: Mehemed Delibasic
Sent: March 9, 2023 11:22 AM
To: shirin.varzgani@trca.ca; shun.cheung@caledon.ca
Cc: Kerry Reed; Lisa Marshall; Alex Siciliano
Subject: RE: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1 (TRCA CFN 68175)

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Shirin,

The project team would like to thank you for providing comments regarding ongoing Schedule "B" Municipal Class EA study for the rehabilitation of Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail, in the Town of Caledon.

The objective of the first Public Information Centre, held on Jan. 30, 2023, was to present project, share project information with residents/public, and receive input from public on the key issues and constraints within the study area.

We would like to offer the following responses to your comments/questions:

TRCA question/comment:

1. Slide 7: While many sections of the Humber Valley Heritage Trail are on TRCA owned and/or managed property, TRCA is not the owner of the Humber Valley Heritage Trail. Please change the 4th bullet to read: "...Emil Kolb Bikeway with the Humber Valley Heritage Trail."

Project team respond: We will make this change on our future presentations and documents.

From: "Town has noted as part of their trail strategy, Glasgow Road from Emil Kolb Parkway to Edelweiss Park would be a good opportunity to develop pedestrian/cycling infrastructure to connect the [Emil Kolb Bikeway with the TRCA Humber Valley Heritage Trail](#)."

To: "Town has noted as part of their trail strategy, Glasgow Road from Emil Kolb Parkway to Edelweiss Park would be a good opportunity to develop pedestrian/cycling infrastructure to connect the [Emil Kolb Bikeway with the Humber Valley Heritage Trail](#)."

TRCA question/comment:

2. Slide 13, bullet # 4: Change to “Within Toronto and Region Conservation Authority...”

Project team respond: PIC #1 slides are as presented at the first Public Information Centre, held on Jan. 30, 2023. Above noted revisions will be made to presentation material ahead of any future presentation, namely PIC #2 anticipated spring 2023.

Change “Within Toronto Regional Conservation Authority (TRCA) Regulated Area” to “Within Toronto and Region Conservation Authority (TRCA) Regulated Area”.

TRCA question/comment:

3. Staff looks forward to the Stormwater Management Report for this project once it becomes available.

Project team respond: A hydraulic analysis is being prepared as part of the preliminary design phase of the project, and a draft will be circulated for TRCA review once available.

TRCA question/comment:

4. TRCA staffs have been engaged previously and have provided comments, please ensure to consider these previous comments during this study.

Project team respond: Noted. Project team will review TRCA comments and consider it as required for this study.

TRCA question/comment:

5. For all proposed works that are on TRCA owned property, please contact the TRCA property staff early on for property access and easement requirements. Please contact Stella Ku, Property Agent, at stella.ku@trca.ca. For Permission to Enter (PTE) TRCA property, please contact Desiree Sampson, Property Coordinator, at desiree.sampson@trca.ca. Please refer to TRCA correspondence dated November 25, 2022.

Project team respond: Noted. Project team will contact the TRCA property staff as recommended.

TRCA question/comment:

6. For all proposed works that are on TRCA owned property, please contact the TRCA archaeology staff early on for archaeology requirements. Please refer to TRCA correspondence dated November 25, 2022.

Project team respond: Noted. Project team will contact the TRCA archaeology staff for archaeology requirements.

Thank you again for providing comments regarding this study.

Regards,

Mehemed

Mehemed Delibasic, M.Sc., P.Eng.

Assistant Vice President, Transportation Planning & Traffic Eng.

T. 289.319.3112 | C. 647.463.7993

m.delibasic@mcintoshperry.com | www.mcintoshperry.com

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From: Shirin Varzgani <Shirin.Varzgani@trca.ca>

Sent: February 14, 2023 4:09 PM

To: Shun Cheung <shun.cheung@caledon.ca>

Cc: Lisa Marshall <l.marshall@mcintoshperry.com>; Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>

Subject: RE: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1 (TRCA CFN 68175)

Hi Shun,

TRCA staff received the Notice of Public Information Centre #1 Presentation boards for the above-noted project on January 12, 2023. It is our understanding that the Town of Caledon is in the process of undertaking an EA study for the rehabilitation of Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail, in the Town of Caledon. Initially the project limits ended at Deer Valley Drive and the EA study was to be completed as a Schedule "A+" project in accordance with the *Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011 & 2015) (MCEA)*. Additional 300 m of Deer Valley Drive from Glasgow Road to Bambi Trail has since been added to this project. Furthermore, the project classification has also been changed from MCEA Schedule "A+" to as MCEA Schedule "B: undertaking. The purpose of this study is to identify, evaluate and select the best alternative that will have minimal impact on the natural, cultural, social and economic environments. Alternative solutions being considered includes:

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3. Alternative 3 – Urban cross-section with MUP on one side.

For Deer Valley Drive – Glasgow Road to Bambi Trail

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3. Alternative 3 – Multi use pathway on one side.

TRCA staff has completed the review of the PIC presentation slides and provide the following comments:

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- e. For all proposed works that are on TRCA owned property, please contact the TRCA property staff early on for property access and easement requirements. Please contact Stella Ku, Property Agent, at stella.ku@trca.ca. For Permission to Enter (PTE) TRCA property, please contact Desiree Sampson, Property Coordinator, at desiree.sampson@trca.ca. Please refer to TRCA correspondence dated November 25, 2022.
- f. For all proposed works that are on TRCA owned property, please contact the TRCA archaeology staff early on for archaeology requirements. Please refer to TRCA correspondence dated November 25, 2022.

Should you have any questions regarding the above-noted comments, please do not hesitate to contact me.

Thank you and regards,

Shirin Varzgani, MIP, MES (Pl.) (she, her, hers)
Senior Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429

E: shirin.varzgani@trca.ca

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



From: Kerry Reed <K.Reed@mcIntoshperry.com>

Sent: January 12, 2023 3:58 PM

Cc: Lisa Marshall <l.marshall@mcintoshperry.com>; Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>; Shun Cheung <shun.cheung@caledon.ca>

Subject: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #1

Hello,

Please find attached the Notice of Public Information Centre #1 letter for the Municipal Class Environmental Assessment Study currently being undertaken by the Town of Caledon for Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail.

If you have any questions or comments, please don't hesitate to contact one of the Project Team members noted in the enclosed notice.

Thank you,
Kerry

Kerry Reed

Environmental Planner

T. 343.925.0187 | C. 613.808.3464

K.Reed@mcintoshperry.com | www.mcintoshperry.com

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Kerry Reed

From: Shun Cheung <Shun.Cheung@caledon.ca>
Sent: September 28, 2023 10:01 AM
To: Mehemed Delibasic; Alex Siciliano; Lisa Marshall; Kerry Reed
Subject: FW: Hydro One Response: 20230928-NoticeOfPIC2-GLASGOW ROAD CLASS EA
Attachments: 20230928-NoticeOfPIC2-GLASGOW ROAD CLASS EA .pdf

Hi all,

Please keep Hydro One in the loop for this project. Thanks!

Shun Cheung, P.Eng., PMP
Senior Project Manager, Capital Infrastructure Engineering Services

Office: 905.584.2272 x.4040
Cell: 416.436.0910
Email: shun.cheung@caledon.ca

Town of Caledon |

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<https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.visitcaledon.ca%2F&data=05%7C01%7CK.Reed%40mclntoshperry.com%7C33ec089419c341a0a1f308dbc02b6d5f%7Cafd5652c02f64ae9b8911f411e4a7391%7C1%7C0%7C638315064972287655%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=e9WgS1j2o0daorN9yufUQLbFqig%2FIRMenPLu%2F31RmtI%3D&reserved=0> | Follow us @YourCaledon

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

From: SUN Hongxia <Susan.SUN@HydroOne.com> On Behalf Of SECONDARY LAND USE Department
Sent: Thursday, September 28, 2023 9:59 AM
To: Shun Cheung <Shun.Cheung@caledon.ca>
Cc: SECONDARY LAND USE Department <Department.SecondaryLandUse@hydroone.com>
Subject: Hydro One Response: 20230928-NoticeOfPIC2-GLASGOW ROAD CLASS EA

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

Please see the attached for Hydro One's Response.

Hydro One Networks Inc

SecondaryLandUse@HydroOne.com

This email and any attached files are privileged and may contain confidential information intended only for the person or persons named above. Any other distribution, reproduction, copying, disclosure, or other dissemination is strictly prohibited. If you have received this email in error, please notify the sender immediately by reply email and delete the transmission received by you. This statement applies to the initial email as well as any and all copies (replies and/or forwards) of the initial email "This message (and any associated files) is intended only for the use of the individual or entity to which it is addressed. The content of the message is the property of the Corporation of the Town of Caledon. The message may contain information that is privileged, confidential, subject to copyright and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, you are notified that any dissemination, distribution, copying, or modification of this message is strictly prohibited. If you have received this message in error, please notify the sender immediately, advising of the error and delete this message without making a copy. (Information related to this email is automatically monitored and recorded and the content may be required to be disclosed by the Town to a third party in certain circumstances). Thank you."



Hydro One Networks Inc.

483 Bay Street
8th Floor South Tower
Toronto, Ontario M5G 2P5

HydroOne.com

September 28, 2023

Re: GLASGOW ROAD CLASS EA

Attention:
Shun H. Cheung, P.Eng., PMP
Project Manager, Engineering Services

Thank you for sending us notification regarding (GLASGOW ROAD CLASS EA). In our assessment, we have confirmed that Hydro One has existing distribution assets within your study area.

At this time we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.

Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com

Sent on behalf of,

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

Kerry Reed

From: Shun Cheung <Shun.Cheung@caledon.ca>
Sent: October 16, 2023 9:08 AM
To: Saddi, Asha
Cc: McMillen, Kayle; Bennington, Michael; Mehemed Delibasic; Alex Siciliano; Kerry Reed; Lisa Marshall
Subject: RE: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #2

Thanks for your comments Asha!

Shun Cheung, P.Eng., PMP
Senior Project Manager, Capital Infrastructure
Engineering Services

Office: 905.584.2272 x.4040
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From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: Monday, October 16, 2023 9:00 AM
To: Shun Cheung <Shun.Cheung@caledon.ca>
Cc: McMillen, Kayle <kayle.mcmillen@peelregion.ca>; Bennington, Michael <michael.bennington@peelregion.ca>
Subject: FW: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #2

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Good Morning Shun,
I hope you are well. Please find attached PIC 2 comments from our Public Health – Built Environment team:

Public Health – Built Environment - Kayle McMillen

In general, the Public Health Built Environment Team is supportive of adding MUPs along both Glasgow Road and Deer Valley Road. MUPs along both these roads will provide enhanced walking and cycling facilities for transportation or recreational purposes and encourage more residents to be active on a daily basis.

In alignment with our previous comment (submitted by Matt Aymar), Public Health prefers Alternative 3 given that separated AT facilities improve safety and comfort for vulnerable road users.

- Based on the growth and development in the area as well as access points to popular trails along these roads, could the potential increase in travel demands of both cars and vulnerable road users warrant a separated AT facility (i.e., curb) as seen in Alternative 3?
- The project team might want to consider incorporating health considerations into the social and cultural evaluation criteria to reflect potential health impacts on residents (e.g., increased safety and opportunities for regular physical activity) in decision making.

*Note for the Project Team: Based on a previous response we received from the consultants, we understand that there are environmental barriers to widening for the provision of sidewalks on both sides of Deer Valley. However, we did

want to flag that Caledon's new ATMP (although still draft) is proposing sidewalks on both sides of the street within 500m of all parks and trails.

We support having pedestrian crossings at the Bambi Trail and Heritage Trail access points. In the PIC materials, PXO signage is proposed at the Glasgow Rd crossing but it is unclear whether any signage/controls will be used for the Bambi trail crossing as well. Both of the proposed pedestrian crossings could enhance safety for vulnerable road users crossing but that is conditional on whether there is sufficient time and adequate sightlines for drivers to recognize pedestrians and stop. Based on these considerations and on the potential increase in travel demand along these roads, the project team might want to consider:

- Whether additional safety precautions are warranted for these crossings, such as a raised crossing and/or signal to slow traffic and alert drivers when a pedestrian/cyclist is crossing.
- Whether a cross-ride for bicycles is warranted given the potential increase in demand of cyclists using the new MUP to access the trails or other destinations.

I will be in touch again if other teams have comments and in the meantime we look forward to receiving your response comments.

Thanks,

*Asha Saddi, BA(Hons), PMP
Technical Analyst, Transportation Development
Transportation Division, Public Works
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
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From: Lisa Marshall <l.marshall@mcintoshperry.com>
Sent: September 7, 2023 11:59 AM
To: Shun Cheung <Shun.Cheung@caledon.ca>
Cc: Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>; Kerry Reed <K.Reed@mcintoshperry.com>
Subject: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #2

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Hello,

Please find the attached Notice of Public Information Centre #2 (PIC) pertaining to the Municipal Class Environmental Assessment (MCEA) Study for Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail.

If you have any questions or comments, please don't hesitate to contact one of the Project Team members noted in the enclosed notice.

Thank you,

Lisa Marshall, P.Eng.

Manager, Environmental Engineering

T. 613.714.0815 | C. 613.852.1148

l.marshall@mcintoshperry.com | www.mcintoshperry.com



Turning Possibilities Into Reality

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member

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Kerry Reed

From: Lisa Marshall
Sent: September 11, 2023 12:47 PM
To: Kerry Reed; Alex Siciliano
Cc: Mehemed Delibasic
Subject: FW: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #2
Attachments: CFN 68175 - TRCA Response to PIC#2_September 11-2023.pdf

FYI

Lisa Marshall, P.Eng.

Manager, Environmental Engineering

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Turning Possibilities Into Reality

From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: September 11, 2023 11:44 AM
To: Shun Cheung <shun.cheung@caledon.ca>
Cc: Lisa Marshall <l.marshall@mcintoshperry.com>; Mehemed Delibasic <m.delibasic@mcintoshperry.com>
Subject: FW: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #2

Hi Shun,

Please see the attached letter. If you have any questions, please do not hesitate to contact me.

Thank you and regards,

Shirin Varzgani, MIP, MES (PI.) (she, her, hers)

Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

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E: shirin.varzgani@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | trca.ca



From: Lisa Marshall <l.marshall@mcintoshperry.com>

Sent: Thursday, September 7, 2023 11:59 AM

To: Shirin Varzgani <Shirin.Varzgani@trca.ca>; Sinthujan Navaratnavel <Sinthujan.Navaratnavel@trca.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Caitlin Harrigan <Caitlin.Harrigan@trca.ca>; Maria Parish <Maria.Parish@trca.ca>; Dilnesaw Chekol <Dilnesaw.Chekol@trca.ca>; Jairo Morelli <Jairo.Morelli@trca.ca>; Deanna Cheriton <Deanna.Cheriton@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>

Cc: Mehemed Delibasic <m.delibasic@mcintoshperry.com>; Alex Siciliano <a.siciliano@mcintoshperry.com>; Kerry Reed <K.Reed@mcintoshperry.com>; Shun Cheung <shun.cheung@caledon.ca>

Subject: Town of Caledon - Rehabilitation of Caledon Glasgow Road - Notice of Public Information Centre #2

Hello,

Please find the attached Notice of Public Information Centre #2 (PIC) pertaining to the Municipal Class Environmental Assessment (MCEA) Study for Glasgow Road from Chickadee Lane to Deer Valley Drive and Deer Valley Drive to Bambi Trail.

If you have any questions or comments, please don't hesitate to contact one of the Project Team members noted in the enclosed notice.

Thank you,

Lisa Marshall, P.Eng.

Manager, Environmental Engineering

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member

Kerry Reed

From: Shun Cheung <Shun.Cheung@caledon.ca>
Sent: September 21, 2023 5:32 PM
To: Alex Siciliano
Cc: Mehemed Delibasic; Lisa Marshall; Kerry Reed
Subject: FW: Municipal Class EA, Glasgow Road

FYI

Shun Cheung, P.Eng., PMP
Senior Project Manager, Capital Infrastructure
Engineering Services

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Cell: 416.436.0910
Email: shun.cheung@caledon.ca

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From: Carlos Ilagan <carlos@zancorhomes.com>
Sent: Thursday, September 21, 2023 5:28 PM
To: Shun Cheung <Shun.Cheung@caledon.ca>
Subject: Municipal Class EA, Glasgow Road

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Hello Shun,

I request to be added to the mailing list. Thank you very much.

