



# BURNSIDE

[ THE DIFFERENCE IS OUR PEOPLE ]

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## Appendix B

### Evaluation of Alternatives

Appendix B

Evaluation Matrix	B1
Cost Estimates	B2

**Patterson Road Bridge 1- Class Environmental Assessment  
Evaluation of Alternatives**

Criteria for Evaluating		Alternative 1: Do Nothing	Alternative 2: Rehabilitate Structure	Alternative 3: Rehabilitate and Widen Structure	Alternative 4: Replace Structure
<b>A</b>	<b>Natural Environment</b>				
1	<b>Impact to Water Quality and Quantity</b>	Ongoing impacts to water quality from road salt/sediment run-off from bridge. Erosion and scour around abutments would continue.	Ongoing impacts to water quality from road salt/sediment run-off from bridge. Some erosion at abutments would be improved.	Solid barriers and curb and gutter will reduce road salt/sediment from directly entering the watercourse over long term. Potential to mobilize sediment during instream work over short term. Opportunity to improve bridge alignment with stream morphology. Erosion at abutments would be improved.	Solid barriers and curb and gutter will reduce road salt/sediment from directly entering the watercourse over long term. Potential mobilized sediment during instream work over short term. Opportunity to improve bridge alignment with stream morphology. Erosion at abutments would be improved.
	<b>Rating</b>	●	●	●	●
2	<b>Impact to Aquatic Habitat</b>	Some impact to aquatic habitat from continued erosion. Channel alignment would continue to scour away from crossing, exacerbating alignment issues.	Improvement to erosion protection from abutment and embankment rehabilitation to minimize scour along embankments and abutments. Limited in-water work anticipated.	Improvement to erosion protection from abutment and embankment rehabilitation to minimize scour along embankments and abutments. Limited in-water work anticipated.	Watercourse alignment through structure improved to minimize adjacent scour along embankments and abutments. Direct impact to aquatic habitat from in-water works will be mitigated.
	<b>Rating</b>	●	○	○	●
3	<b>Impact to Vegetation and Terrestrial Habitat</b>	No impact over existing conditions.	Potential for minor loss of vegetation located within the existing Right-of-Way as a result of grading and construction.  Temporary displacement of and disturbance to migratory breeding birds, wildlife and wildlife habitat during the construction phase (i.e., vegetation removals, noise disturbance).	Grading activities will result in loss of vegetation located within the Right-of-Way in some areas. Grading impact will encroach into natural vegetation communities beyond the Right-of-Way.  Temporary displacement of and disturbance to migratory breeding birds, wildlife and wildlife habitat during the construction phase (i.e., vegetation removals, noise disturbance).	Grading activities will result in loss of vegetation located within the Right-of-Way in some areas. Grading impact will encroach into natural vegetation communities beyond the Right-of-Way.  Temporary displacement of and disturbance to migratory breeding birds, wildlife and wildlife habitat during the construction phase (i.e., vegetation removals, noise disturbance).
	<b>Rating</b>	○	●	●	●
4	<b>Impact to Designated Sites/Species at Risk/Rare Species</b>	No anticipated impacts above existing conditions.	In-water work is not anticipated. Possible minor impact to Special Concern species (Monarch) and potential Species at Risk turtle (Snapping Turtle) nesting habitat (road-side) during construction, grading and removal of vegetation.	Construction, grading and removal of vegetation within the road allowance may result in possible impact to potential habitat for Special Concern species (Monarch) and potential for SAR turtle nesting habitat (Snapping Turtle). Possible impact to SAR bat habitat with tree removal beyond the road allowance. In-water work may temporarily impact habitat for Specially Protected reptiles (Midland Painted Turtle).	Construction, grading and removal of vegetation within the road allowance may result in possible impact to potential habitat for Special Concern species (Monarch) and potential for SAR turtle nesting habitat. Possible impact to SAR bat habitat with tree removal beyond the road allowance. In-water work may temporarily impact habitat for Specially Protected reptiles (Midland Painted Turtle).
	<b>Rating</b>	○	●	●	●
5	<b>Climate Change (greenhouse gas emissions, carbon storage)</b>	Vegetation maintenance is not anticipated to significantly impact the availability of carbon sinks. Vertical profile of the existing bridge is vulnerable to potential flood conditions during periods of very high flow (> 500-year return period) and climate extremes.	Vegetation maintenance is not anticipated to significantly impact the availability of carbon sinks over existing conditions. Vertical profile of the existing bridge is vulnerable to potential flood conditions during periods of very high flow (> 500-year return period) and climate extremes.	Vegetation removal and maintenance is not anticipated to significantly impact the availability of carbon sinks over existing conditions. Vertical profile of the existing bridge is vulnerable to potential flood conditions during periods of very high flow (>500-year return period) and climate extremes. Improvements to accommodate active transportation have the potential to decrease vehicle traffic resulting in decreases in associated greenhouse gas emissions.	Vegetation removal and maintenance is not anticipated to significantly impact the availability of carbon sinks over existing conditions. Improvements to accommodate active transportation have the potential to decrease vehicle traffic resulting in decreases in associated greenhouse gas emissions. The replacement of the existing structure with one with a larger-span and increased vertical profile would allow for improved conveyance capacity below Patterson Road during periods of high flow, providing resilience under changing climatic conditions.
	<b>Rating</b>	●	●	●	●
	<b>Summary Natural Environment</b>	●	●	●	●

Criteria for Evaluating Alternatives	Alternative 1: Do Nothing	Alternative 2: Rehabilitate Structure	Alternative 3: Rehabilitate and Widen Structure	Alternative 4: Replace Structure
<b>B Socio-Cultural Environment</b>				
<b>1 Conformity to Local Planning Provisions (planned road improvements, Active Transportation policy)</b>	Roadway currently narrows at the bridge. Not compatible with planned road widening improvements. Does not meet current road platform width Town standards. Does not accommodate Transportation Master Plan recommendation for Shared On-Road Cycling Route. Does not provide a road network that is efficient and accommodates future level of service.	Does not meet platform width Town standards and cannot accommodate the shared on-road bicycle lanes or provide the recommended side clearances. Would provide an improved road network that operates at an acceptable level of service without planned shared bicycle lane.	Provides a wider platform width that meets Town standards. Accommodates shared on-road bicycle lanes and recommended side clearances. Provide a road network that is safe, efficient and operates at an acceptable level of service.	Provides a wider platform width to meet Town standards. Accommodates shared on-road bicycle lanes and recommended side clearances. Provide a road network that is safe, efficient and operates at an acceptable level of service.
<b>Rating</b>	●	●	○	○
<b>2 Property impacts (property acquisition)</b>	No impact over existing conditions.	No impact over existing conditions as the work will predominantly occur within the existing road allowance.	Easement or some property acquisition required for grading.	Easement or some property acquisition required for grading.
<b>Rating</b>	○	○	●	●
<b>3 Impact to Archaeological Resources</b>	No impact over existing conditions.	Archaeological potential beyond the right-of-way ditches. Rehabilitation would be completed within the existing right of way. No impact to archaeological resources is anticipated.	Potential impact to archaeological resources within grading in areas located beyond the bottom of the slope and outer edges of the ROW ditches	Potential impact to archaeological resources within grading in areas located beyond the bottom of the slope and outer edges of the ROW ditches
<b>Rating</b>	○	○	●	●
<b>4 Impact to Cultural Heritage Resources</b>	Does not merit designation for cultural heritage	Does not merit designation for cultural heritage	Does not merit designation for cultural heritage	Does not merit designation for cultural heritage
<b>Rating</b>	○	○	○	○
<b>Summary Socio-Cultural Environment</b>	●	●	●	●