Best Regards,
Carlos



Carlos Ilagan, CET
Director, Planning & Development

P: 905.738.7010 M:416.566.1617 F: 905.738.5948
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Kerry Reed

From: Mehemed Delibasic
Sent: November 17, 2023 5:20 PM
To: Shirin Varzgani
Cc: Shun Cheung; Lisa Marshall; Kerry Reed; Alex Siciliano
Subject: RE: CFN 68175 - Glasgow Road Improvements EA - PIC#2 - Presentation Slides
Attachments: Caledon Glasgow Rd - PIC #2.pdf

Hi Shirin,

Hope all is well.

Just for your file the attached are PIC 2 boards as presented at PIC 2 hold on Sept 21, 2023.

Thank you.

Regards,

Mehemed

Mehemed Delibasic, M.Sc., P.Eng.

Assistant Vice President, Planning & Traffic Engineering

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From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: October 31, 2023 3:10 PM
To: Shun Cheung <shun.cheung@caledon.ca>
Cc: Mehemed Delibasic <m.delibasic@mcintoshperry.com>
Subject: CFN 68175 - Glasgow Road Improvements EA - PIC#2 - Presentation Slides

Hi Shun,

TRCA staff has received the notification of Public Information Centre #2 (PIC#2) on September 7, 2023. The PIC #2 was held on September 21, 2023. The PIC #2 Presentation boards were available for public review thereafter. It is our understanding that the Town of Caledon has undertaken an EA Study for an undertaking that involves reconstruction of Glasgow Road from Chickadee Lane to Bambi Trail, in the Town of Caledon. Please note that when the study was initiated the extends of the project was upto to Deer Valley Drive that has now been extended to Bambi Trail. The preferred alternative involves the construction of a two lane road with rural multi-use path cross section. The multi-use path will be both for pedestrians and cyclists and is proposed to be installed on the south side of the roadway.

Improvements are being considered for the road to address the wear and tear on existing infrastructure from increased traffic use associated with population growth while enhancing road safety, improving traffic operations and connectivity for all users. The study was initiated as a Schedule A+ MCEA but has been elevated to Schedule B Municipal Class Environmental Assessment (EA).

TRCA staff has completed their review of the PIC#2 presentation slides and has no comments. However, staff looks forward to reviewing associated technical studies that support the preferred alternative. Staff has provided comments previously.

Please let me know if you have any questions.

Thank you and regards

Shirin Varzgani, MIP, MES (Pl.) (she, her, hers)

Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

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Table: Responses to Notice of Study Commencement		
Stakeholder/Agency	Comments Received	How It Was Addressed / Response Sent
<p>Ministry of Citizenship and Multiculturalism (MCM) Formerly the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)</p>	<p>MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:</p> <ul style="list-style-type: none"> archaeological resources, including land and marine; built heritage resources, including bridges and monuments; and cultural heritage landscapes. <p>Under the EA process, the proponent is required to determine a project's potential impact on known (previously recognized) and potential cultural heritage resources.</p>	<p>The project team responded MP will review, follow your instructions/requirements, and provide answers/details about environmental assessment reporting.</p>
<p>Local Property Owner</p>	<p>This stakeholder responded to the Notice of Study Commencement as they have been actively involved in lobbying the Town of Caledon to elevate what was originally a road reconstruction project to an EA and to express concern regarding road safety issues.</p>	<p>The project team responded to this stakeholder to thank them for their response to the Notice of Study Commencement and to that collecting feedback from the community is vital to the success of this project and the local experience and input is important and will help in the assessment of the proposed solutions. The local property owner was also advised that they will receive notices and study updates.</p>
<p>Hydro One</p>	<p>In our preliminary assessment, we confirm there are no existing Hydro One Transmission assets in the subject area. Please be advised that this is only a preliminary assessment based on current information.</p> <p>If plans for the undertaking change or the study area expands beyond that shown, please contact Hydro.</p> <p>One to assess impacts of existing or future planned electricity infrastructure.</p>	<p>Noted, no further follow up is required.</p>
<p>Bell Canada</p>	<p>Bell Canada will look in to the into potential relocations once we receive a 60% design.</p>	<p>Noted, MP will follow up with 60% design drawings.</p>
<p>Telecon</p>	<p>GT has no plant within 2 m of proposed work-NO CONFLICT.</p>	<p>Noted, no further follow up is required.</p>
<p>Zayo</p>	<p>Zayo has no existing plant in the area indicated in your submission. No markup and no objection.</p>	<p>Noted, no further follow up is required.</p>
<p>Rogers</p>	<p>Rogers Communications currently does not possess existing plant in the area indicated on your attached plans.</p>	<p>Noted, no further follow up is required.</p>

Table2: Responses to Online Public Information Centre #1		
Stakeholder/Agency	Comments Received	How It Was Addressed / Response
Resident	Does the 2019 DC study include changing Glasgow Road from a rural road to an urban road from Chickadee Lane all the way to Hickman? This EA is only to Deer Valley. Why does the EA not include the single lane bridge and Glasgow road all the way to Hickman? What is the expected average daily traffic on Glasgow Road with the new subdivision?	<p>McIntosh Perry responded that the 2019 DC does not include upgrading Glasgow Road from Chickadee Lane all the way to Hickman from rural to urban cross-section. With respect to the single bridge, McIntosh Perry was only retaining to undertake the study from Glasgow Road, between Chickadee Lane and Deer Valley (910 m) Drive and Deer Valley Drive, from Glasgow Road to Bambi Trail (300 m), however, the Town currently has other on-going studies.</p> <ul style="list-style-type: none"> Ryan Grodecki, Manager of Engineering Capital Design & Construction Engineering reiterated that the DC does not specify any upgrades or improvements along Hickman and Deer Valley Drive. Councillor Mario Russo advised the residence that further internal discussions will be held with the Town staff to determine the rationale for keeping studies separate and not including the single lane bridge, as well as the section of Glasgow Road from Deer Valley Drive to Hickman Street. The Councillor also stated that traffic counts will be further reviewed to determine potential impacts from the proposed subdivision.
Resident	We first thank the Town and McIntosh Perry for their efforts to date. The resident indicated that they have lived on Glasgow Road for over 35 years. There are numerous businesses and medical building located within the vicinity of Queens Street North between King Street West and Hickman Street. To access these areas, the residence would never go via King Street. The main route is along Glasgow Road to Hickman Street to Queen Street. With the proposed new developments, the resident believes traffic volumes along Glasgow Road will significantly increase which will have further impact and safety concerns along Glasgow Road. Resident went on to express concern pertaining to the single lane crossing and the number of accidents that have occurred at this bridge. The resident concluded that it is a “blind spot” not looking beyond the current study area and including the bridge, as well as an active transportation link beyond Glasgow Road at Deer Valley Drive. It is a growing problem and not considering it is a mistake.	Councillor Mario Russo conveyed that they hear the residents concerns pertaining to the single lane bridge and the lack of active transportation links (i.e., sidewalks, multi-use pathways (MUP), etc.) along Glasgow Road including the stretch beyond Deer Valley Drive to Hickman Street. The Town will provide further clarification moving forward.
Resident	In follow up to Resident Comment #2, I think there could be added traffic from the Valleyview Estate Subdivision on DeRose going straight through Chickadee Lane out through Glasgow Road to avoid the intersection at Emil Kolb Parkway when the townhouse development is complete.	
Resident	Councillor Cosimo Napoli questioned the construction of the MUP on the southside of Glasgow Road where the new subdivisions is being proposed. It was his understanding that the Developer was to provide a MUP extending down a portion of Glasgow Road beyond the subdivision.	McIntosh Perry advised that based on current discussion with the Town, it was agreed that the MUP would be constructed along the north side of Glasgow Road up to proposed limits of the subdivision. The MUP would then transition to the south side of Glasgow Road (crossing type to be determined) and extend to Deer Valley Drive.

Table2: Responses to Online Public Information Centre #1		
Stakeholder/Agency	Comments Received	How It Was Addressed / Response
		<p>McIntosh Perry indicating that this is still on-going discussion between McIntosh Perry and Town, as well as the Town and the Developers. We need to ensure a seamless connection.</p> <p>Councillor Cosimo Napoli further questioned the topography (steepness) along Glasgow Road and the feasibility of being able to transition the improvements to the roadway platform.</p>
Resident	<p>Councillor Mario Russo thanked McIntosh Perry for their statement about ensuring that the best solution is select for Glasgow Road improvements which requires continue collaboration with the proposed developer. Councillor reiterated that we can't take anything at face value and on-going discussions with the Town and Developer and the Town and MP need to continue throughout the course of this assignment.</p>	<p>Councillor stated that "we need to figure out the best plan and then figure out cost sharing".</p>
Resident	<p>In addition to your alternatives, has closing Glasgow Road to vehicular traffic from Chickadee Lane to Deer Valley or Hickman been considered so leaving it for bicycle and pedestrian traffic?</p>	<p>Ryan Grodecki responded that that no closing the road is not being considered by the Town at this time for a number of reasons, one being emergency response access.</p>
Resident	<p>Condition #40 of Zancor's Draft Conditions says that they're responsible for constructing a MUP from Emil Kolb to the east end of their subdivision on Glasgow Rd.</p>	<p>Councillor Mario Russo advised the resident that cost sharing will not be overlooked and appreciate their comment.</p>
Brookvalley Project Management Inc.	<p>Our team will be making our 1st detailed design engineering submission on Feb 15. We had coordinated with Town staff last year and we trust you have that info. Please see the attached. We are showing Glasgow sidewalk on south side (consistent with EA Alternatives on the south side.) There was some discussion on possibly shifting the sidewalk to north side, east of street A, but it may have been suggested in case the EA determined it best for the north side. Given that the Alt 2 and 3 sidewalk / MUPs are both on south side, I believe it is best to stay on south side for the entirety of our property Glasgow frontage.</p> <p>We are available to discuss. Please advise on some suitable times or if you prefer we can send in our written comments.</p>	<p>Thank you for your email.</p> <p>Town will provide further information as part of separate consultation for other development (via Daniel Oh, Town PM for the development project).</p>
Resident	<p>I have some thoughts regarding the Consultants proposed trail routes, in particular the one connecting Emil Kolb Parkway and Glasgow Road. I suggest that the trail be rerouted so as to follow the area at the west end of the developers property, overlooking the ravine. It could skirt the wooded ravine staying on the developers land to avoid issues with the TRCA . At the previous public meeting that area was shown designated as parkland and a storm water pond. This would be a much more rustic and attractive route for many active users who would be casual walkers, bird watchers and observers of nature. Is this something the Consultants look into or is it the purview of Town of Caledon Staff?</p>	<p>As part of this environmental assessment (EA) study, the Town and its consultant (McIntosh Perry) had reviewed various locations/options for the multi-use path (MUP).</p> <p>As you are aware, there is limited space available immediately on the north side of the corridor to expand the road platform for the MUP. In addition, TRCA also expressed their concerns with disturbance on the north side of the corridor during construction which could affect the current characteristic of Humber River.</p>

Table2: Responses to Online Public Information Centre #1		
Stakeholder/Agency	Comments Received	How It Was Addressed / Response
		<p>I have been working with my colleague Daniel Oh on the coordination with the Zancor development and I have not received their design regarding to the MUP yet.</p> <p>Once my team receives this information then we can take a look further on the options.</p>
Resident	<p>Thanks for your comprehensive reply. I believe it did include reference to the developers (Zancor?) property. but just to be clear, my suggestion re trail alignment was specific to the developers land between the closed Glasgow ROW and the top of bank Humber River valley slope. This area is situated to the northwest of the red arrow on the attached satellite photo. The yellow arrow on this photo map is in support of a suggestion I made to the Regional and Area Councillors in which I asked that they consider a pedestrian link between the Harvest Moon subdivision and the new Chickadee Lane development, as a continuum of the proposed Glasgow Road EA and Active Transportation route.</p>	<p>The approved draft plan design of Glasgow Road within Zancor subdivision consists of a 2.4 m wide MUP (highlighted in orange) on the north side and a 1.5 m wide sidewalk (highlighted in green) on the south side of Glasgow Road. Please see the sketch below. As a result, pedestrians will have an option to walk on a sidewalk, separated from cyclists when travelling on Glasgow Road inside the subdivision boundary. As well, a 4.0 m wide paved access road within the SWM pond block will be accessible from the MUP if pedestrians or cyclists wish to take a detour around the pond.</p> <p>I hope this answers your questions and I have cc'ed Sabrina Davidson from Transportation who can assist you with sidewalk/trail related questions that you may have. (Figure included)</p>
	<p>Thanks for your reply. The option you described around the storm water pond looks like a reasonable accommodation to my enquiry. However, I had only a brief glimpse. This plan you provided was very helpful. The road within the SWM pond block should provide an interesting alternative for pedestrians so long as there is no locked gate to block access. se of the map portion of your email before the map suddenly disappeared from my screen! Could you please resend your message.</p>	<p>For safety reasons, there will be a Town standard P-gates (see below) to prevent unauthorized vehicles from entering the pond block.</p> <p>However, there should a sufficient opening for pedestrians to walk around the gate to walk around the pond access road.</p>
Region of Peel	<p>Our teams have reviewed the materials and have the following comments:</p> <p>Public Health</p> <p>Peel Public Health is supportive of Alternative 3 given that separated AT facilities improve safety and comfort for vulnerable road users. We are curious as to why sidewalks are not being proposed on the east side of Deer Valley Drive considering there is already an existing sidewalk that terminates just north of Bambi Trail. If this is due to constraints within the ROW or the proximity of the road to Humber River, then we suggest making this clear so that residents can understand why this option is not being considered.</p> <p>Also, road users accessing Deer Valley Drive from the trail on the east side (adjacent to Bambi Trail) currently do not have a designated crossing area if they wish to access the MUT being proposed on the west side of Deer Valley Drive. Therefore, we encourage the design team to consider safe crossing solutions for road</p>	<p>A separated AT (pedestrian and cyclist) facility solution is preferred from a technical point of view including safety, road geometry, etc., and has been carried forward to the evaluation stage of the study to confirm feasibility of implementation.</p> <p>A new AT facility is proposed on the west side of Deer Valley Drive as to provide connectivity to the existing recreational trail that extends between Deer Valley Drive and De Rose Avenue for which the trailhead is on the west side of the road. Further, based on discussion with regulatory bodies, any new construction on the east side of Deer Valley Drive is not likely to receive endorsement given potential impacts to the Humber River embankment. As part of evaluation and selection of technically preferred solution, safe crossing alternatives are considered in conjunction with preliminary design of the preferred alternative. Alternatives are anticipated to include enhanced crossings at the existing stop-controlled intersection of Deer Valley Drive and Bambi Trail, the addition of a mid-block crossing on Deer Valley Drive, or a combination thereof. Noted. The addition will be considered by the Town as part of ultimate implementation. No impacts to existing W/WW infrastructure are anticipated at this</p>

Table2: Responses to Online Public Information Centre #1		
Stakeholder/Agency	Comments Received	How It Was Addressed / Response
	<p>users exiting the trail adjacent Bambi Trail who wish to travel north along the proposed MUT on the west side of Deer Valley Drive.</p> <p>Finally, given the expanding network of existing and proposed AT facilities in, and adjacent to, the study area, it may be prudent to consider securely installing Bike Repair Station(s), with commonly used tools (including an air pump) at strategic locations along the proposed multi-use trail (e.g., the entranceway) for public use.</p> <p>Water and Wastewater</p> <p>General comments for all Options:</p> <ul style="list-style-type: none"> • Potential grade adjustment of watermain valve boxes, hydrant valve boxes, and hydrants themselves. • When evaluating road grade improvements and slope stability, please keep in mind any impact on W/WW infrastructure. <p>See attached PDF of W/WW infrastructure within study limits.</p> <ul style="list-style-type: none"> • Please be aware of existing Wastewater Pumping Station in close proximity. Building location is on the West side of Glasgow Road, just North of Deer Valley Drive (tennis court parking lot). The Region of Peel requests to see a detailed design of proposed infrastructure in relation to existing pumping station. Things to consider are: <p>The wastewater force main which connects to Deer Valley Drive.</p> <p>Furthermore, the water service line which also connects to Deer Valley Drive.</p> <p>Comments pertaining to Options 2 and 3:</p> <p>Current hydrant locations may be in conflict of proposed sidewalk. Minimum clearance of hydrant body to backside of sidewalk must be a minimum of 1.0 m clearance.</p> <p>I will be in touch again if other teams also have comments and in the meantime we look forward to your response comments.</p>	<p>time, with the exception of adjustments of iron and fire hydrants as noted. Impacts will be confirmed through the preliminary design phase of the project and coordinated with the Region as required. Noted, requirements for hydrant relocations will be identified as part of the preliminary design of the preferred alternative. Any relocations required will consider minimum offset requirements.</p> <p>Last year, the Town installed a new bike repair station at King St and Humber Lea Rd, and a second bike repair station will be installed at the new Humber River Centre (previously the Old Bolton Fire Station), once constructed. We believe these two repair station locations will service Bolton residents/visitors well, and their close proximity to Glasgow Rd will allow trail users to access them as needed.</p>