Criteria for Evaluating Alternatives	Alternative 1: Do Nothing	Alternative 2: Rehabilitate Structure	Alternative 3: Rehabilitate and Widen Structure	Alternative 4: Replace Structure
<b>D Financial Factors</b>				
<b>1 Capital Costs</b>	No immediate costs for demolition or construction. Service life of structure is 10 years +/-	Moderate construction costs associated with rehabilitation (~385K).	High construction costs associated with rehabilitation and widening (~1.2M).	Highest construction cost associated with a new bridge (~1.9M).
<b>Rating</b>	○	●	●	●
<b>2 Operating and Maintenance</b>	Operating and maintenance costs for continued safety at the bridge. Will increase over time.	Moderate operating and maintenance costs as the structure will require continued and more frequent maintenance over time.	Low initial operating and maintenance costs, but will increase over time.	Low initial operating and maintenance costs, but will increase over time.
<b>Rating</b>	●	●	○	○
<b>3 Net Present Value</b>	No upfront cost, high replacement cost anticipated in short term of approximately 10 years.(NPV ~-1.5M)	low cost upfront, high replacement cost deferred to medium term-25 years (NPV ~-1.3M).	high cost upfront, replacement cost deferred to medium term - 25 years (NPV ~-2.1M).	highest cost upfront, replacement cost deferred to long term (75 years), maintenance and rehab cost in medium term (NPV ~-2.1M).
<b>Rating</b>	○	○	●	●
<b>Summary Financial Factors</b>	●	●	○	○

Criteria for Evaluating Alternatives		Alternative 1: Do Nothing	Alternative 2: Rehabilitate Structure	Alternative 3: Rehabilitate and Widen Structure	Alternative 4: Replace Structure
<b>E</b>	<b>Technical Factors</b>				
1	<b>Structural - Condition and Load Capacity</b>	Defects not addressed; Structure generally in fair condition with limited (10 years +/-) service life remaining; Alignment with watercourse not improved. No opportunity to improve capacity of the structure. May require load posting.	All defects can be addressed to extend the service life to 20-25 years. Alignment with watercourse not improved. Reinforced concrete deck overlay to replace granular fill and improve capacity.	All defects can be addressed to extend the service life to 20-25 years (limited by existing substructure); Alignment with watercourse not improved. Reinforced concrete deck overlay to replace granular fill and improve capacity.	A new structure will not have any defects and structural issues can be addressed; Service life of 75 years expected; Alignment with watercourse improved. A new bridge will not have any load restrictions.
	<b>Rating</b>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2	<b>Geometry - Road and Bridge Profile and Width</b>	No improvement to driving platform width. No opportunity to improve profile and sight lines. Design speed of less than 40 km/h.	No improvement to driving platform width. Opportunity for minor improvement to profile and sight lines (40 km/h design speed).	Structure can be widened as part of a major rehabilitation to meet desired platform width. Opportunity for minor improvement to profile and sight lines (40 km/h design speed).	A new structure can be constructed to the desired platform width. Sight distance can be improved to meet 60 km/h design speed.
	<b>Rating</b>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<b>Summary Technical Factors</b>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Criteria for Evaluating Alternatives		Alternative 1: Do Nothing	Alternative 2: Rehabilitate Structure	Alternative 3: Rehabilitate and Widen Structure	Alternative 4: Replace Structure
<b>F</b>	<b>Problem Statement</b>				
1	<b>Addresses Problem Statement</b>	No	Partially	Yes	Yes
	<b>Summary Problem Statement</b>	<b>Not Preferred</b>	<b>Partially Preferred</b>	<b>Preferred</b>	<b>Preferred</b>

Criteria for Evaluating Alternatives		Alternative 1: Do Nothing	Alternative 2: Rehabilitate Structure	Alternative 3: Rehabilitate and Widen Structure	Alternative 4: Replace Structure
	<b>Overall Summary</b>	<b>Not Preferred</b>	<b>More Preferred</b>	<b>More Preferred</b>	<b>Most Preferred</b>

**Order of Preference**

- Most Preferred
- More Preferred
- Somewhat Preferred
- Less Preferred
- Least Preferred

**Patterson Road Bridge 2- Class Environmental Assessment  
Evaluation Of Alternatives**

Criteria for Evaluating Alternatives		Alternative 1: Do Nothing	Alternative 2: Rehabilitate Structure	Alternative 3: Rehabilitate and Widen Structure	Alternative 4: Replace Structure
<b>A</b>	<b>Natural Environment</b>				
<b>1</b>	<b>Impact to Water Quality and Quantity</b>	Ongoing impacts to water quality from road salt/sediment run-off from bridge.	Ongoing impacts to water quality from road salt/sediment run-off from bridge.	Solid barriers and curb and gutter will reduce road salt/sediment from directly entering the watercourse over long term. Potential to mobilize sediment during instream work over short term.	Solid barriers and curb and gutter will reduce road salt/sediment from directly entering the watercourse over long term. Potential mobilized sediment during instream work over short term.
	<b>Rating</b>	●	●	●	●
<b>2</b>	<b>Impact to Aquatic Habitat</b>	No in-water work anticipated.	Limited in-water work anticipated.	Limited in-water work anticipated.	Direct impact to aquatic habitat from in-water works will be mitigated.
	<b>Rating</b>	○	●	●	●
<b>3</b>	<b>Impact to Vegetation and Terrestrial Habitat</b>	No impact over existing conditions.	Potential for minor loss of vegetation located within the existing Right-of-Way as a result of grading and construction.  Temporary displacement of and disturbance to migratory breeding birds, wildlife and wildlife habitat during the construction phase (i.e., vegetation removals, noise disturbance).	Grading activities will result in loss of vegetation located within the Right-of-Way in some areas. Grading impact will encroach into natural vegetation communities beyond the Right-of-Way.  Temporary displacement of and disturbance to migratory breeding birds, wildlife and wildlife habitat during the construction phase (i.e., vegetation removals, noise disturbance).	Grading activities will result in loss of vegetation located within the Right-of-Way in some areas. Grading impact will encroach into natural vegetation communities beyond the Right-of-Way.  Temporary displacement of and disturbance to migratory breeding birds, wildlife and wildlife habitat during the construction phase (i.e., vegetation removals, noise disturbance).
	<b>Rating</b>	○	●	●	●
<b>4</b>	<b>Impact to Designated Sites/Species at Risk/Rare Species</b>	No anticipated impacts above existing conditions.	In-water work is not anticipated. Possible minor impact to Special Concern species (Monarch) and potential Species at Risk turtle (Snapping Turtle) nesting habitat (road-side) during construction, grading and removal of vegetation.	Construction, grading and removal of vegetation within the road allowance may result in possible impact to potential habitat for Special Concern species (Monarch) and potential for SAR turtle nesting habitat (Snapping Turtle). Possible impact to SAR bat habitat with tree removal beyond the road allowance. In-water work may temporarily impact habitat for Specially Protected reptiles (Midland Painted Turtle).	Construction, grading and removal of vegetation within the road allowance may result in possible impact to potential habitat for Special Concern species (Monarch) and potential for SAR turtle nesting habitat. Possible impact to SAR bat habitat with tree removal beyond the road allowance. In-water work may temporarily impact habitat for Specially Protected reptiles (Midland Painted Turtle)
	<b>Rating</b>	○	●	●	●
<b>5</b>	<b>Climate Change (greenhouse gas emissions, carbon storage)</b>	Vegetation maintenance is not anticipated to significantly impact the availability of carbon sinks. Vertical profile of the existing bridge is vulnerable to potential flood conditions during periods of very high flow (> 500-year return period) and climate extremes.	Vegetation maintenance is not anticipated to significantly impact the availability of carbon sinks over existing conditions. Vertical profile of the existing bridge is vulnerable to potential flood conditions during periods of very high flow (> 500-year return period) and climate extremes.	Vegetation removal and maintenance is not anticipated to significantly impact the availability of carbon sinks over existing conditions. Vertical profile of the existing bridge is vulnerable to potential flood conditions during periods of very high flow (>500-year return period) and climate extremes. Improvements to accommodate active transportation have the potential to decrease vehicle traffic resulting in decreases in associated greenhouse gas emissions.	Vegetation removal and maintenance is not anticipated to significantly impact the availability of carbon sinks over existing conditions. Improvements to accommodate active transportation have the potential to decrease vehicle traffic resulting in decreases in associated greenhouse gas emissions. The replacement of the existing structure with one with a larger-span and increased vertical profile would allow for improved conveyance capacity below Patterson Road during periods of high flow, providing resilience under changing climatic conditions
	<b>Rating</b>	●	●	●	●
	<b>Summary Natural Environment</b>	●	●	●	●

Criteria for Evaluating Alternatives		Alternative 1: Do Nothing	Alternative 2: Rehabilitate Structure	Alternative 3: Rehabilitate and Widen Structure	Alternative 4: Replace Structure
<b>B</b>	<b>Socio-Cultural Environment</b>				
1	<b>Conformity to Local Planning Provisions (planned road improvements, Active Transportation policy)</b>	Roadway currently narrows at the bridges. Not compatible with planned road widening improvements. Does not meet current road platform width Town standards. Does not accommodate Transportation Master Plan recommendation for Shared On-Road Cycling Route. Does not provide a road network that is efficient and accommodates future level of service.	Does not meet platform width Town standards and cannot accommodate the shared on-road bicycle lanes or provide the recommended side clearances. Would provide an improved road network that operates at an acceptable level of service without planned shared bicycle lane.	Provides a wider platform width that meets Town standards. Accommodates shared on-road bicycle lanes and recommended side clearances. Provide a road network that is safe, efficient and operates at an acceptable level of service.	Provides a wider platform width to meet Town standards. Accommodates shared on-road bicycle lanes and recommended side clearances. Provide a road network that is safe, efficient and operates at an acceptable level of service.
	<b>Rating</b>	●	●	○	○
2	<b>Property Impacts (property acquisition)</b>	No impact over existing conditions.	No impact over existing conditions as the work will predominantly occur within the existing road allowance.	Easement or some property acquisition required for grading, but no permanent infrastructure beyond road allowance.	Easement or some property acquisition required for grading, but no permanent infrastructure beyond road allowance.
	<b>Rating</b>	○	○	●	●
3	<b>Impact to Archaeological Resources</b>	No impact over existing conditions.	Archaeological potential beyond the right-of-way ditches. Rehabilitation would be completed within the existing right of way. No impact to archaeological resources is anticipated.	Potential impact to archaeological resources within grading in areas located beyond the bottom of the slope and outer edges of the ROW ditches.	Potential impact to archaeological resources within grading in areas located beyond the bottom of the slope and outer edges of the ROW ditches.
	<b>Rating</b>	○	○	●	●
4	<b>Impact to Cultural Heritage Resources</b>	Does not merit designation for cultural heritage.	Does not merit designation for cultural heritage.	Does not merit designation for cultural heritage.	Does not merit designation for cultural heritage.
	<b>Rating</b>	○	○	○	○
	<b>Summary Socio-Cultural Environment</b>	●	○	●	●

Criteria for Evaluating Alternatives		Alternative 1: Do Nothing	Alternative 2: Rehabilitate Structure	Alternative 3: Rehabilitate and Widen Structure	Alternative 4: Replace Structure
<b>D</b>	<b>Financial Factors</b>				
1	<b>Capital Costs</b>	No immediate costs for demolition or construction. Service life of structure is >10 years	Moderate construction costs associated with rehabilitation (~675K).	High construction costs associated with rehabilitation and widening (~1.1M).	Highest construction cost associated with a new bridge (~2.2M).
	<b>Rating</b>	○	●	●	●
2	<b>Operating and Maintenance</b>	Operating and maintenance costs for continued safety at the bridge. Will increase over time.	Moderate operating and maintenance costs as the structure will require continued and more frequent maintenance over time.	Low initial operating and maintenance costs, but will increase over time.	Low initial operating and maintenance costs, but will increase over time.
	<b>Rating</b>	●	●	○	○
3	<b>Net Present Value</b>	No upfront cost, high replacement cost anticipated in short term -10 years. (NPV ~-1.75M)	Low cost upfront, high replacement cost deferred to medium term-25 years (NPV ~-1.74M).	high cost upfront, replacement cost deferred to medium term - 25 years (NPV-2.2M).	highest cost upfront, replacement cost deferred to long term -75 years, maintenance and rehab cost in medium term (NPV ~-2.5M).
	<b>Rating</b>	○	○	●	●
	<b>Summary Financial Factors</b>	○	○	○	○

Criteria for Evaluating Alternatives		Alternative 1: Do Nothing	Alternative 2: Rehabilitate Structure	Alternative 3: Rehabilitate and Widen Structure	Alternative 4: Replace Structure
<b>E</b>	<b>Technical Factors</b>				
1	<b>Structural - Condition and Load Capacity</b>	Defects not addressed. Structure generally in fair condition with limited (10-15 years) service life remaining. No opportunity to improve capacity of the structure. May require load posting.	All defects can be addressed to extend the service life to 20-25 years. Opportunity to strengthen structure & provide minor capacity improvement with reinforced concrete deck overlay to replace granular fill.	All defects can be addressed to extend the service life to 20-25 years. Opportunity to strengthen structure & provide minor capacity improvement with reinforced concrete deck overlay to replace granular fill.	A new structure will not have any defects and structural issues can be addressed. Service life of 75 years expected. A new bridge will not have any load restrictions.
	<b>Rating</b>	●	◐	◑	○
2	<b>Geometry - Road and Bridge Profile and Width</b>	No improvement to driving platform width. No opportunity to improve profile and sight lines. Design speed of less than 40 km/h.	No improvement to driving platform width. Opportunity for minor improvement to profile and sight lines (40 km/h design speed).	Structure can be widened as part of a major rehabilitation to meet desired platform width. Opportunity for minor improvement to profile and sight lines (40 km/h design speed).	A new structure can be constructed to the desired platform width. Sight distance can be improved to meet 60 km/h design speed.
	<b>Rating</b>	●	◐	◑	○
	<b>Summary Technical Factors</b>	●	◐	◑	○

Criteria for Evaluating Alternatives		Alternative 1: Do Nothing	Alternative 2: Rehabilitate Structure	Alternative 3: Rehabilitate and Widen Structure	Alternative 4: Replace Structure
<b>F</b>	<b>Problem Statement</b>				
1	<b>Addresses Problem Statement</b>	No	Partially	Yes	Yes
	<b>Summary Problem Statement</b>	Not Preferred	Partially Preferred	Preferred	Preferred

Criteria for Evaluating Alternatives		Alternative 1: Do Nothing	Alternative 2: Rehabilitate Structure	Alternative 3: Rehabilitate and Widen Structure	Alternative 4: Replace Structure
	<b>Overall Summary</b>	Not Preferred	More Preferred	Somewhat Preferred	Most Preferred