Table2: Responses to Online Public Information Centre #1		
Stakeholder/Agency	Comments Received	How It Was Addressed / Response
Hydro One	<p>Thank you for sending us notification regarding (GLASGOW ROAD CLASS EA). In our assessment, we confirm there are no existing Hydro One Transmission assets in the subject area. Please be advised that this is only a preliminary assessment based on current information.</p> <p>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.</p> <p>Any future communications are sent to Secondarylanduse@hydroone.com.</p> <p>Be advised that any changes to lot grading and/or drainage within proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.</p>	Noted, no further response required.
TRCA	<p>TRCA staff has completed the review of the PIC presentation slides and provide the following comments:</p> <p>a. Slide 7: While many sections of the Humber Valley Heritage Trail are on TRCA owned and/or managed property, TRCA is not the owner of the Humber Valley Heritage Trail. Please change the 4th bullet to read: "...Emil Kolb Bikeway with the Humber Valley Heritage Trail."</p> <p>b. Slide 13, bullet # 4: Change to "Within Toronto and Region Conservation Authority..."</p> <p>c. Staff looks forward to the Stormwater Management Report for this project once it becomes available.</p> <p>d. TRCA staffs have been engaged previously and have provided comments, please ensure to consider these previous comments during this study.</p> <p>e. For all proposed works that are on TRCA owned property, please contact the TRCA property staff early on for property access and easement requirements. Please contact Stella Ku, Property Agent, at stella.ku@trca.ca. For Permission to Enter (PTE) TRCA property, please contact Desiree Sampson, Property Coordinator, at desiree.sampson@trca.ca. Please refer to TRCA correspondence dated November 25, 2022.</p> <p>f. For all proposed works that are on TRCA owned property, please contact the TRCA archaeology staff early on for archaeology requirements. Please refer to TRCA correspondence dated November 25, 2022.</p>	<p>PIC slides are as presented at the first Public Information Centre, held on Jan. 30, 2023. Above noted revisions will be made to presentation material ahead of any future presentation, namely PIC #2 anticipated spring 2023.</p> <p>A hydraulic analysis is being prepared as part of the preliminary design phase of the project, and a draft will be circulated for TRCA review once available.</p> <p>Noted – thank you.</p>

<p style="text-align: center;">Resident</p>	<p>Inquired whether a future MUT would be located on the north side of Glasgow Rd. Given the drop in elevation near the top of the hill adjacent to where the guard rail is located, I understand that filling in the drop to accommodate a MUT would prove challenging. I mentioned to Shun that Caledon’s Forks Of The Credit Provincial Pk. has an elevated steel walkway to accommodate pedestrians adjacent to a steep drop off next to the Credit River. I’m not sure how this was technically achieved but assume that it’s supported by piles driven into the ground. Is it possible for the same solution to be considered for the steep section on the north side of Glasgow Rd.? From a lay person’s perspective, a north side MUT has several advantages to consider vs. constructing it on the south side:</p> <ol style="list-style-type: none"> 1. The electric utility runs along the south side of Glasgow before crossing to the north side part way down the hill and continuing through the ravine and across the Humber River. 2. The gas utility runs along the road allowance on the south side 3. There wouldn’t be a need to cut into the high embankment on the south side that extends down from the top of the hill directly across from the guard rails in front of 500 Glasgow Rd. 4. On the personal side there would be no need to cut through 3 residential driveways that currently extend into the road allowance on the south side. 	<p>Constructing the path on the North side of Glasgow was initially considered as part of the long-list alternatives but not carried forward. Key considerations are as follows:</p> <ul style="list-style-type: none"> • Constructing the path on the North side of Glasgow may be technically feasible through the use of piles, retained soil system/retaining wall or other support; <ul style="list-style-type: none"> ○ Feasibility would need to be confirmed through additional foundation/geotechnical investigations to confirm embankment stability; ○ Feasibility would need to be confirmed through additional fluvial geomorphologic investigations (meander belt width assessment) to determine area of potential encroachment of the river. ○ Construction cost for these options are anticipated to be significant. • Existing roadway is not centred within Road allowance; ROW is constrained on North side <ul style="list-style-type: none"> ○ Alignment shift to centre within the road allowance not feasible given constraints of existing horizontal geometry. ○ Widening of the platform to the north requires property acquisition over length of study area. • Installation on the North side of the roadway is anticipated to encroach into the TRCA regulated area of the Humber River Embankment; <ul style="list-style-type: none"> ○ Widening of road allowance to the north would require property acquisition of TRCA lands. ○ Through preliminary review with regulatory agencies, TRCA was not in support of any work that may impact north embankment. • Utilities present on the North side of the roadway requiring relocation/protection: <ul style="list-style-type: none"> ○ Underground bell cable and pedestals; ○ Underground watermain and hydrants. • Impacts to natural environment would include clearing of previously undisturbed areas including: <ul style="list-style-type: none"> ○ Removal of mature trees ○ Potential impacts to species at risk (SAR) Butternut trees. • Pathway on the north would result in reduced connectivity between pathway and existing residences, proposed subdivision development and proposed pathway extension on Deer Valley Dr.
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Table: Responses to Online Public Information Centre #2		
Stakeholder/Agency	Comments Received	How It Was Addressed / Response
TRCA	<p>1. Further to TRCA correspondence dated November 25, 2022 and February 14, 2023 staff have expressed interest in this project, however staff will not be attending the meeting.</p> <p>2. Please forward one copy of any handouts or display materials from this meeting for our files following the TRCA Digital Submission Requirements for Environmental Assessment Documents.</p>	
Zancor Homes	Request to be added to the mailing list.	Added to the mailing list.
Hydro One	<p><i>Thank you for sending us notification regarding (GLASGOW ROAD CLASS EA). In our assessment, we have confirmed that Hydro One has existing distribution assets within your study area.</i></p> <p><i>At this time we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.</i></p> <p><i>Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com.</i></p>	<i>The Project Team will continue to consult with Hydro One throughout the project.</i>
Resident	Will MUP/Trail extend just to Chickadee Lane or is this study considering the extension to Emil Kolb Parkway?	MP indicated that the trail design presented as part of this study will end at the limits of proposed subdivision development, however it is understood that intent is to carry pathway through to Emil Kolb Parkway as part of Developer's plans. Exact details will be made available as part of developer's approved plan of subdivision.
Councillor Russo	Requested clarification on proposed ditching and connection of trail along the eastern limits?	MP indicated that the design will use available space within the existing road allowance, and the existing stormwater infrastructure (i.e., ditches and culverts, etc.) to minimize impacts along the front of the three residences.
Resident	Requested clarification on the location of the proposed MUP in front of the existing three residential dwellings along Glasgow Road?	MP indicated that the design will use available space within the existing road allowance, and the existing stormwater infrastructure (i.e., ditches and culverts, etc.) to minimize impacts along the front of the three residences.

Table: Responses to Online Public Information Centre #2		
Stakeholder/Agency	Comments Received	How It Was Addressed / Response
Councillor Russo	Will a portion of Glasgow Road in front of the three existing residential dwellings be slightly shift to the north to allow for the construction of the new MUP and ditching to be maintained within the ROW? Is concerned with a MUP running along side of deep ditch and whether guiderail will be required?	MP indicated that it is anticipated that embankments will be designed with appropriate slopes and at sufficient lateral offset from the edge of the path as to not require any guiderail or barriers along this section.
Councillor Russo	Will any of the mature trees along the existing residential dwelling on Glasgow Road be impacted with the construction of the MUP and ditching?	MP conveyed that the conceptual design has taken into consideration the trees and existing topography/grading requirement as to limit any impacts to the existing trees. No impacts outside the existing road allowance are anticipated.
Resident	There are a number of locations along the south side of proposed MUP where the slope drops off quite quickly. Will retaining walls be required?	MP agreed that there are some challenging slopes that will require specific grading to mitigate excess impacts. Preliminary design indicates that slope grading can be completed within the existing right-of-way, however retaining walls may be considered during the detail design to mitigate slopes and tie back into existing grades, as required.
Resident	Concerns pertaining to the hill section at the 90-degree bend and sightlines pertaining of vehicles, cyclist, skateboards, etc. and users of the MUP. Can consideration be given to installing a barrier/guiderail to protect the users of the MUP?	MP indicated that a barrier/guiderail may be considered to maintain separation between vehicles and the proposed MUP (in addition to proposed barrier curb). Applicable warrants will be reviewed as part of the detail design phase.
Region of Peel	<p>In alignment with our previous comment (submitted by Matt Aymar), Public Health prefers Alternative 3 given that separated AT facilities improve safety and comfort for vulnerable road users.</p> <ul style="list-style-type: none"> Based on the growth and development in the area as well as access points to popular trails along these roads, could the potential increase in travel demands of both cars and vulnerable road users warrant a separated AT facility (i.e., curb) as seen in Alternative 3? The project team might want to consider incorporating health considerations into the social and cultural evaluation criteria to reflect potential health impacts on residents (e.g., increased safety and opportunities for regular physical activity) in decision making. <p>*Note for the Project Team: Based on a previous response we received from the consultants, we understand that there are environmental barriers to widening for the provision of sidewalks on both sides of Deer Valley. However, we did want to flag that Caledon's new ATMP (although still draft) is proposing sidewalks on both sides of the street within 500 m of all parks and trails.</p> <p>We support having pedestrian crossings at the Bambi Trail and Heritage Trail access points. In the PIC materials, PXO signage is proposed at the Glasgow Rd crossing but it is unclear whether any signage/controls will be used for the Bambi trail crossing as well. Both of the proposed pedestrian</p>	

Table: Responses to Online Public Information Centre #2

Stakeholder/Agency	Comments Received	How It Was Addressed / Response
	<p>crossings could enhance safety for vulnerable road users crossing but that is conditional on whether there is sufficient time and adequate sightlines for drivers to recognize pedestrians and stop. Based on these considerations and on the potential increase in travel demand along these roads, the project team might want to consider;</p> <ul style="list-style-type: none">• Whether additional safety precautions are warranted for these crossings, such as a raised crossing and/or signal to slow traffic and alert drivers when a pedestrian/cyclist is crossing.• Whether a cross-ride for bicycles is warranted given the potential increase in demand of cyclists using the new MUP to access the trails or other destinations.	

Table: Responses to TRCA Comments		
Date	Comments Received	How It Was Addressed / Response
2021-03-25	TRCA noted that Glasgow Road from Emil Kolb Parkway to Edelweiss Park as a good opportunity to develop pedestrian/cycling infrastructure to connect the Emil Kolb Bikeway with the Humber Valley Heritage Trail.	<p>This facility will extend from along Glasgow Road from Deer Valley Drive to Chickadee Lane and Deer Valley Drive to Bambi Trail. Following consideration of potential alternative, the preferred improvements include the addition of a dedicated facility for pedestrians and cyclists (multi-use path) on the south side of the roadway.</p> <p>Connection to the Emil Kolb parkway is anticipated to be completed as part of the ongoing Zancor Development west of the study area.</p>
	TRCA's Trail Strategy outlines TRCA's plan to work with partners to complete, expand, manage and celebrate a regionally connected trail network across their jurisdiction.	TRCA's Trail Strategy had been reviewed by MP.
	Trail connection from King Street West to Chickadee Lane was being planned as part of a future development application, not aware of upcoming improvements to Glasgow Road (March 5, 2021)	<p>The trail connection to King Street West to Chickadee Lane is not part of the Glasgow Road EA. Please refer to the Development application for developers responsibility for trail connections. Glasgow Road EA is solely to account for connect at the proposed development (Street 'A').</p> <p>The project was initiated as a Schedule "A+" Municipal Class Environmental Assessment, however, was elevated to a Schedule "B" project in accordance with the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 & 2015). The purpose of this Schedule "B" Municipal Class Environmental Assessment is to identify the required improvements to the roadway, enhance safety, improve traffic operations, and better accommodate pedestrians and cyclists.</p>
2021-08-05	<p>Glasgow Road, which is a narrow roadway, is a relatively busy stretch of road and used both by vehicular traffic and pedestrians. The roadway is relatively narrow widening at certain locations and narrowing back once again. There is a steep valley on the north and south sides of Glasgow Road with a steep drop and a steep slope up. There is a slight uphill drive and a turning along the road.</p> <p>This configuration of limited roadway, uphill drive, steep slopes on both sides of the roadway and the turning makes the alignment a challenging one. Furthermore, such an alignment is also considered not save for a mixed traffic use without separation. The road becomes very busy by vehicular traffic during various events / recreational activities held at the various recreational facilities (parks and trails) in the area, hence, creating road safety hazards for all users.</p>	<p>Geometric improvements were considered as part of long list of alternatives but ruled out due to the magnitude of associated conflicts and in consideration of TRCA policies to avoid, minimize and mitigate impacts to the adjacent ecosystem.</p> <p>A separated facility is proposed as part of the technically preferred alternative for corridor improvements. Due to site constraints, no changes to the existing horizontal or vertical roadway alignment are proposed.</p>

Table: Responses to TRCA Comments		
Date	Comments Received	How It Was Addressed / Response
	<p>TRCA owned lands include:</p> <ul style="list-style-type: none"> o Edelweiss Park on the south-west side of Glasgow Rd o Dick's Dam Park on the south-east side of Glasgow Rd and Deer Valley Drive. o North side of Glasgow Road in the valley area of the Humber River adjacent to the road ROW of Glasgow Road. This area falls within the TRCA regulation limits with various natural features including a regional floodplain. 	<p>Thank you for providing TRCA landownership. Based on the current conceptual/preliminary design, the recommend preferred alternative solution/design is to locate the MUP on the southside of Glasgow Road which reduce localized grading on the northside of Glasgow Road. Therefore, there are no proposed impacts to the north embankment and regional floodplain.</p> <p>The proposed installation of the MUP along the southside will require permanent hard surface installation within TRCA lands, as well as TRCA approval.</p>
	<p>If there is design/construction related disturbance proposed on TRCA property, there are property and archaeology requirements that need to be fulfilled.</p>	<p>There are design/construction related disturbance proposed on TRCA property. Please refer to the property requirements plan provided. A Stage 1 Archaeological Assessments has been completed for the study area and a Stage 2 AA is being proposed for the Detail Design stage once alignment of MUP is determined.</p>
	<p>Permission/amendments to the Property Management Agreement may be required, further discussions with TRCA property staff required.</p>	<p>Access to TRCA property is required, The Town is seeking necessary approvals/permission to complete the work as shown.</p>
	<p>TRCA's Trail Strategy network shows a conceptual connection along Glasgow Road from King Street to Deer Valley Drive and supports this trail/sidewalk connection in principle</p>	<p>The segment between Deer Valley Dr. and King Street is outside the study area limits, however proposed improvements along Deer Valley Drive will provide for future connectivity with respect to Active Transportation in the area and future connections to King Street.</p>
	<p>TRCA staff recommended the Town undertake a feasibility study of this trail connection exploring various options/scenarios on how to make this connection possible considering the site constraints and space limitations while simultaneously allowing for vehicular and pedestrian traffic:</p> <ul style="list-style-type: none"> o Vehicular and pedestrian traffic analysis o Consider design limitations – space constraints and road alignment to recommend a trail/connection that will be safe for both vehicular traffic and pedestrian users o Budget and cost estimates 	<p>The scope of the EA assignment included a review of options and feasibility for the addition of dedicated AT facilities within the corridor. Various options were considered, with a technically preferred alternative being selected based on a review of potential for improvements to pedestrian and vehicular traffic, design limitations and budgeting.</p>
	<p>For further information regarding TRCA requirements to be considered in this feasibility study, please refer to the following TRCA guidelines:</p> <p>1. Geotechnical Engineering – Design and Submission Requirements (November 2007): https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2016/02/17173003/PDPM_G_GEDSR.pdf</p>	<p>Project File Report submitted to TRCA will contain all applicable information including but not limited to:</p> <ol style="list-style-type: none"> 1. Geotechnical Engineering – A geotechnical investigation was undertaken for this assignment and has been provided under separate cover. 2. Stormwater Management Criteria - TRCA guidelines will be followed during the detail design.