**Order of Preference**

- Most Preferred ○
- More Preferred ◐
- Somewhat Preferred ◑
- Less Preferred ●
- Least Preferred ●

Duffys Lane Bridge - Class Environmental Assessment  
Evaluation of Alternatives

Criteria for Evaluating Alternatives		Alternative 1: Do Nothing	Alternative 2: Abandon/Remove Structure and Close the Road	Alternative 3: Rehabilitate Structure	Alternative 4: Replace Structure	4A: Vehicular Bridge (Two Lane)	4B: Vehicular Bridge (Single Lane, Modular)	4C: Pedestrian Bridge
<b>A. Natural Environment</b>								
1	<b>Impact to Water Quality and Quantity</b>	Ongoing minor impacts to water quality from sediment and continued traffic	Reduced impact on water quality impacts from road salt and sediment. Minor potential for mobilized sediment during stream work to close bridge. Dewatering during bridge removal not anticipated. No impacts to groundwater are anticipated.	Ongoing minor impacts to water quality from sediment and continued traffic. Minor potential mobilized sediment during in-stream work. No impacts to groundwater are anticipated.	Ongoing minor impacts to water quality from sediment and continued traffic. Limited potential to mobilize sediment during construction. In-stream work not anticipated. Dewatering not anticipated during construction. Impacts can be mitigated.	Ongoing minor impacts to water quality from sediment and continued traffic. Potential to mobilize sediment during in-stream work. Dewatering may be required during construction. Impacts can be mitigated.	Ongoing minor impacts to water quality from sediment and continued traffic. Limited potential to mobilize sediment during construction. In-stream work not anticipated. Dewatering not anticipated during construction. Impacts can be mitigated.	Ongoing minor impacts to water quality from sediment and continued traffic. Limited potential to mobilize sediment during construction. In-stream work not anticipated. Dewatering not anticipated during construction. Impacts can be mitigated.
	<b>Rating</b>	○	○	○	○	○	○	○
2	<b>Impact to Aquatic Habitat</b>	No in-water work anticipated in the short-term.	Limited in-water work will be mitigated.	Limited in-water work will be mitigated.	Direct impact to aquatic habitat from in-water works will be mitigated.	Direct impact to aquatic habitat from in-water works will be mitigated.	In-stream work not anticipated.	In-stream work not anticipated.
	<b>Rating</b>	○	○	○	○	○	○	○
3	<b>Impact to Vegetation and Terrestrial Habitat</b>	No impact above existing conditions.	Temporary displacement of and disturbance to migratory breeding birds, wildlife and wildlife habitat during closure phase (i.e., noise disturbance), including Species at Risk (SAR).	Minor loss of vegetation. Grading impacts into natural vegetation communities located within the existing Right of Way. Temporary displacement of and disturbance to migratory breeding birds, wildlife and wildlife habitat during the construction phase (i.e., vegetation removals, noise disturbance), including SAR.	Moderate loss of vegetation with wider area of disturbance than Alternatives 3B and 3C. Grading impacts into natural vegetation communities located within the existing Right of Way. Temporary displacement of and disturbance to migratory breeding birds, wildlife and wildlife habitat during the construction phase (i.e., vegetation removals, noise disturbance), including SAR.	Minor loss of vegetation. Grading impacts into natural vegetation communities located within the existing Right of Way. Temporary displacement of and disturbance to migratory breeding birds, wildlife and wildlife habitat during the construction phase (i.e., vegetation removals, noise disturbance), including SAR.	Minor loss of vegetation. Grading impacts into natural vegetation communities located within the existing Right of Way. Temporary displacement of and disturbance to migratory breeding birds, wildlife and wildlife habitat during the construction phase (i.e., vegetation removals, noise disturbance), including SAR.	Minor loss of vegetation. Grading impacts into natural vegetation communities located within the existing Right of Way. Temporary displacement of and disturbance to migratory breeding birds, wildlife and wildlife habitat during the construction phase (i.e., vegetation removals, noise disturbance), including SAR.
	<b>Rating</b>	○	○	○	○	○	○	○
4	<b>Impact to Designated Sites/Species at Risk</b>	No anticipated impacts.	Potential for minor impact to SAR reptiles (Midland Painted Turtle and Snapping Turtle) during construction, grading and removal of bridge.	Potential for minor impact to SAR reptiles (Midland Painted Turtle and Snapping Turtle) during construction, grading and removal of vegetation.	Potential for impact to SAR reptiles (Midland Painted Turtle and Snapping Turtle) during construction, grading and removal of vegetation.	Potential for impact to SAR reptiles (Midland Painted Turtle and Snapping Turtle) during construction, grading and removal of vegetation.	Potential for impact to SAR reptiles (Midland Painted Turtle and Snapping Turtle) during construction, grading and removal of vegetation.	Potential for impact to SAR reptiles (Midland Painted Turtle and Snapping Turtle) during construction, grading and removal of vegetation.
	<b>Rating</b>	○	○	○	○	○	○	○
5	<b>Climate Change (greenhouse gas emissions, carbon storage)</b>	Vegetation maintenance is not anticipated to significantly impact the availability of carbon sinks. Vertical profile of the existing bridge is vulnerable to potential flood conditions during periods of very high flow (> 500-year return period) and climate extremes.	Removal of the existing structure would allow for improved conveyance capacity below Duffy's Lane during periods of high flow.	Vegetation maintenance is not anticipated to significantly impact the availability of carbon sinks. Vertical profile of the existing bridge is vulnerable to potential flood conditions during periods of very high flow (> 500-year return period) and climate extremes.	Vegetation removal and maintenance is not anticipated to significantly impact the availability of carbon sinks over existing conditions. The replacement of the existing structure with one with an increased vertical profile would allow for improved conveyance capacity below Duffy's Lane during periods of high flow, providing resilience under changing climatic conditions.	Vegetation removal and maintenance is not anticipated to significantly impact the availability of carbon sinks over existing conditions. The replacement of the existing structure with one with an increased vertical profile would allow for improved conveyance capacity below Duffy's Lane during periods of high flow, providing resilience under changing climatic conditions.	Vegetation removal and maintenance is not anticipated to significantly impact the availability of carbon sinks over existing conditions. The replacement of the existing structure with one with an increased vertical profile would allow for improved conveyance capacity below Duffy's Lane during periods of high flow, providing resilience under changing climatic conditions.	Vegetation removal and maintenance is not anticipated to significantly impact the availability of carbon sinks over existing conditions. The replacement of the existing structure with one with an increased vertical profile would allow for improved conveyance capacity below Duffy's Lane during periods of high flow, providing resilience under changing climatic conditions.
	<b>Rating</b>	○	○	○	○	○	○	○
<b>Summary Natural Environment</b>		○	○	○	○	○	○	○



Criteria for Evaluating Alternatives		Alternative 1: Do Nothing		Alternative 2: Abandon/Remove Structure and Close the Road		Alternative 3: Rehabilitate Structure		Alternative 4: Replace Structure	
		4A: Vehicular Bridge (Two Lane)		4B: Vehicular Bridge (Single Lane, Modular)		4C: Pedestrian Bridge			
<b>B Socio-Cultural Environment</b>									
<b>1 Conformity to Local Planning Provisions</b>									
<b>Rating</b>									
<b>Property Impacts</b>									
<b>Rating</b>									
<b>Impact to Access for Emergency Services</b>									
<b>Rating</b>									
<b>2 Impact to Archaeological Resources</b>									
<b>Rating</b>									
<b>Impact to Cultural Heritage Resources</b>									
<b>Rating</b>									
<b>Summary Socio-Cultural Environment</b>									

Duffy's Lane is identified as a Rural Local Undivided road. No change to road use anticipated. Can meet MTO design exception requirements for narrower bridges based on low volume of traffic. Minor impacts to traffic flow anticipated.

Duffy's Lane is identified as a Rural Local Undivided road. No change to road use anticipated. Can be designed to meet standards for bridge width.

Duffy's Lane is identified as a Rural Local Undivided road. No change to road use anticipated. Rehabilitated structure does not meet design standards for width.

Duffy's Lane is identified as a Rural Local Undivided road. Without the bridge the road will no longer act as a local road.

Duffy's Lane is identified as a Rural Local Undivided road. No changes anticipated until bridge is closed in 5-10 yrs.

No property acquisition anticipated. Alternate roadway access for one residence and Conservation Park removed.

Alternate access for Emergency Services to Conservation Park may be restricted in short term.

No impact over existing conditions.

No impact over existing conditions.

No property acquisition anticipated. Vehicular and pedestrian access to one residence and Conservation Park remains. Reduced to single lane at bridge.

No property acquisition anticipated. Vehicular and pedestrian access to one residence and Conservation Park remains.

No property acquisition anticipated. Vehicular and pedestrian access to one residence and Conservation Park remains.

Alternate access for Emergency Services to Conservation Park removed.

Minimal to no impact to archaeological resources is anticipated.

Duffy's Lane Bridge was determined to have cultural heritage value for physical and contextual reasons. Impact to heritage structure with removal.

High negative impact to the bridge as a valued cultural heritage structure will be completely replaced.

High negative impact to the bridge as a valued cultural heritage structure will be completely replaced.

High negative impact to the bridge as a valued cultural heritage structure will be completely replaced.

Alternate access for Emergency Services to Conservation Park removed.

No impact to Emergency Services.

No impact to Emergency Services.

Alternate access for Emergency Services to Conservation Park removed.

Minimal to no impact to archaeological resources is anticipated.

High negative impact to the bridge as a valued cultural heritage structure will be completely replaced.

High negative impact to the bridge as a valued cultural heritage structure will be completely replaced.

High negative impact to the bridge as a valued cultural heritage structure will be completely replaced.

Archaeological potential beyond the bottom of the slope and outer edges of the ROW ditches. Improvements would be made within the existing right of way, which to the most part, has been previously disturbed. Minimal to no impact to archaeological resources is anticipated.

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Duffy's Lane Bridge was determined to have cultural heritage value for physical and contextual reasons. Impact to heritage structure with removal.

High negative impact to the bridge as a valued cultural heritage structure will be completely replaced.

High negative impact to the bridge as a valued cultural heritage structure will be completely replaced.

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Criteria for Evaluating Alternatives		Alternative 1: Do Nothing	Alternative 2: Abandon/Remove Structure and Close the Road	Alternative 3: Rehabilitate Structure	Alternative 4: Replace Structure	
Financial Factors		4A: Vehicular Bridge (Two Lane)	4B: Vehicular Bridge (Single Lane, Modular)	4C: Pedestrian Bridge	4C: Pedestrian Bridge	
1	<b>Construction and Demolition Costs</b>	\$100,000 to remove structure and install barricades when condition warrants removal	Minimal costs for barricades and road closed signs. Moderate costs to remove the bridge in the future.	Moderate construction costs associated with rehabilitation (~\$435K)	High cost associated with replacement (~\$650K)	Moderate cost associated with replacement (~\$440K)
	<b>Rating</b>	○	●	●	●	●
2	<b>Operating and Maintenance</b>	Operating and maintenance costs for continued safety at the bridge. Will increase over time. Remaining service life of 5-10 yrs anticipated.	Minimal operating and maintenance costs except for periodic inspections.	Moderate operating and maintenance costs as the structure will require continued maintenance over time. Extended service life of 20 years anticipated.	Low initial operating and maintenance costs, but will increase over time. Service life of 75 years anticipated.	Low initial operating and maintenance costs, but will increase over time. Service life of 75 years anticipated.
	<b>Rating</b>	●	●	●	●	●
<b>Summary Financial Factors</b>		●	●	●	●	●

Criteria for Evaluating Alternatives		Alternative 1: Do Nothing	Alternative 2: Abandon/Remove Structure and Close the Road	Alternative 3: Rehabilitate Structure	Alternative 4: Replace Structure	
Technical Factors		4A: Vehicular Bridge (Two Lane)	4B: Vehicular Bridge (Single Lane, Modular)	4C: Pedestrian Bridge	4C: Pedestrian Bridge	
1	<b>Structural - Condition and Load Capacity</b>	Defects not addressed; Structure generally in fair to poor condition with limited (5-10 yrs.) service life remaining. Load posting to be considered due to corrosion of reinforcing steel.	Defects addressed with removal and road closure; Structure generally in fair to poor condition with limited (5-10 yrs.) service life remaining.	Defects can be addressed to extend the service life to 20 years. Load posting requirements to be evaluated based on current design loading.	A new structure will not have any defects and all issues will be addressed. Service life of 75 years expected. A new bridge will not have any load restrictions.	A new structure will not have any defects and all issues will be addressed. Service life of 75 years expected. Pedestrian loading only. Opportunity to design for maintenance vehicle loading if desired.
	<b>Rating</b>	●	●	●	○	○
2	<b>Geometry - Road and Bridge Profile and Width</b>	No opportunity to improve platform and side clearance. Existing sightlines and profile maintained. 30km/h design speed curves to tie into raised intersection.	No opportunity to improve platform and side clearance.	Opportunity to remove raised curbs to meet minimum two-lane bridge platform width. Existing sightlines and profile maintained. 30km/h design speed curves to tie into raised intersection.	Replacement structure designed for single-lane, two-way structure. Right-of-way control improvements to profile and sight lines up to 50 km/h design speed.	Pedestrian width bridge; narrower than approach roadways.
	<b>Rating</b>	●	●	●	●	●
<b>Summary Technical Factors</b>		●	●	●	○	○

Criteria for Evaluating Alternatives						4C: Pedestrian Bridge
Alternative 1: Do Nothing						4B: Vehicular Bridge (Single Lane, Modular)
Alternative 2: Abandon/Remove Structure and Close the Road						4A: Vehicular Bridge (Two Lane)
Alternative 3: Rehabilitate Structure						4B: Vehicular Bridge (Single Lane, Modular)
Alternative 3: Rehabilitate Structure						4C: Pedestrian Bridge
F	Problem Statement					Partially
1	Addresses Problem Statement	Yes	Yes	Yes	Yes	Partially
	<b>Summary Problem Statement</b>	<b>Preferred</b>	<b>Preferred</b>	<b>Preferred</b>	<b>Preferred</b>	<b>Partially Preferred</b>

Criteria for Evaluating Alternatives						4C: Pedestrian Bridge
Alternative 1: Do Nothing						4B: Vehicular Bridge (Single Lane, Modular)
Alternative 2: Abandon/Remove Structure and Close the Road						4A: Vehicular Bridge (Two Lane)
Alternative 3: Rehabilitate Structure						4B: Vehicular Bridge (Single Lane, Modular)
Alternative 3: Rehabilitate Structure						4C: Pedestrian Bridge
	Problem Statement					Partially
	Addresses Problem Statement	Yes	Yes	Yes	Yes	Partially
	<b>Overall Summary</b>	<b>Least Preferred</b>	<b>Less Preferred</b>	<b>More Preferred</b>	<b>Most Preferred</b>	<b>Somewhat Preferred</b>