Table: Responses to TRCA Comments		
Date	Comments Received	How It Was Addressed / Response
	<p>2. Stormwater Management Criteria: https://drive.google.com/file/d/0BxjqkzmOuaaRa3ZxS25wUWF6Q1k/view?resourcekey=0-oltcetL4W7--mrgkpgDng</p> <p>3. Crossings Guideline for Valley and Stream Corridors: https://drive.google.com/file/d/0BxjqkzmOuaaRMmt1TmdyWUlmUDg/view?resourcekey=0-28vf3yb-j9nnP99nNDPr6A</p> <p>4. TRCA Environmental Impact Statement Guidelines: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2016/02/17185407/EIS_Guideline_-_Jan232015bp.pdf</p> <p>5. https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2019/09/04161240/TRCA_Pre-Consultation_Checklist_Aug_2019.pdf</p>	<p>3. Crossings Guideline for Valley and Stream Corridors - the Technical Preferred Alternative Solution does not require a crossing for a Valley or a Stream.</p> <p>4. TRCA Environmental Impact Statement Guidelines: TRCA guidelines will be followed during the detail design for the preparation of the EIS for the preferred design</p> <p>5. Pre-Consultation Checklist - will be submitted as part of the permit application process during the detail design in pursuant with Ontario Regulation 166/06.</p>
	<p>TRCA's Trail Strategy is a high-level masterplan that serves as a reference for TRCA and municipal partners to identify conceptual opportunities to connect gaps in existing regional-level trails. Conceptual alignments shown in the TRCA Trail Strategy are subject to factors including, but not limited to, feasibility, constructability, technical study, planning evaluation, permitting and approvals.</p>	<p>TRCA Trail strategy was considered as part of evaluation of options for corridor improvements</p>
2022-04-14	<p>The Trail Strategy identifies a conceptual alignment to connect the Humber Trail along Glasgow Road through Dick's Dam Park; this conceptual alignment is subject to further study, as noted in the above factors.</p>	<p>Glasgow Road east of Deer Valley Dr. to Dick's Dam park is not within the EA Study Area.</p>
	<p>TRCA recommends the Town undertake a feasibility study of this trail connection exploring various options/ scenarios on how to make this connection possible considering the site constraints and space limitations while simultaneously allowing for vehicular and pedestrian traffic. As a part of this study, vehicular and pedestrian traffic analysis may be required to arrive to a sound conclusion.</p>	<p>Through the EA process, options for enhanced trail connectivity within the study area were reviewed. A traffic assessment was completed as part of the EA study.</p>
2022-09-14	<ul style="list-style-type: none"> Property Management Agreement 1984 is most recent agreement on file with the Town and states that '...no alterations...without first obtaining the consent in writing of the Authority' Provided TRCA agrees and provides agreement in writing, the Town should be able to expand the existing parking footprints. Request to expand the following parking lots: Jack Garret Park +10 spots to the east – further review required for potential impacts Edelweiss Park +100 along the south – further review required for potential impacts and permit requirements 	<p>Potential expansion to the existing parking footprints is outside the scope of this EA study. Town to provide comment on consideration for additional parking within the area.</p>

Table: Responses to TRCA Comments		
Date	Comments Received	How It Was Addressed / Response
	<ul style="list-style-type: none"> Dick's Dam Park _10 spots on the north and west sides – further review required for potential impacts and permit requirements The volleyball courts and Picnic area has sufficient parking The 3 parking lot expansion areas will require a stage 1 and potentially a Stage 2 archaeological assessment 1. TRCA property authorization will be granted provided all concerns are addressed to the satisfaction of TRCA staff (technical and others) including impacts to TRCA's leases on the adjacent lands. 2. Please provide a Stormwater Management (SWM) report/memo consistent with the TRCA's Stormwater Management Criteria (2012) document. Staff would like to understand how the drainage will be managed on these sites with the increased number of parking spots. Please refer to the link and the attached document for further information regarding the TRCA's Stormwater Management Criteria (2012) (attached here) and TRCA's Low Impact Development Stormwater Management Planning and Design Guide (link). 3. Please ensure that the proposed erosion and sediment control measures are provided during construction to avoid or mitigate potential erosion or transport of sediments from the three sites. Please refer to the TRCA's Erosion and Sediment Control Guidelines for Urban construction 2019 (Link) for further details and guidance 4. TRCA staff prefers that the proposed expansions be placed outside of the tree dripline and provide a minimum buffer. 5. Please provide all drawings/plans, details, scope of works, duration of works for staff review and any permit requirements once available 	
2022-10-28	<p>Town of Caledon - Possibility of creating additional parking at Edelweiss Park to assist with parking issues along Glasgow Rd</p> <p>TRCA's understands that the Town is anticipating to:</p> <p>Expand the parking lot towards south east of the existing area</p> <p>Add posts or jersey barriers around the grassy area along the edges of the proposed parking lot to be expanded to discourage public from parking their cars beyond certain extents</p> <p>Based on TRCA mapping the proposed parking lot expansion encroaches into the wetlands area of interference and located within the regulatory floodplain, there is also a wetland where the proposed area of expansion is delineated and may not be supported</p>	<p>Potential expansion to the existing parking footprints is outside the scope of this EA study.</p> <p>Town to provide comment on consideration for additional parking within the area.</p>
2022-11-25	<p>TRCA's 2014 The Living City Policies - TRCA has a number of commenting roles relative to its review of this environmental assessment including:</p> <ul style="list-style-type: none"> Regulatory Authority Delegated Provincial Interests Public Commenting Body Resources Management Agency Service Provider Land Owner Source Protection Authority under the Clean Water Act 	<p>TRCA's 2014 The Living City Policies has been considered in the PFR and will be implemented in the detail design.</p>

Table: Responses to TRCA Comments		
Date	Comments Received	How It Was Addressed / Response
	<p>In relation to this application, TRCA staff has identified a number of areas of interest within the study area related to various commenting roles including:</p> <ul style="list-style-type: none"> • TRCA Program and Policy Areas o Natural System Programs and Policies o Sustainability Programs and Policies • Provincial Program Areas • Federal Program Areas 	<p>TRCA's 2014 The Living City Policies has been considered in the PFR and will be implemented in the detail design.</p>
	<p>TRCA recommends the preferred alternative meets the policies of Section 7 of the LCP. Impacts to and opportunities for the following should be addressed:</p> <ol style="list-style-type: none"> 1. Flooding, erosion or slope instability 2. Existing landforms, features and functions 3. Aquatic and terrestrial habitat and functions, including connectivity 4. TRCA property and heritage resources 5. Environmental best management practices that support climate change mitigation and adaptation 6. Community and public realm benefits. TRCA requires that the preferred alternative considers avoiding, minimizing, mitigating, and compensating impacts to the ecosystem, and avoid, mitigate or remediate hazards, in that order. In order to fulfill requirements of O.Reg. 166/06 at the detailed design stage, staff also requires that the preferred alternative meets LCP policies in Section 8. 	<p>Applicable policies of Living Cities Policy Sections 7 & 8 will be considered for implementation during the Detailed Design stage of the project. In general, the following has been considered:</p> <ul style="list-style-type: none"> - Both temporary and permanent Erosion and Sediment control measures will be specified in conjunction with TRCA requirements for protection within the existing floodplain. - Applicable buffers will be maintained from regulated areas where possible. TRCA will be consulted for input on compensation requirements in areas where applicable buffers cannot be maintained and/or impacts are anticipated. Development / alterations proposed within TRCA regulated areas will exclude any hydraulic or fluvial impacts to watercourses. - Existing/proposed drainage of the road platform will be reviewed for conformance with TRCA stormwater management criteria.
	<p>Ensure the following is provided to TRCA for review and comment:</p> <ol style="list-style-type: none"> 1. All TAC meeting agendas, draft and final meeting minutes 2. All TRCA technical meeting agendas, draft and final meeting minutes 3. Draft PIC boards, prior to public review 4. Notices of public meetings, final display material and handouts 5. draft phase 1 and 2 report, if applicable 6. draft technical reports and associated materials, including cover letter that outlines the project purpose and lists the reports enclosed for review 7. draft evaluation criteria and matrices, including a summary that details how the criteria and weighting were established 8. draft EA document, including a cover letter outlining how previous TRCA comments have been addressed 9. Final EA document, including a cover letter outlining how previous TRCA comments have been addressed 10. ensure all materials are submitted in PDF format, drawings pre-scaled to print on 11 x 17 pages 11. materials submitted through e-mail must be less than 5 MB 12. materials submitted through a file transfer protocol site must be posted a minimum of two weeks. This application is subject to a \$10,015.00 application review fee. 	<p>Project File Report submitted to TRCA will contain all applicable information including but not limited to:</p> <ol style="list-style-type: none"> 1. All TAC meeting agendas, draft and final meeting minutes 2. All TRCA technical meeting agendas, draft and final meeting minutes 3. Notices of public meetings, final display material and handouts 4. draft technical reports and associated materials 5. draft evaluation criteria and matrices, including a summary that details how the criteria and weighting were established 6. EA document, including a cover letter outlining how previous TRCA comments have been addressed 7. ensure all materials are submitted in PDF format, drawings pre-scaled to print on 11 x 17 pages <p>Town to confirm if application fee has been paid.</p>

AGENDA

PROJECT MEETING WITH TRCA

Date and Time: Wednesday, October 19, 2022, 2:30 pm – 3:30 pm

Location: Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

List of Invitees:

Shirin Varzgani	Senior Planner – IPP	TRCA
Maria Parish	Senior Ecology – Water Resources	TRCA
Dilnesaw Chekol	Senior Engineer – Water Resources	TRCA
Jairo Morelli	Engineer – Water Resources	TRCA
Caitlin Harrigan	Senior Manager – PMO	TRCA
Sinthujan Navaratnavel	Engineer – Geotechnical Engineering	TRCA
Suzanna Bevan	Senior Manager – IPP	TRCA
Deanna Cheriton	Senior Program Manager – Conservation Lands and Trails	TRCA
Shun Cheung	Project Manager	Town of Caledon
Braydon Sharer	Project Manager	Town of Caledon
Jillian Britto	Transportation Engineer	Town of Caledon
Sabrina Davidson	Transportation Coordinator	Town of Caledon
Daniel Oh	Project Manger, Development	Town of Caledon
Mehemed Delibasic	Consultant Project Manager	McIntosh Perry
Alex Siciliano	Assistant PM / Lead Design Engineer	McIntosh Perry
Graeme Ellis	Project Engineer	McIntosh Perry
Lisa Marshall	Lead Environmental Engineer	McIntosh Perry
Kerry Reed	Environmental Planner	McIntosh Perry

Subject: Town of Caledon Project No. 2021-118, Glasgow Road (Chickadee Lane to Deer Valley Drive) Schedule “B” Municipal Class Environmental Assessment and Detailed Design **Project Review with TRCA**

1.0 INTRODUCTIONS

- General Introductions of project team

2.0 PROJECT SCOPE, BACKGROUND, AND STATUS

- General overview of the project

- Municipal Class EA (Schedule “B”) EA and detailed design for the reconstruction/upgrade of Glasgow Road from Chickadee Lane to Deer Valley Lane (900m) **with possible extension of sidewalk on Deer Valley Lane (additional 300m)**
 - Existing conditions
 - Ongoing and completed assessments/ technical studies
 - Study area challenges, issues, and opportunities (AT facilities, parking, safety, etc)
 - Proximity to TRCA watershed and Humber Valley Heritage Trail
 - Desired road cross section and ROW implications
 - Other area and TRCA projects and plans

3.0 NEXT STEPS, SCHEDULE, AND MILESTONES

- PIC #1 – tentatively scheduled late November 2022
- PIC #2 – tentatively scheduled early 2023
- Preliminary Design Report and 30% Detailed Design
- Detailed Design and Construction – TBD

4.0 OTHER BUSINESS

Glasgow Road (Chickadee Lane to Deer Valley Drive)

Schedule "B", Municipal Class Environmental Assessment and Detailed Design



Meeting with TRCA

October 18, 2022

McINTOSH PERRY

MEETING AGENDA

- Introductions
- General overview of the project
- Existing condition
- Ongoing and completed assessments/ technical studies
- Study area challenges, issues, and opportunities (AT facilities, parking, safety, etc)
- Proposed Zancor Homes residential subdivision
- Public Information Centre #1
- Next steps, schedule, and milestones

STUDY AREA



STUDY AREA



HUMBER VALLEY HERITAGE TRAIL: <http://www.humbertrail.org/map/map.html>

GENERAL OVERVIEW OF THE PROJECT

PROJECT SCOPE

- Schedule “B” Municipal Class EA Assessment and Preliminary Design for the reconstruction/upgrade of Glasgow Road from Chickadee Lane to Deer Valley Lane (currently in process to extend the EA study area and preliminary design limits to include 300 m of Deer Valley Drive, from Glasgow Road to Bambi Trail)
 - ✓ Including Preliminary Design, Preliminary Design Report
 - ✓ Provisional Detailed Design and Contract Documents for Spring 2023 implementation (tentative-as per original scope)

Road	From	To	Road Improvement Type	EA Schedule	Section Length (m)	Anticipated Construction Budget
Glasgow Road	Chickadee Lane	Deer Valley Lane	Urban Reconstruction	B	900	\$3,400,000

GENERAL OVERVIEW OF THE PROJECT

PROJECT SCOPE

- Project was initiated as a Schedule A+ Municipal Class EA
 - However, has since been elevated to a Schedule “B” project in accordance with the Municipal Class EA Guidelines
- Public and technical agency consultation will play a key role in developing the study recommendations and preferred alternative
- Purpose of the Schedule “B” Municipal Class EA is:
 - ✓ to identify required improvements to the roadway
 - ✓ enhance safety
 - ✓ improve traffic operations
 - ✓ better accommodate pedestrians and cyclists

EXISTING ROADS

- Glasgow Road, Chickadee Lane, and Deer Valley Drive, are a minor two-lane collector roads with a posted speed limit of 40 km/h
- Glasgow Road and Chickadee Lane is an existing two-leg intersection with stop-control on Glasgow Road, westbound, while Chickadee Lane, northbound, operates in free-flow
- Glasgow Road and Deer Valley Drive is an existing three-leg intersection with stop-control on Deer Valley Drive, northbound, while Glasgow Road, eastbound and westbound, operates in free-flow
- No existing transit facilities were identified within the study area and no future transit facilities within 500 m of the study area were identified in the documents reviewed

EXISTING CONDITION – SITE PHOTOS



EXISTING CONDITION – SITE PHOTOS



EXISTING CONDITION – SITE PHOTOS



EXISTING CONDITION – SITE PHOTOS



26.07.2022 07:24



26.07.2022 07:41



26.07.2022 10:46



26.07.2022 07:24

ONGOING AND COMPLETED ASSESSMENTS/ TECHNICAL STUDIES

- MP site visit
- Field investigations
- Survey
- Existing street-lighting analysis
- Draft Cultural Heritage Assessment Report (CHAR)
- Assessment of past uses
- Draft pavement design report
- Draft hydrogeological report
- Soil characterization report
- Transportation (traffic and active transportation) background review