**Order of Preference**

- Most Preferred ○
- More Preferred ◐
- Somewhat Preferred ◑
- Less Preferred ◒
- Least Preferred ●



**BURNSIDE**

**Client:** Town of Caledon  
**Project:** Patterson Road Bridge 1  
**Project No.:** 300051839.7  
**Date:** February 22, 2021

**REHABILITATE EXISTING BRIDGE - PROJECT COST ESTIMATE**

Item No.	Description	Contract Quantity	Unit	Engineering Estimate	
				UNIT PRICE	ESTIMATED PRICE
1	Mobilization/Demobilization	1	LS	\$40,000.00	\$40,000.00
2	Contract Bonds and Insurance	1	LS	\$15,000.00	\$15,000.00
3	Construction Layout	1	LS	\$7,500.00	\$7,500.00
4	As-Built Drawings	1	LS	\$2,500.00	\$2,500.00
5	Traffic Control and Signing	1	LS	\$7,500.00	\$7,500.00
6	Earth Excavation (Grading)	1	LS	\$10,000.00	\$10,000.00
7	Waterway Control	1	LS	\$10,000.00	\$10,000.00
8	Remove Existing Guide Rail	115	m	\$15.00	\$1,725.00
9	Asphalt Removal - Full Depth	255	sq.m	\$12.50	\$3,187.50
10	Removal of Ex. Fill from Deck	1	LS	\$5,000.00	\$5,000.00
11	Concrete Removals, Partial Depth - Type A	0.5	cu.m	\$5,000.00	\$2,500.00
12	Concrete Removals, Partial Depth - Type B	0.6	cu.m	\$12,500.00	\$7,500.00
13	Concrete Removals, Partial Depth - Type C	0.7	cu.m	\$12,500.00	\$8,750.00
14	Hot Mix HL-3	20	t	\$200.00	\$4,000.00
15	Hot Mix HL-8	40	t	\$200.00	\$8,000.00
16	Pavement Markings	120	m	\$20.00	\$2,400.00
17	Granular 'A'	150	t	\$22.00	\$3,300.00
18	Earth Excavation for Structure	1	LS	\$5,000.00	\$5,000.00
19	Steel Beam Guide Rail	95	m	\$150.00	\$14,250.00
20	Steel Beam Guide Rail Structural Connection	4	ea.	\$2,500.00	\$10,000.00
21	Steel Beam Energy Attenuating System	4	ea.	\$4,500.00	\$18,000.00
22	Concrete in Deck Overlay	1	LS	\$37,500.00	\$37,500.00
23	Concrete in Barrier Wall	1	LS	\$20,000.00	\$20,000.00
24	Concrete in Abutment Refacing	1	LS	\$8,500.00	\$8,500.00
25	Concrete Patches, Partial Depth, Form & Pump	0.6	cu.m	\$7,000.00	\$4,200.00
26	Dowels into Concrete	200	ea.	\$20.00	\$4,000.00
27	Barrier Wall Railing	1	LS	\$10,000.00	\$10,000.00
28	Steel Reinforcing	1	LS	\$12,500.00	\$12,500.00
29	Stainless Reinforcing Steel	1	LS	\$20,000.00	\$20,000.00
30	Bridge Deck Waterproofing	59	sq.m	\$75.00	\$4,425.00
31	Joint Fillers, Seals and Compounds	1	LS	\$2,500.00	\$2,500.00
32	Rip-Rap	125	t	\$65.00	\$8,125.00
33	Topsoil, Imported	40	cu.m	\$60.00	\$2,400.00
34	Seed and Cover	400	sq.m	\$5.00	\$2,000.00
35	Heavy Duty Silt Fence Barriers	100	m	\$20.00	\$2,000.00
36	Temporary Rock Flow Checks	4	ea.	\$600.00	\$2,400.00
37	Temporary Straw Bale Flow Checks	4	ea.	\$300.00	\$1,200.00
38	Smooth Run River Stone	100	t	\$90.00	\$9,000.00
<b>Estimated Construction Cost Subtotal</b>					<b>\$336,862.50</b>
<b>15% Contingency</b>					<b>\$50,529.38</b>
<b>Project Cost Subtotal</b>					<b>\$387,391.88</b>
<b>13% H.S.T.</b>					<b>\$50,360.94</b>
<b>TOTAL ESTIMATED PROJECT COST</b>					<b>\$437,752.82</b>

Note - Total estimated construction price does not include any cost for property



# BURNSIDE

Client: Town of Caledon  
 Project: Patterson Road Bridge 1  
 Project No.: 300051839.7  
 Date: February 22, 2021

## REHABILITATE & WIDEN BRIDGE (10.0m Wide Platform) - PROJECT COST ESTIMATE

Item No.	Description	Contract Quantity	Unit	Engineering Estimate	
				UNIT PRICE	ESTIMATED PRICE
1	Mobilization/Demobilization	1	LS	\$60,000.00	\$60,000.00
2	Contract Bonds and Insurance	1	LS	\$20,000.00	\$20,000.00
3	Construction Layout	1	LS	\$15,000.00	\$15,000.00
4	As-Built Drawings	1	LS	\$5,000.00	\$5,000.00
5	Traffic Control and Signing	1	LS	\$7,500.00	\$7,500.00
6	Earth Excavation (Grading)	1	LS	\$30,000.00	\$30,000.00
7	Waterway Control	1	LS	\$60,000.00	\$60,000.00
8	Remove Existing Guide Rail	115	m	\$15.00	\$1,725.00
9	Asphalt Removal - Full Depth	720	sq.m	\$12.50	\$9,000.00
10	Removal of Ex. Fill from Deck	1	LS	\$5,000.00	\$5,000.00
11	Remove Ex. Concrete Curbs & Wingwall Tops	1	LS		
				\$12,500.00	\$12,500.00
12	Concrete Removals, Partial Depth - Type A	0.5	cu.m	\$5,000.00	\$2,500.00
13	Concrete Removals, Partial Depth - Type B	0.6	cu.m	\$12,500.00	\$7,500.00
14	Concrete Removals, Partial Depth - Type C	0.7	cu.m	\$12,500.00	\$8,750.00
15	Hot Mix HL-3	90	t	\$150.00	\$13,500.00
16	Hot Mix HL-8	190	t	\$150.00	\$28,500.00
17	Pavement Markings	320	m	\$20.00	\$6,400.00
18	Granular 'A'	150	t	\$22.00	\$3,300.00
19	Granular 'B' - Type 1 Roadway	350	t	\$18.00	\$6,300.00
20	Granular 'B' - Backfill to Structure	2400	t	\$20.00	\$48,000.00
21	Pipe Subdrain	52	m	\$15.00	\$780.00
22	Earth Excavation for Structure	1	LS	\$40,000.00	\$40,000.00
23	Unwatering Structure Excavation	1	LS	\$40,000.00	\$40,000.00
24	Steel Beam Guide Rail	95	m	\$150.00	\$14,250.00
25	Steel Beam Guide Rail Structural Connection	4	ea.	\$2,500.00	\$10,000.00
26	Steel Beam Energy Attenuating System	4	ea.	\$4,500.00	\$18,000.00
27	Supply Equipment for Installing Driven Piles	1	LS	\$50,000.00	\$50,000.00
28	H Piles - HP 310 x 110	160	m	\$500.00	\$80,000.00
29	Driving Shoes	8	ea.	\$450.00	\$3,600.00
30	Concrete in Footings	1	LS	\$9,000.00	\$9,000.00
31	Concrete in Structure Widening	1	LS	\$60,000.00	\$60,000.00
32	Concrete in Wingwalls	1	LS	\$65,000.00	\$65,000.00
33	Concrete in Deck Overlay	1	LS	\$37,500.00	\$37,500.00
34	Concrete in Barrier Wall	1	LS	\$22,000.00	\$22,000.00
35	Concrete in Approach Slabs	1	LS	\$40,000.00	\$40,000.00
36	Concrete in Abutment Refacing	1	LS	\$8,500.00	\$8,500.00
37	Dowels into Concrete	650	ea.	\$20.00	\$13,000.00
38	Barrier Wall Railing	1	LS	\$10,000.00	\$10,000.00
39	Steel Reinforcing	1	LS	\$55,000.00	\$55,000.00
40	Stainless Reinforcing Steel	1	LS	\$25,000.00	\$25,000.00
41	Bridge Deck Waterproofing	89	sq.m	\$75.00	\$6,675.00
42	Joint Fillers, Seals and Compounds	1	LS	\$7,500.00	\$7,500.00
43	Rip-Rap	150	t	\$65.00	\$9,750.00
44	Topsoil, Imported	60	cu.m	\$60.00	\$3,600.00
45	Seed and Cover	600	sq.m	\$5.00	\$3,000.00
46	Heavy Duty Silt Fence Barriers	200	m	\$20.00	\$4,000.00
47	Temporary Rock Flow Checks	4	ea.	\$600.00	\$2,400.00
48	Temporary Straw Bale Flow Checks	4	ea.	\$300.00	\$1,200.00
49	Smooth Run River Stone	120	t	\$90.00	\$10,800.00
<b>Estimated Construction Cost Subtotal</b>					\$1,001,030.00
<b>15% Contingency</b>					\$150,154.50
<b>Project Cost Subtotal</b>					\$1,151,184.50
<b>13% H.S.T.</b>					\$149,653.99
<b>TOTAL ESTIMATED PROJECT COST</b>					\$1,300,838.49

Note - Total estimated construction price does not include any cost for property



**BURNSIDE**

Client: Town of Caledon  
 Project: Patterson Sideroad Bridge 1  
 Project No.: 300051839.7  
 Date: February 22, 2021

**REPLACE BRIDGE (10m Wide Platform, 16.25m Span) - PROJECT COST ESTIMATE**

Item No.	Description	Contract Quantity	Unit	Engineering Estimate	
				UNIT PRICE	ESTIMATED PRICE
1	Mobilization/Demobilization	1	LS	\$60,000.00	\$60,000.00
2	Contract Bonds and Insurance	1	LS	\$20,000.00	\$20,000.00
3	Construction Layout	1	LS	\$25,000.00	\$25,000.00
4	As-Built Drawings	1	LS	\$5,000.00	\$5,000.00
5	Traffic Control and Signing	1	LS	\$7,500.00	\$7,500.00
6	Earth Excavation (Grading)	1	LS	\$75,000.00	\$75,000.00
7	Waterway Control	1	LS	\$60,000.00	\$60,000.00
8	Remove Existing Guide Rail	115	m	\$15.00	\$1,725.00
9	Remove Existing Asphalt	1350	sq.m	\$12.50	\$16,875.00
10	Hot Mix HL-3	165	t	\$150.00	\$24,750.00
11	Hot Mix HL-8	375	t	\$150.00	\$56,250.00
12	Pavement Markings	580	m	\$8.00	\$4,640.00
13	Granular 'A'	700	t	\$22.00	\$15,400.00
14	Granular 'B' - Type 1 Roadway	1900	t	\$18.00	\$34,200.00
15	Granular 'B' - Backfill to Structure	1600	t	\$20.00	\$32,000.00
16	Earth Borrow	1600	t	\$16.00	\$25,600.00
17	Pipe Subdrain	400	m	\$15.00	\$6,000.00
18	Earth Excavation for Structure	1	LS	\$50,000.00	\$50,000.00
19	Unwatering Structure Excavation	1	LS	\$50,000.00	\$50,000.00
20	Steel Beam Guide Rail	95	m	\$150.00	\$14,250.00
21	Steel Beam Guide Rail Structural Connection	4	ea.	\$2,500.00	\$10,000.00
22	Steel Beam Energy Attenuating System	4	ea.	\$4,500.00	\$18,000.00
23	Supply Equipment for Installing Driven Piles	1	LS	\$50,000.00	\$50,000.00
24	H Piles - HP 310 x 110	400	m	\$500.00	\$200,000.00
25	Driving Shoes	20	ea.	\$450.00	\$9,000.00
26	Concrete in Footings	1	LS	\$30,000.00	\$30,000.00
27	Concrete in Substructure	1	LS	\$135,000.00	\$135,000.00
28	Concrete in Deck	1	LS	\$60,000.00	\$60,000.00
29	Concrete in Barrier Wall	1	LS	\$22,000.00	\$22,000.00
30	Concrete in Approach Slabs	1	LS	\$40,000.00	\$40,000.00
31	Barrier Wall Railing	1	LS	\$10,000.00	\$10,000.00
32	Steel Reinforcing	1	LS	\$80,000.00	\$80,000.00
33	Stainless Reinforcing Steel	1	LS	\$25,000.00	\$25,000.00
34	Fabrication of Prestressed Girders	1	LS	\$225,000.00	\$225,000.00
35	Delivery of Prestressed Girders	1	LS	\$30,000.00	\$30,000.00
36	Erection of Prestressed Girders	1	LS	\$50,000.00	\$50,000.00
37	Bridge Deck Waterproofing	185	sq.m	\$75.00	\$13,875.00
38	Joint Fillers, Seals and Compounds	100%	LS	\$7,500.00	\$7,500.00
39	Rip-Rap	175	t	\$65.00	\$11,375.00
40	Topsoil, Imported	110	cu.m	\$60.00	\$6,600.00
41	Seed and Cover	1100	sq.m	\$5.00	\$5,500.00
42	Heavy Duty Silt Fence Barriers	350	m	\$20.00	\$7,000.00
47	Temporary Rock Flow Checks	4	ea.	\$600.00	\$2,400.00
43	Temporary Straw Bale Flow Checks	4	ea.	\$300.00	\$1,200.00
44	Smooth Run River Stone	155	t	\$90.00	\$13,950.00
<b>Estimated Construction Cost Subtotal</b>					\$1,647,590.00
<b>15% Contingency</b>					\$247,138.50
<b>Project Cost Subtotal</b>					<u>\$1,894,728.50</u>
<b>13% H.S.T.</b>					\$246,314.71
<b>TOTAL ESTIMATED PROJECT COST</b>					<b>\$2,141,043.21</b>

Note - Total estimated construction price does not include any cost for property



# BURNSIDE

Client: Town of Caledon  
 Project: Patterson Road Bridge 2  
 Project No.: 300051839.8  
 Date: February 24, 2021