PROPOSED ZANCOR HOMES RESIDENTIAL SUBDIVISION

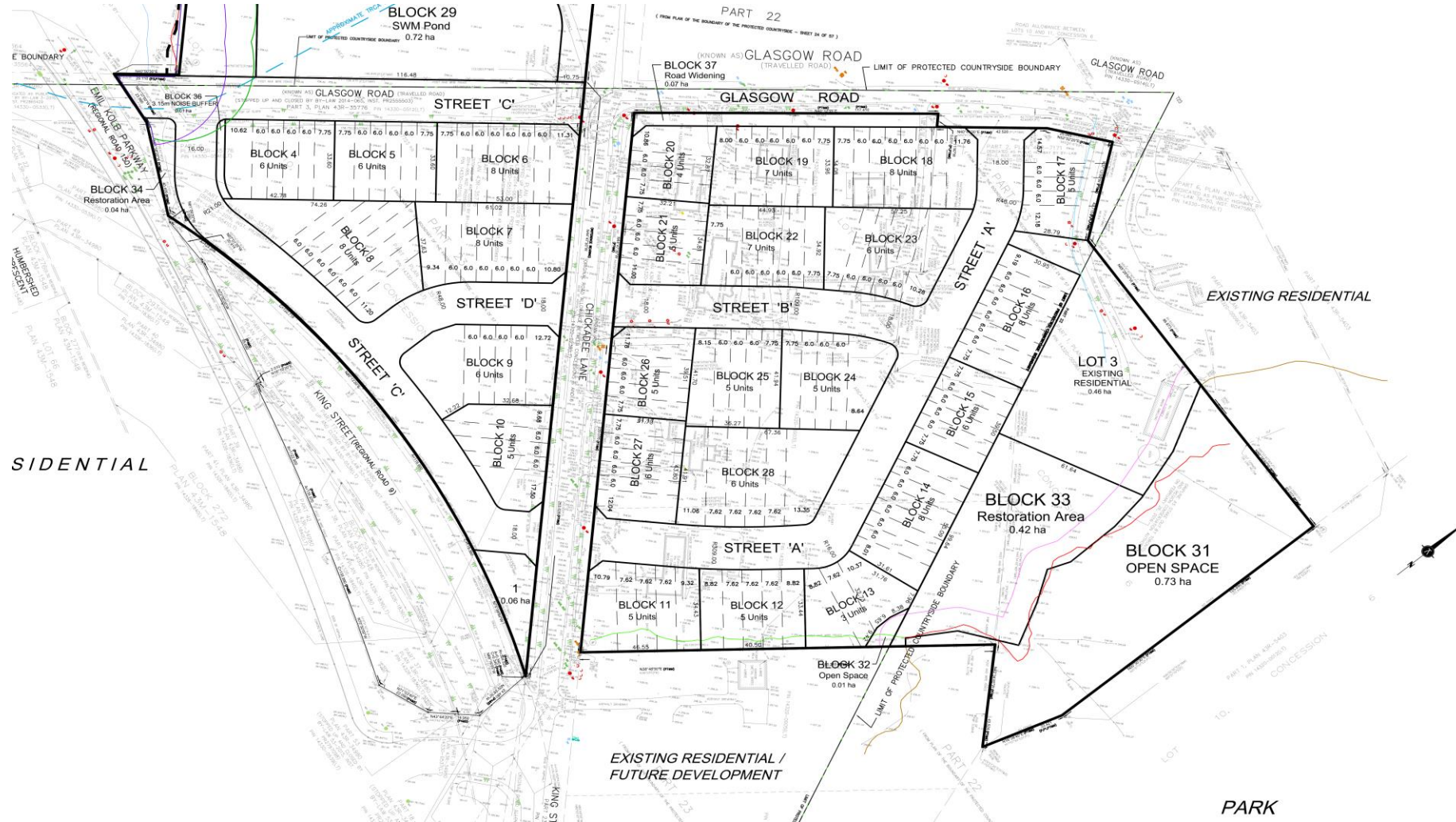


Town of Caledon: <https://www.caledon.ca/en/town-services/resources/Business-Planning--Development/Development-Services/Humphries-Planning-Group/9.-Aerial-Photograph--05.06.2020.pdf>

PROPOSED ZANCOR HOMES RESIDENTIAL SUBDIVISION

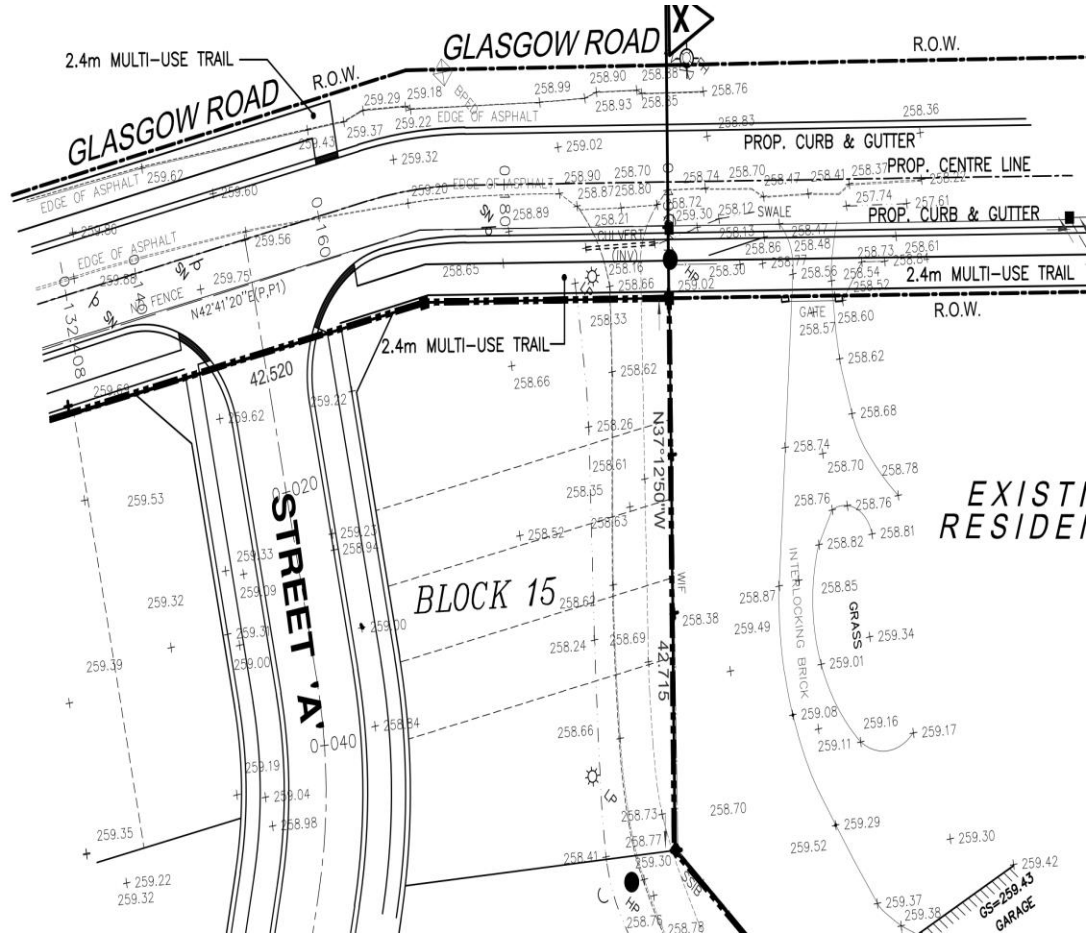
- Zancor development is anticipated to have an 18.0m ROW
- 3.95m lane urban cross section - according to Town's standard (Std 205)
- with a 1.5m - 1.8m sidewalk on the north side
- 3.0m multi-use trail on the south side (if possible)
- <https://www.caledon.ca/en/town-services/humphries-planning-group-inc.aspx>
- <https://www.caledon.ca/en/town-services/resources/Business-Planning--Development/Development-Services/Humphries-Planning-Group/Draft-Plan-Chickadee-Lane-Apr-6-22-UTM.pdf>

PROPOSED ZANCOR HOMES RESIDENTIAL SUBDIVISION

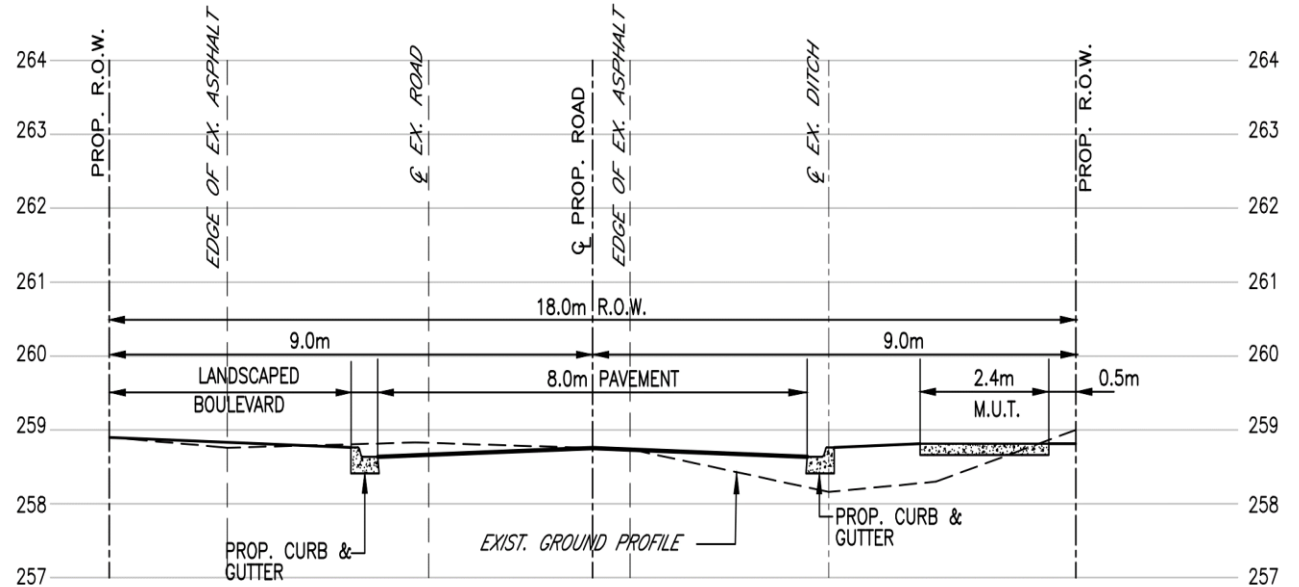


Town of Caledon: <https://www.caledon.ca/en/town-services/resources/Business-Planning--Development/Development-Services/Humphries-Planning-Group/Draft-Plan-Chickadee-Lane-Apr-6-22-UTM.pdf>

PROPOSED ZANCOR HOMES - PART PLAN AND SECTION AT GLASGOW ROAD AT SREET 'A'



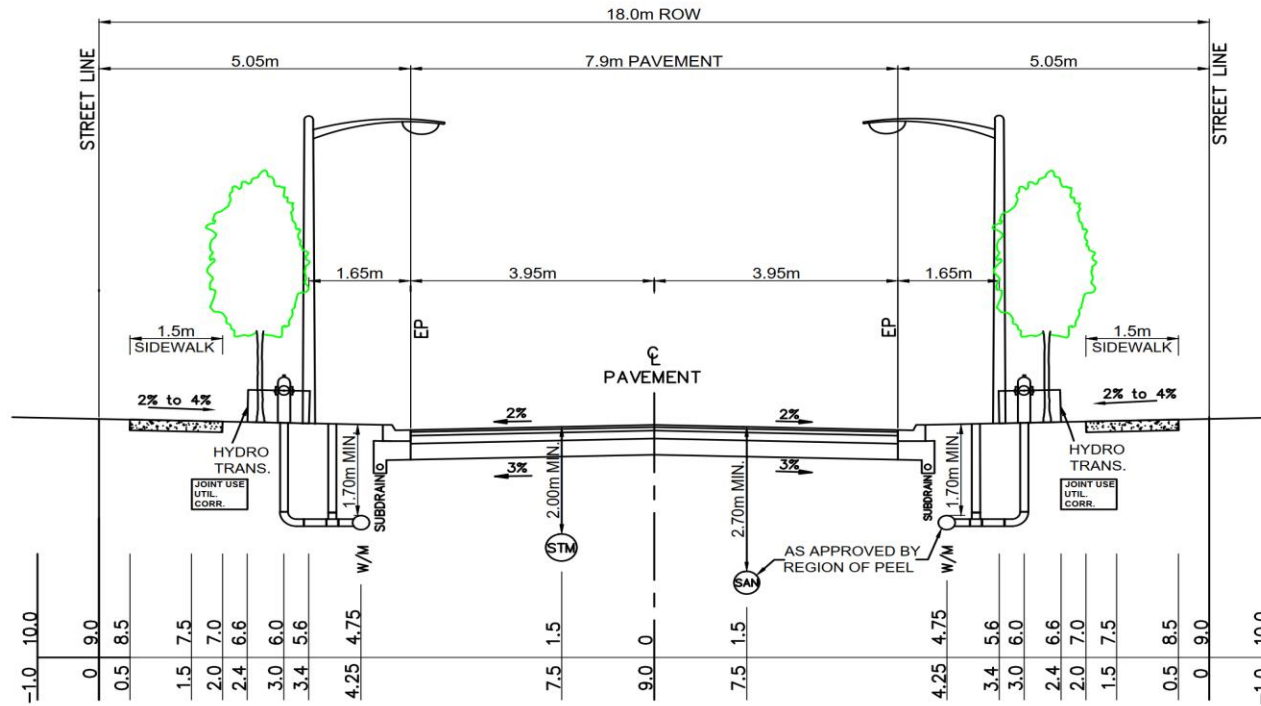
- Proposed CL Shift (approx. 3.0m)



CDG CANDEVCON LIMITED
 CONSULTING ENGINEERS AND PLANNERS
 9358 GOREWAY DRIVE
 TEL. (905) 794-0600
 BRAMPTON, ONTARIO L6P 0M7
 FAX (905) 794-0611

Source:

TOWN OF CALEDON STANDARD – LOCAL ROAD



NOTES

1. WATERMAIN TO HAVE MINIMUM COVER OF 1.7m.
2. UTILITY CORRIDOR TO HAVE A MINIMUM COVER OF 0.9m.
3. TREES TO BE PLACED IN LOCATIONS PER APPROVED LANDSCAPE PLAN.
4. STREETLIGHT FIXTURE PER APPROVED TOWN STANDARD.
5. THE FOLLOWING IS A MINIMUM ROAD BASE AND WILL REQUIRE A SOILS REPORT VERIFICATION
 40 mm HL3
 65 mm HL8
 150 mm GRANULAR "A"
 300 mm GRANULAR "B"

6. THE BOULEVARDS REQUIRE A MINIMUM OF 300mm OF TOPSOIL AND NURSERY SOD.
7. ON A CRESCENT THE WATERMAIN SHALL BE PLACED ON THE OUTSIDE.
8. FULL LENGTH MINIMUM 100 MM DIA. SUB-DRAINS C/W FILTERCLOTH SHALL BE INSTALLED, AS PER APPROVED TOWN OF CALEDON STANDARD NO. 219.
9. SUB-GRADE SHALL BE COMPACTED TO A MINIMUM 95% OF S.P.D. AT OPTIMUM MOISTURE CONTENT.
10. WHERE POSSIBLE MANHOLE LIDS TO BE LOCATED OUT OF TIRE LANE OF TRAFFIC.
11. LONG DIMENSION OF TRANSFORMER TO BE PARALLEL TO STREETLINE.

TOWN OF CALEDON	4	TEXT AND SLOPE REVISIONS	MAY 19	APR'D: C.C.	DATE: JUNE 08
	3	DIMENSION AND TEXT REVISION	JAN. 09		
18.0m LOCAL ROAD 8.5m ROADWAY (7.9m PAVEMENT)	2	DIMENSION AND LAYOUT REVISION	JULY 08	DRAWN:	SCALE: N.T.S.
	1	DIMENSION EDIT	JUNE 08		
	NO.	REVISION	APR'D		

STUDY AREA CHALLENGES, ISSUES, AND OPPORTUNITIES

- Road allowance (ROW)
- Substandard geometry
- Roadway drainage
- Utilities (street lighting, etc)
- Approvals
- Need for active transportation facilities (trail connection)
- Pedestrian and cyclist safety
- On street parking

STUDY AREA CHALLENGES, ISSUES, AND OPPORTUNITIES - PARKING



ALTERNATIVE SOLUTIONS – CONSIDERATION

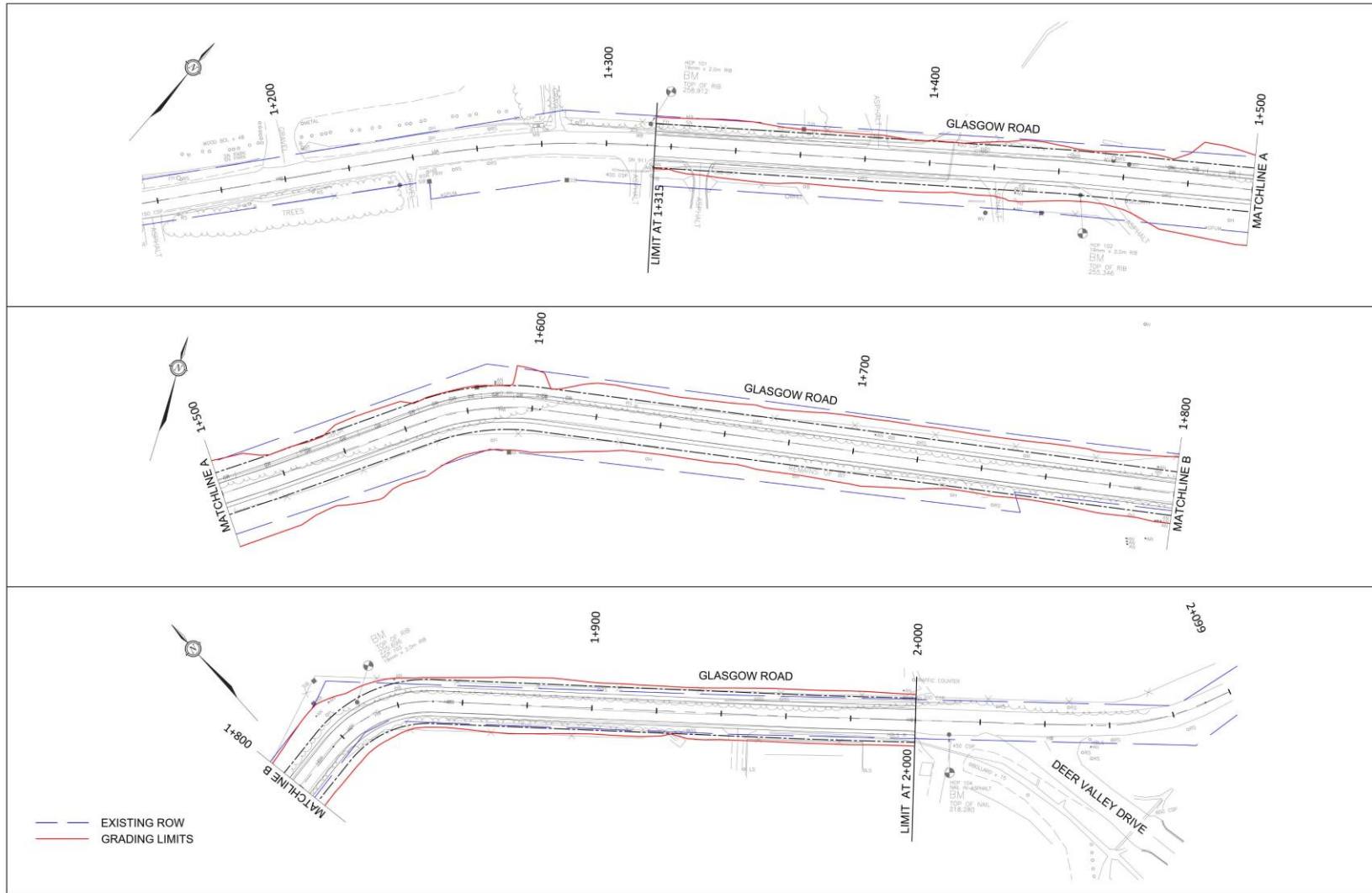
- Options and sub-options to be evaluated:
 1. Option 1 – Rural Section
 - ✓ 3.3 m lanes, 1.2 m shoulders
 2. Option 2 – Rural Section w AT Facility
 - ✓ Sidewalk/MUP on North/South
 - ✓ 3.3 m lanes, 1.2 m shoulders, 1.8 m sidewalk or 3.0 m MUP
 3. Option 3 – Urban Section w AT Facility
 - ✓ Sidewalk/MUP on North/South
 - ✓ 3.5 m lanes, curb and gutter, 1.8 m sidewalk or 3.0 m MUP

Town noted adjacent development plans to move forward with cross-section indicated on development plan including centerline shift.

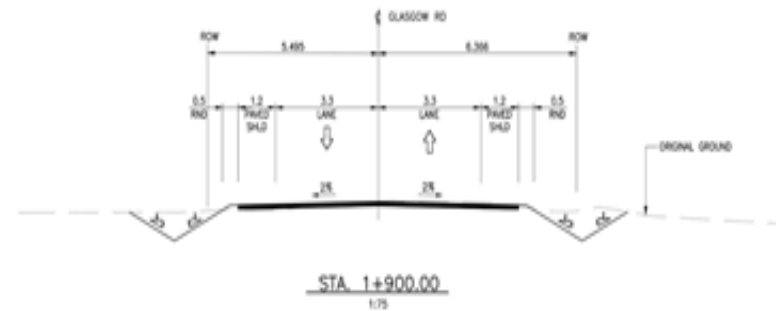
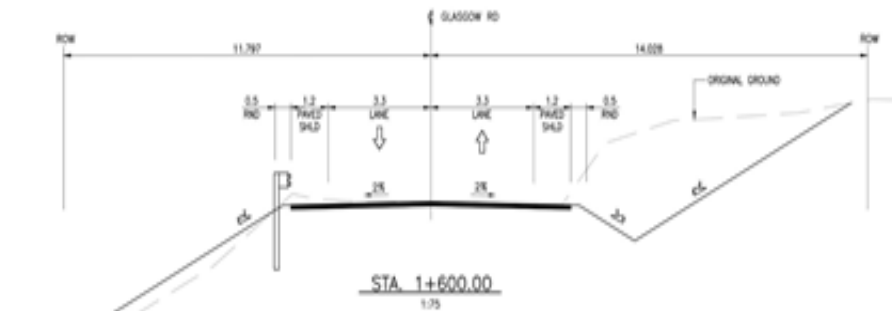
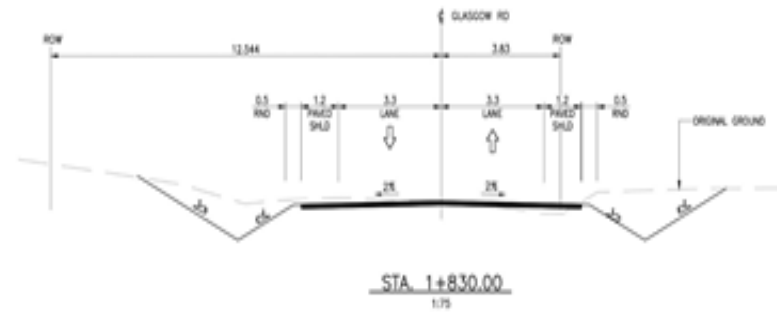
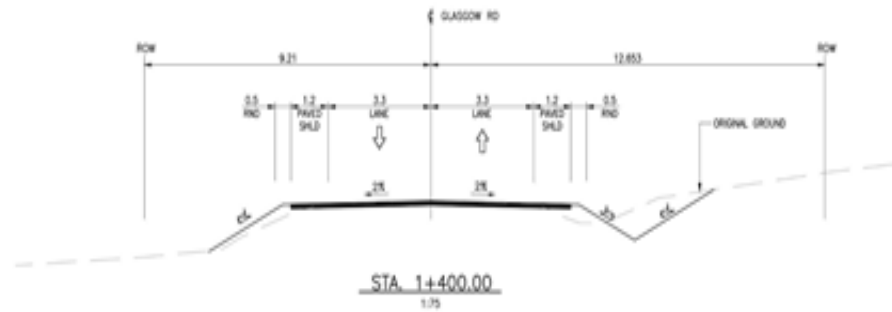
ACTIVE TRANSPORTATION (PLANS)



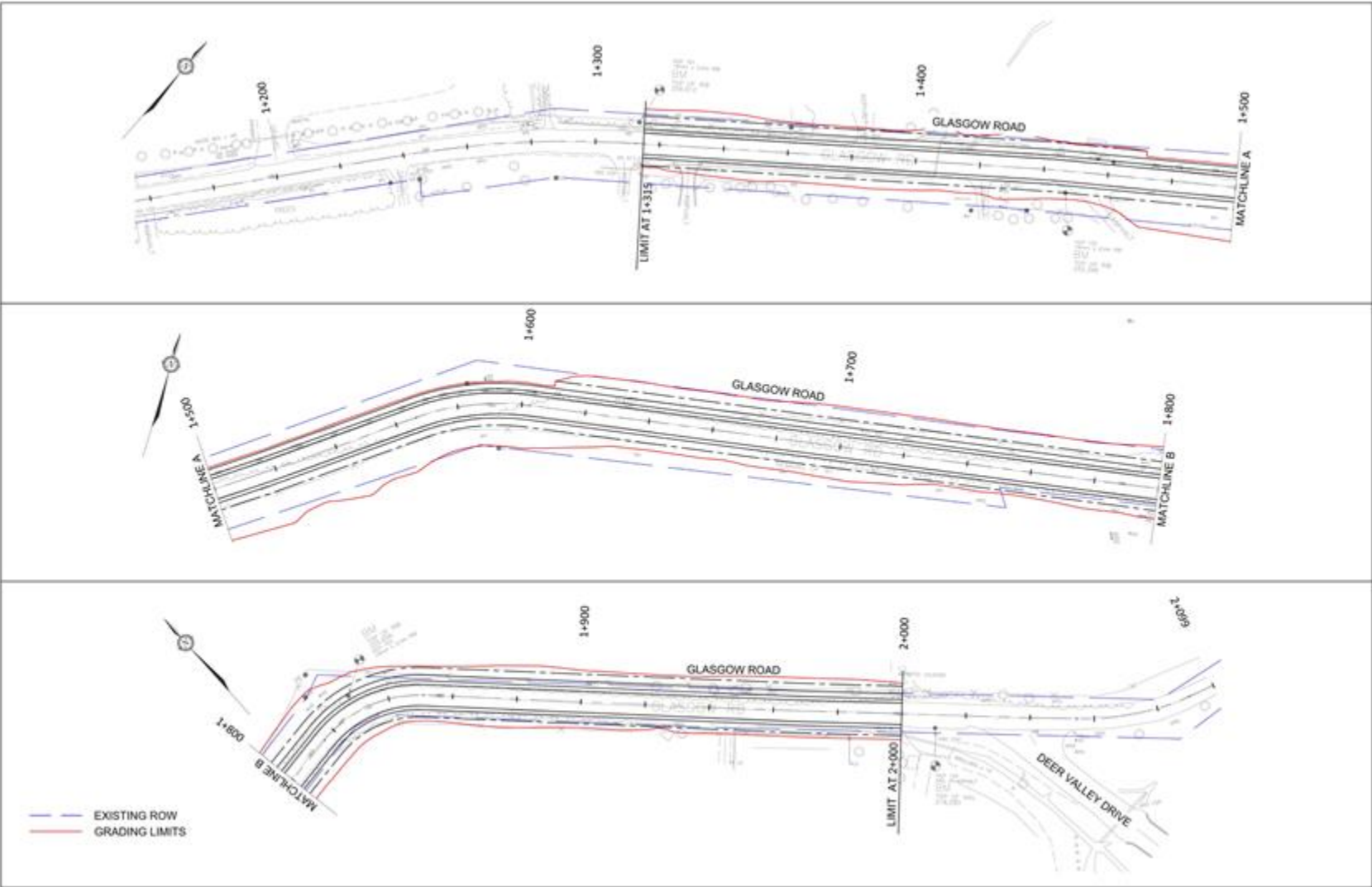
ALTERNATIVE SOLUTIONS – MAINTAIN RURAL SECTION



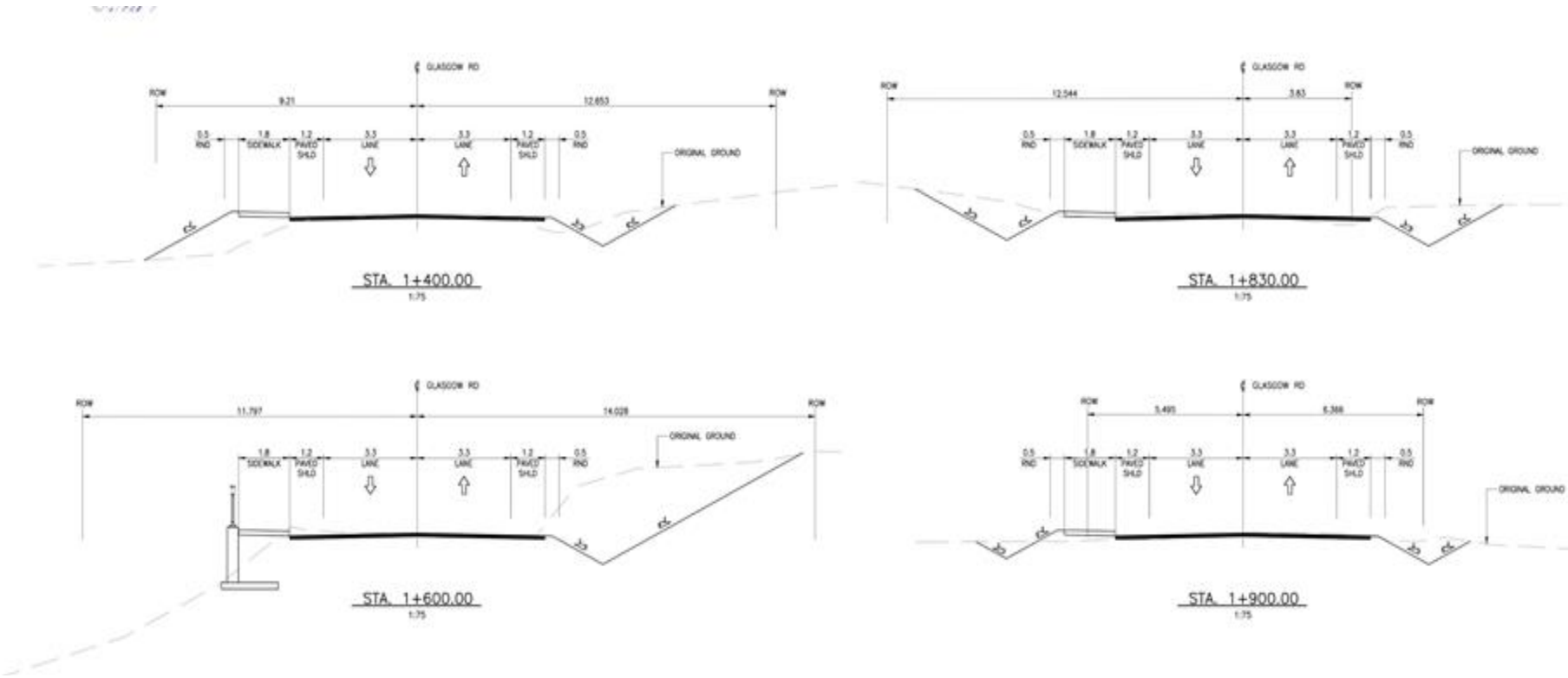
ALTERNATIVE SOLUTIONS – MAINTAIN RURAL SECTION



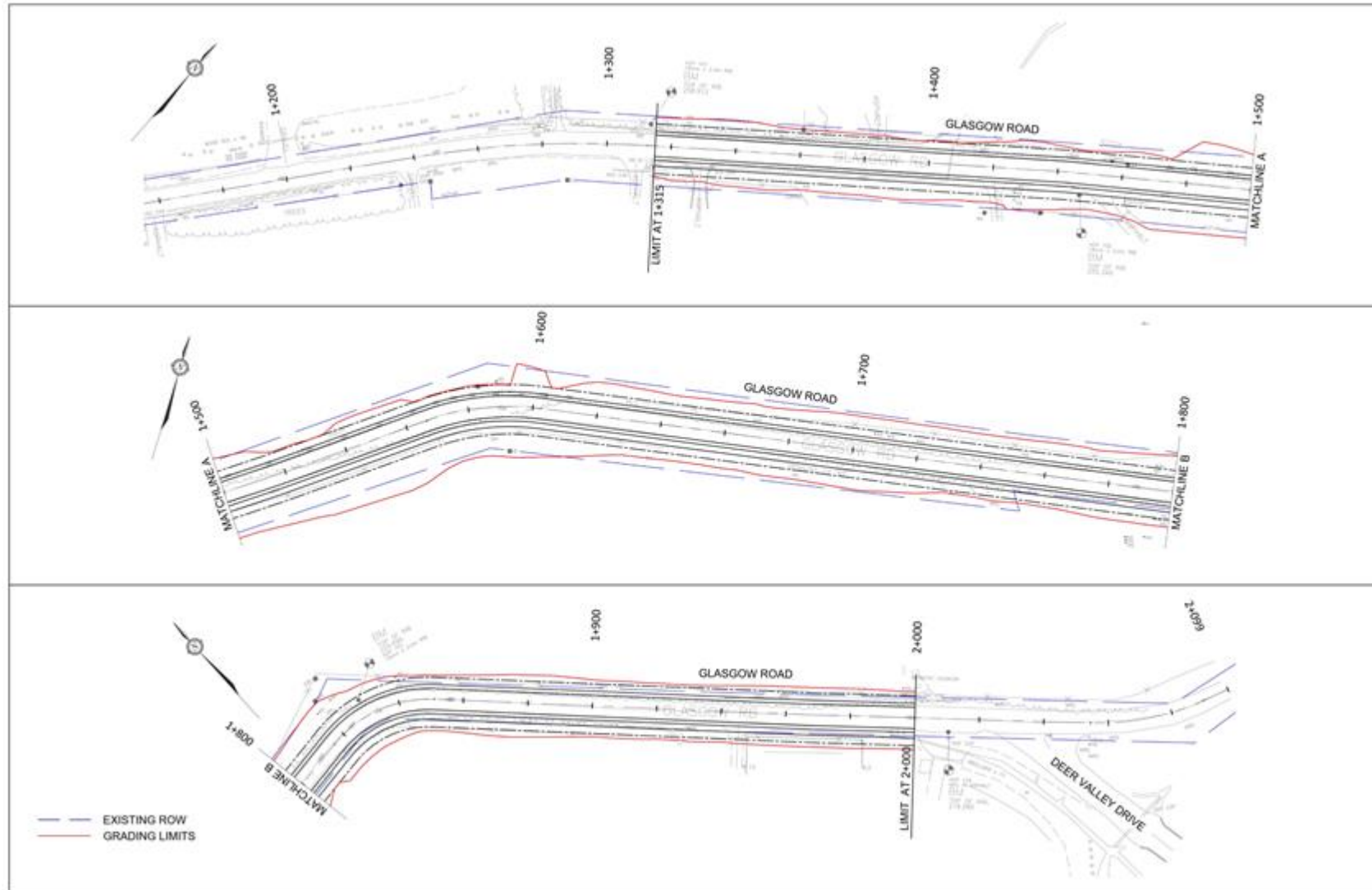
ALTERNATIVE SOLUTIONS – 2A - RURAL SECTION - SIDEWALK/MUP ON NORTH/SOUTH



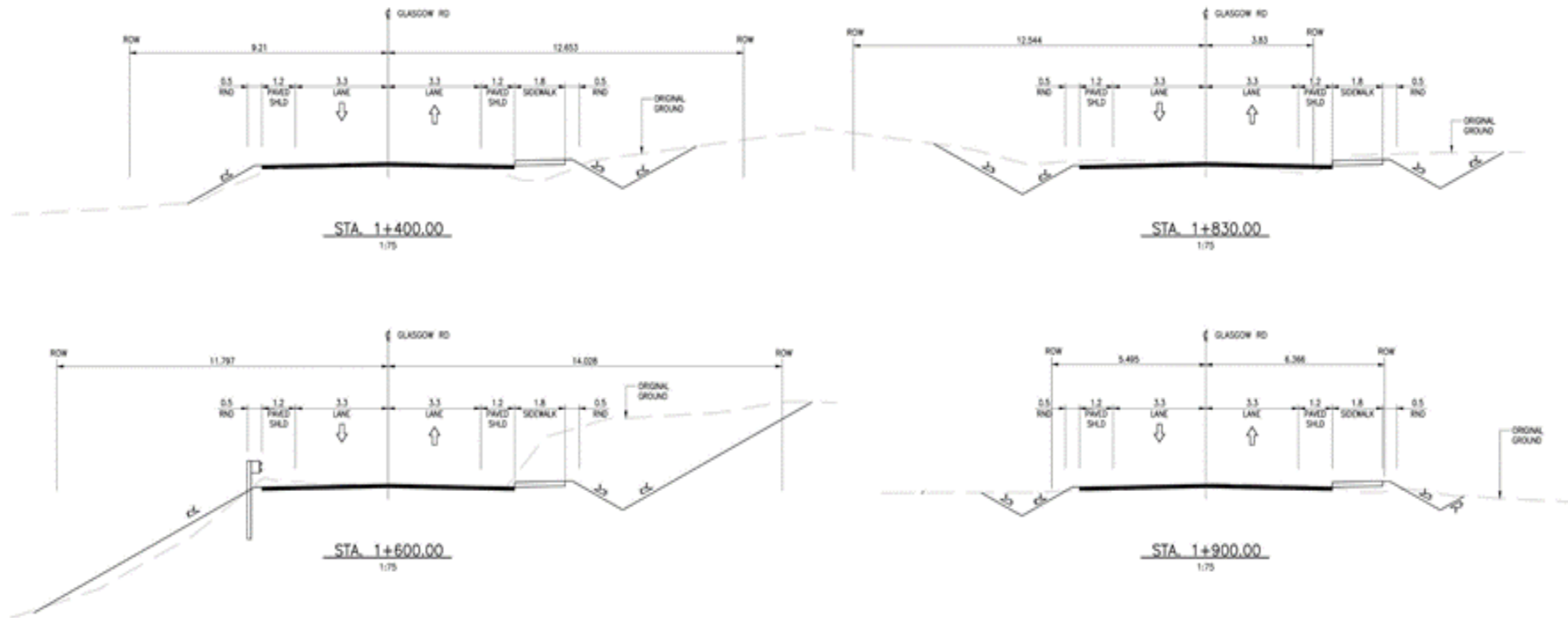
ALTERNATIVE SOLUTIONS – 2A - RURAL SECTION - SIDEWALK/MUP ON NORTH/SOUTH



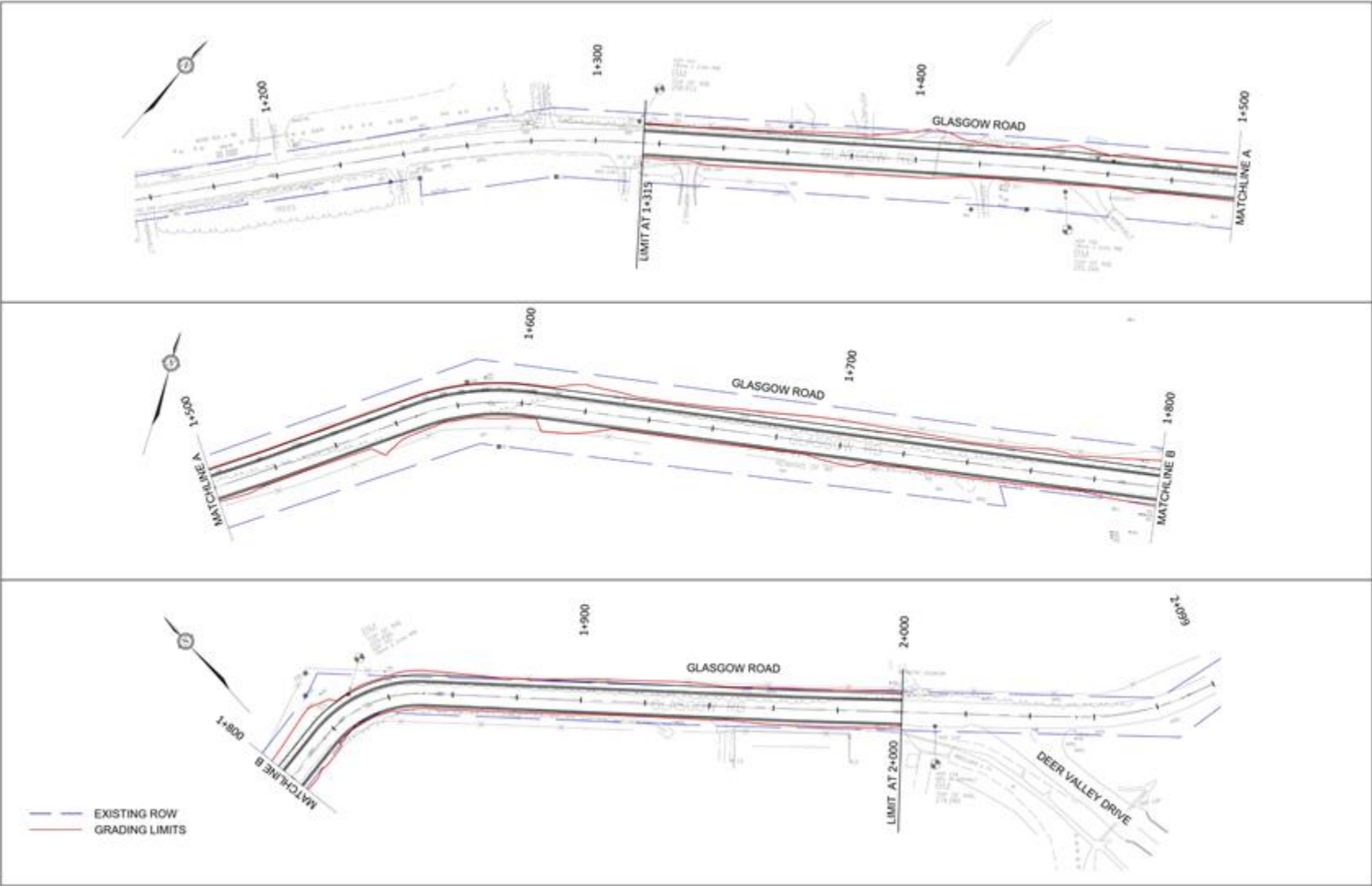
ALTERNATIVE SOLUTIONS – 2B-RURAL SECTION - SIDEWALK/MUP ON NORTH/SOUTH



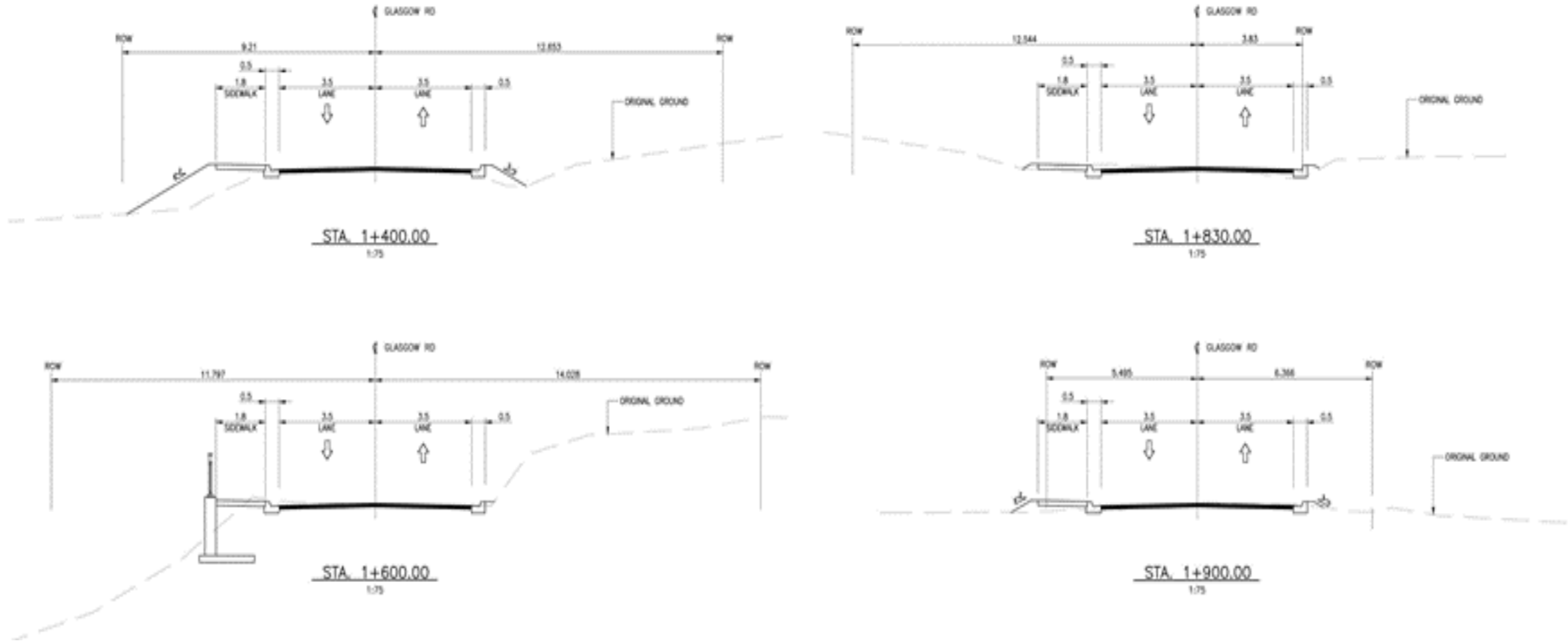
ALTERNATIVE SOLUTIONS -2B-RURAL SECTION - SIDEWALK/MUP ON NORTH/SOUTH



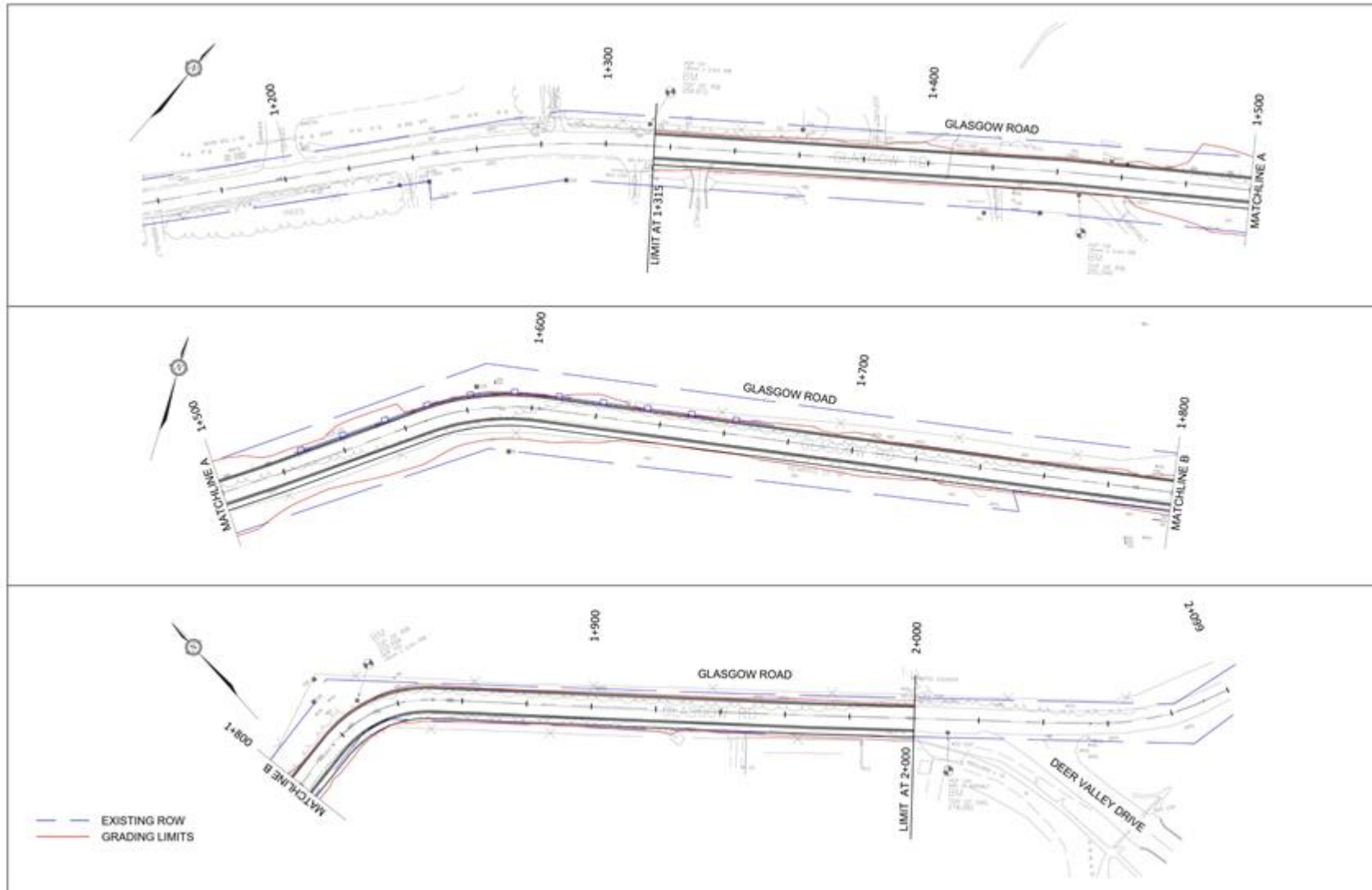
ALTERNATIVE SOLUTIONS – 3A – URBAN SECTION



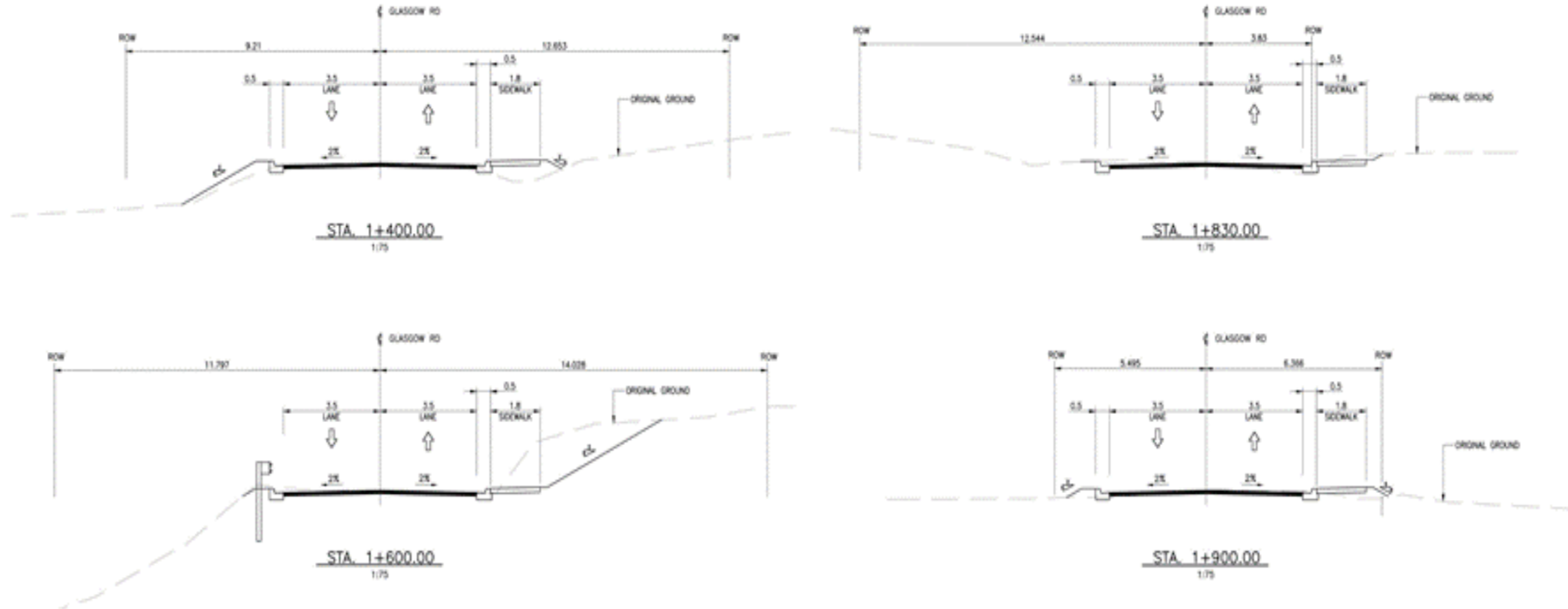
ALTERNATIVE SOLUTIONS – 3A – URBAN SECTION



ALTERNATIVE SOLUTIONS – 3B- URBAN SECTION



ALTERNATIVE SOLUTIONS – 3B – URBAN SECTION



PUBLIC INFORMATION CENTRE #1

- In November 2022 – date to be confirmed
- 05:00pm to 07:00pm
- in person
- format - an informal “Open House” drop-in session with materials on display for attendees to review project information, and discuss issues, concerns, and questions with the Project Team
- presentation materials will be available online after the PIC
- venue/location – TBD

NEXT STEPS, SCHEDULE, AND MILESTONES

- PIC #1 – November 2022
- EA Phases as per project scope
- Preliminary Design Report and 30% Preliminary Design
- PIC #2 – February or March 2023
- Detailed Design (provisional)
- Tender Ready Submission
- Construction - TBD

MINUTES PROJECT MEETING WITH TRCA

Date and Time: Wednesday, October 19, 2022, 2:30 pm – 3:30 pm

Location: Microsoft Teams meeting

List of Attendees:

Shirin Varzgani	Senior Planner – IPP	TRCA
Maria Parish	Senior Ecology – Water Resources	TRCA
<i>Dilnesaw Chekol (regrets)</i>	<i>Senior Engineer – Water Resources</i>	<i>TRCA</i>
Jairo Morelli	Engineer – Water Resources	TRCA
Caitlin Harrigan	Senior Manager – PMO	TRCA
Sinthujan Navaratnavel	Engineer – Geotechnical Engineering	TRCA
Suzanne Bevan	Senior Manager – IPP	TRCA
Deanna Cheriton	Senior Program Manager – Conservation Lands and Trails	TRCA
<i>Shun Cheung (regrets)</i>	<i>Project Manager</i>	<i>Town of Caledon</i>
Braydon Sharer	Project Manager	Town of Caledon
Jillian Britto	Transportation Engineer	Town of Caledon
Sabrina Davidson	Transportation Coordinator	Town of Caledon
Daniel Oh	Project Manger, Development	Town of Caledon
Mehemed Delibasic	Consultant Project Manager	McIntosh Perry
Alex Siciliano	Assistant PM / Lead Design Engineer	McIntosh Perry
Graeme Ellis	Project Engineer	McIntosh Perry
Lisa Marshall	Lead Environmental Engineer	McIntosh Perry
Kerry Reed	Environmental Planner	McIntosh Perry

Subject: Town of Caledon Project No. 2021-118, Glasgow Road (Chickadee Lane to Deer Valley Drive) Schedule “B” Municipal Class Environmental Assessment and Detailed Design
Project Review with TRCA

1.0 INTRODUCTIONS

- General introductions of project team and scope of the project:
 - Municipal Class EA (Schedule “B”) EA and detailed design for the reconstruction/upgrade of Glasgow Road from Chickadee Lane to Deer Valley Lane (900 m) **with possible extension of sidewalk on Deer Valley Lane (additional 300 m) to Bambi Trail**

2.0 PROJECT SCOPE, BACKGROUND, AND STATUS

- MP share presentation with general overview of the project, including overview of the following:

- Existing conditions, ongoing and completed assessments/ technical studies, study area challenges, issues, and opportunities (AT facilities, parking, safety, etc.), proximity to TRCA watershed and Humber Valley Heritage Trail, and desired road cross section and ROW implications.
- TRCA requested copy of presentation slides for reference.

Action: MP
- TRCA inquired as to availability of previous studies or justification for additional pedestrian facilities:
 - It was noted that Town’s Transportation Master Plan has identified the corridor as a candidate for addition of AT facilities. It should be noted that feedback received from local residents supports enhanced AT facilities, safety improvements, and accommodation and access to the Humber Valley Heritage Trail.
 - Purpose of ongoing EA study will be to determine if AT facility is warranted and, if so, appropriate type {multi use path (MUP), sidewalk, etc.} and location.
- TRCA noted that a previous meeting was held with the Town to review plans for the corridor including considerations for adjacent Zancor Subdivision. TRCA to provide record of previous correspondence.

Action: TRCA
- TRCA confirmed receipt of Notice of Commencement for planned improvements to Glasgow Road, previously circulated by MP. TRCA to provide formal response for consideration of project team.

Action: TRCA
- MP inquired as to whether TRCA have any requirements for connection of Humber River Heritage Trail to proposed Glasgow Road facilities. TRCA informed MP that they do not at this time but asked that they be informed if this comes up with the Town during the EA process.
- MP shared potential preliminary options for improvements in the study corridor:
 - TRCA raised concerns with regards to modifications to the Humber River embankment on the North side of (Glasgow Road) the study area, noting the need for enhanced geotechnical and foundation investigations would be required should embankment grading be proposed.
 - MP confirmed the validity of this concern with regards to options that consider widening to the north, potential impacts to be confirmed through evaluation of design alternatives as part of the EA process/requirement.
 - MP noted the narrow ROW at the east end of the study area, and asked TRCA about the potential for widening the ROW into TRCA property to fit a MUP. Confirmation of property ownership is required to determined feasibility of acquisition as may be required to accommodate proposed AT facility.

Action: TRCA
 - TRCA to review potential impacts of working within existing TRCA areas upon preparation of design alternatives.

- MP shared update for potential sidewalk extension along Deer Valley Drive up to Bambi Trail noting that implementation on West side of the roadway will be considered as option/alternative in order to avoid impacts to Humber River embankment. TRCA noted no concerns with the placement of the proposed sidewalk on the west side of Deer Valley Drive. It was noted that no changes to the roadway along Deer Valley Drive are required as part of this project/study.

Meeting was adjourned at 3:30 pm.

AGENDA

PROJECT MEETING WITH TRCA

Date and Time: Wednesday, June 21, 2023, 10:00 pm – 11:00 pm

Location: Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

List of Invitees:

Shirin Varzgani	Senior Planner – IPP	TRCA
Maria Parish	Senior Ecology – Water Resources	TRCA
Leila Forsyth	Planning Ecologist	TRCA
Jairo Morelli	Engineer – Water Resources	TRCA
Sinthujan Navaratnavel	Engineer – Geotechnical Engineering	TRCA
Suzanna Bevan	Senior Manager – IPP	TRCA
Deanna Cheriton	Senior Program Manager – Conservation Lands and Trails	TRCA
Shun Cheung	Project Manager	Town of Caledon
Mehemed Delibasic	Consultant Project Manager	McIntosh Perry
Alex Siciliano	Assistant PM / Lead Design Engineer	McIntosh Perry
Lisa Marshall	Lead Environmental Engineer	McIntosh Perry
Kerry Reed	Environmental Planner	McIntosh Perry

Subject: Town of Caledon Project No. 2021-118, Glasgow Road (Chickadee Lane to Deer Valley Drive) Schedule “B” Municipal Class Environmental Assessment and Detailed Design
Project Review with TRCA

1.0 INTRODUCTIONS

- General Introductions of project team

2.0 PRESENTATION

- General overview of the project
 - Municipal Class EA (Schedule “B”) EA and detailed design for the reconstruction/upgrade of Glasgow Road from Chickadee Lane to Deer Valley Lane (900m) **with possible extension of sidewalk on Deer Valley Lane (additional 300m)**
- Existing conditions
- Preliminary/Conceptual Design Presentation

- Proximity to TRCA watershed and Humber Valley Heritage Trail
- Desired road cross section and ROW implications

3.0 OPEN DISCUSSION

- Open discussion and comment period

MEETING MINUTES PROJECT MEETING WITH TRCA

Date and Time: Wednesday, June 21, 2023, 10:00 pm – 11:00 pm

Location: Microsoft Teams meeting

List of Invitees:

Shirin Varzgani	Senior Planner – IPP	TRCA
Maria Parish	Senior Ecology – Water Resources	TRCA
Leila Forsyth (<i>regrets</i>)	Planning Ecologist	TRCA
Jairo Morelli	Engineer – Water Resources	TRCA
Sinthujan Navaratnavel	Engineer – Geotechnical Engineering	TRCA
Suzanna Bevan	Senior Manager – IPP	TRCA
Deanna Cheriton	Senior Program Manager – Conservation Lands and Trails	TRCA
Shun Cheung	Project Manager	Town of Caledon
Daniel Oh (<i>regrets</i>)	Project Manger, Development	Town of Caledon
Mehemed Delibasic	Consultant Project Manager	McIntosh Perry
Alex Siciliano	Assistant PM / Lead Design Engineer	McIntosh Perry
Lisa Marshall	Lead Environmental Engineer	McIntosh Perry
Kerry Reed	Environmental Planner	McIntosh Perry

Subject: Town of Caledon Project No. 2021-118, Glasgow Road (Chickadee Lane to Deer Valley Drive) Schedule “B” Municipal Class Environmental Assessment and Detailed Design **Project Review with TRCA #2**

1.0 INTRODUCTIONS

- General Introductions of project team

2.0 PRESENTATION

- General overview of the project
 - Municipal Class EA (Schedule “B”) EA and preliminary/conceptual design for the reconstruction/upgrade of Glasgow Road from Chickadee Lane to Deer Valley Lane (900m) **with possible extension of sidewalk on Deer Valley Lane (additional 300m) to Bambi Trail**
- MP share presentation with general overview of the project, including overview of the following:
 - Existing conditions, ongoing and completed assessments/ technical studies, study area challenges, issues, and opportunities (AT facilities, parking, safety, etc), proximity to TRCA watershed and Humber Valley Heritage Trail, and desired road cross section and ROW implications.

- MP presented the Preliminary/Conceptual Design and highlighted areas where property acquisition or an encroachment permit may be required for TRCA lands.

3.0 OPEN DISCUSSION

- TRCA inquired about what studies have been completed to date.
 - MP stated that a high-level transportation background review was undertaken based on current available data provided by the Town. Developer to provide updated density volumes and traffic assessment for Glasgow Road.
 - MP also identified that a Natural Heritage Investigation, Stage 1 Archaeological Assessment, Cultural Heritage Assessment Report and Geotechnical Investigation have been completed as part of the EA.
- TRCA inquired if a Feasibility Study had been undertaken.
 - The scope of the EA assignment included a review of options and feasibility for the addition of dedicated AT facilities within the corridor. Various options were considered, with a technically preferred alternative being selected based on a review of the potential for improvements to pedestrian and vehicular traffic, design limitations and budgeting.
 - The Town noted that no Feasibility Studies were undertaken prior to commencing the EA process.
 - MP iterated that residents have expressed their concerns pertaining to the lack of AT facilities along Glasgow Road and Deer Valley Drive and that the existing ROW configuration is unsafe for pedestrians and cycles navigating the corridor to access existing recreational facilities (Jack Garratt Soccer Park, Edelweiss Park and Humber Valley Heritage Trail).
- TRCA inquired about Stage 1 & 2 Archaeological Assessments.
 - MP stated that a Stage 1 Archaeological Assessment has been completed as part of the EA and will be circulated as part of the Project File Report. The Stage 1 Archaeological Assessment identified areas of archaeological potential that could be impacted by the project and that a Stage 2 Archaeological Assessment be undertaken. The Stage 2 Archaeological Assessment will be completed during the detail design once the area of impact has been confirmed.
- TRCA expressed concern pertaining to the steep embankment along the north side of Glasgow Road, and potential grading impacts that may result from proposed improvements, including potential for slope stability installations or retaining walls.
 - MP noted that initial review suggests any impacts to the slope will require consideration of engineered embankment stability measures. Slope flattening cannot be achieved without impacts to the Humber River embankment.
- TRCA expressed that the Town will need to demonstrate the need for an AT facility along Glasgow Road. The design will need to take into consideration the following:

- Potential construction related impacts to the valley and slopes (especially on the north embankment) and provide mitigation measures.
- General construction related impacts to TRCA lands and provide mitigation.
- Further investigate the need for retaining walls.
- TRCA identified the need for additional parking at Edelweiss Park to assist with parking issues along Glasgow Road
 - The potential expansion to the existing parking footprints is outside the scope of this EA study. Town to provide comment on consideration for additional parking within the area as part of another study.
- TRCA expressed concerns with going to the public but indicated that they do not intend to prevent the Town from proceeding with consultation.
- TRCA inquired about the current development plans and if a MUP has been proposed for the development:
 - MP indicated that information made available by Town development staff suggests that the Development agreement includes the provision of a pathway connection from Chickadee Lane to Emil Kolb Parkway. No details on the development plans are available at this time, however the understanding is that the development will continue the proposed MUP from the project limits west of Street ‘A’.
- TRCA requested that all consultation material be documented with the EA Project File Report.

Meeting was adjourned at 11:00 pm