### REHABILITATE EXISTING BRIDGE - PROJECT COST ESTIMATE

Item No.	Description	Contract Quantity	Unit	Engineering Estimate	
				UNIT PRICE	ESTIMATED PRICE
1	Mobilization/Demobilization	1	LS	\$40,000.00	\$40,000.00
2	Contract Bonds and Insurance	1	LS	\$15,000.00	\$15,000.00
3	Construction Layout	1	LS	\$7,500.00	\$7,500.00
4	As-Built Drawings	1	LS	\$2,500.00	\$2,500.00
5	Traffic Control and Signing	1	LS	\$7,500.00	\$7,500.00
6	Earth Excavation (Grading)	1	LS	\$10,000.00	\$10,000.00
7	Waterway Control	1	LS	\$10,000.00	\$10,000.00
8	Access to Work Area, Work Platform & Scaffolding	1	LS	\$40,000.00	\$40,000.00
9	Remove Existing Guide Rail	122	m	\$15.00	\$1,830.00
10	Remove Existing Barriers	48.1	m	\$200.00	\$9,620.00
11	Asphalt Removal - Full Depth	252	sq.m	\$12.50	\$3,150.00
12	Asphalt Removal - From Concrete Deck	206	sq.m	\$17.50	\$3,605.00
13	Deck & Approach Slab Scarification	206	sq.m	\$35.00	\$7,210.00
14	Concrete Removals, Partial Depth - Type A	5.1	cu.m	\$4,000.00	\$20,400.00
15	Concrete Removals, Partial Depth - Type B	4.5	cu.m	\$7,500.00	\$33,750.00
16	Concrete Removals, Partial Depth - Type C	5.0	cu.m	\$6,000.00	\$30,000.00
17	Hot Mix HL-3	60	t	\$200.00	\$12,000.00
18	Hot Mix HL-8	115	t	\$200.00	\$23,000.00
19	Pavement Markings	275	m	\$20.00	\$5,500.00
20	Granular 'A'	150	t	\$22.00	\$3,300.00
21	Earth Excavation for Structure	1	LS	\$5,000.00	\$5,000.00
22	Steel Beam Guide Rail	92	m	\$150.00	\$13,800.00
23	Steel Beam Guide Rail Structural Connection	4	ea.	\$2,500.00	\$10,000.00
24	Steel Beam Energy Attenuating System	2	ea.	\$4,500.00	\$9,000.00
25	Concrete in Deck & Approach Slab Overlay	1	LS	\$40,000.00	\$40,000.00
26	Concrete in Barrier Wall	1	LS	\$20,000.00	\$20,000.00
27	Concrete Patches, Form & Pump	9.5	cu.m	\$7,000.00	\$66,500.00
28	Galvanic Cathodic Protection System	70.0	sq.m	\$500.00	\$35,000.00
29	Dowels into Concrete	750	ea.	\$20.00	\$15,000.00
30	Replace Deck Drains	4	ea.	\$1,500.00	\$6,000.00
31	Barrier Wall Railing	1	LS	\$10,000.00	\$10,000.00
32	Steel Reinforcing	1	LS	\$7,500.00	\$7,500.00
33	Stainless Reinforcing Steel	1	LS	\$20,000.00	\$20,000.00
34	Bridge Deck Waterproofing	123	sq.m	\$75.00	\$9,225.00
35	Joint Fillers, Seals and Compounds	1	LS	\$5,000.00	\$5,000.00
36	Rip-Rap	125	t	\$65.00	\$8,125.00
37	Topsoil, Imported	40	cu.m	\$60.00	\$2,400.00
38	Seed and Cover	400	sq.m	\$5.00	\$2,000.00
39	Heavy Duty Silt Fence Barriers	125	m	\$20.00	\$2,500.00
40	Temporary Rock Flow Checks	4	ea.	\$600.00	\$2,400.00
41	Temporary Straw Bale Flow Checks	4	ea.	\$300.00	\$1,200.00
42	Smooth Run River Stone	100	t	\$90.00	\$9,000.00
<b>Estimated Construction Cost Subtotal</b>					\$585,515.00
<b>15% Contingency</b>					\$87,827.25
<b>Project Cost Subtotal</b>					\$673,342.25
<b>13% H.S.T.</b>					\$87,534.49
<b>TOTAL ESTIMATED PROJECT COST</b>					\$760,876.74

Note - Total estimated construction price does not include any cost for property



# BURNSIDE

Client: Town of Caledon  
 Project: Patterson Road Bridge 2  
 Project No.: 300051839.8  
 Date: February 24, 2021

## REHABILITATE & WIDEN EXISTING BRIDGE - PROJECT COST ESTIMATE

Item No.	Description	Contract Quantity	Unit	Engineering Estimate	
				UNIT PRICE	ESTIMATED PRICE
1	Mobilization/Demobilization	1	LS	\$40,000.00	\$40,000.00
2	Contract Bonds and Insurance	1	LS	\$15,000.00	\$15,000.00
3	Construction Layout	1	LS	\$7,500.00	\$7,500.00
4	As-Built Drawings	1	LS	\$2,500.00	\$2,500.00
5	Traffic Control and Signing	1	LS	\$7,500.00	\$7,500.00
6	Earth Excavation (Grading)	1	LS	\$10,000.00	\$10,000.00
7	Waterway Control	1	LS	\$10,000.00	\$10,000.00
8	Temporary Protection System	1	LS	\$75,000.00	\$75,000.00
9	Access to Work Area, Work Platform & Scaffolding	1	LS	\$40,000.00	\$40,000.00
10	Remove Existing Guide Rail	122	m	\$15.00	\$1,830.00
11	Remove Existing Barriers	48.1	m	\$200.00	\$9,620.00
12	Asphalt Removal - Full Depth	252	sq.m	\$12.50	\$3,150.00
13	Asphalt Removal - From Concrete Deck	206	sq.m	\$17.50	\$3,605.00
14	Deck & Approach Slab Scarification	206	sq.m	\$35.00	\$7,210.00
15	Concrete Removals, Partial Depth - Type A	5.1	cu.m	\$4,000.00	\$20,400.00
16	Concrete Removals, Partial Depth - Type B	4.5	cu.m	\$7,500.00	\$33,750.00
17	Concrete Removals, Partial Depth - Type C	5.0	cu.m	\$6,000.00	\$30,000.00
18	Hot Mix HL-3	60	t	\$200.00	\$12,000.00
19	Hot Mix HL-8	115	t	\$200.00	\$23,000.00
20	Pavement Markings	275	m	\$20.00	\$5,500.00
21	Granular 'A'	150	t	\$22.00	\$3,300.00
22	Earth Excavation for Structure	1	LS	\$25,000.00	\$25,000.00
23	Supply Equipment for Installing Driven Piles	1	LS	\$50,000.00	\$50,000.00
24	H Piles - HP 310 x 110	160	m	\$500.00	\$80,000.00
25	Driving Shoes	8	ea.	\$450.00	\$3,600.00
23	Steel Beam Guide Rail	92	m	\$150.00	\$13,800.00
24	Steel Beam Guide Rail Structural Connection	4	ea.	\$2,500.00	\$10,000.00
25	Steel Beam Energy Attenuating System	2	ea.	\$4,500.00	\$9,000.00
26	Concrete in Deck & Approach Slab Overlay	1	LS	\$40,000.00	\$40,000.00
27	Concrete in Deck Widening	1	LS	\$35,000.00	\$35,000.00
28	Concrete in Substructure Widening	1	LS	\$75,000.00	\$75,000.00
29	Concrete in Footings Widening	1	LS	\$7,500.00	\$7,500.00
30	Concrete in Barrier Wall	1	LS	\$20,000.00	\$20,000.00
31	Concrete Patches, Form & Pump	9.5	cu.m	\$7,000.00	\$66,500.00
32	Galvanic Cathodic Protection System	70.0	sq.m	\$500.00	\$35,000.00
33	Dowels into Concrete	100	ea.	\$20.00	\$2,000.00
34	Deck Drains	4	ea.	\$1,500.00	\$6,000.00
35	Barrier Wall Railing	1	LS	\$10,000.00	\$10,000.00
36	Steel Reinforcing	1	LS	\$35,000.00	\$35,000.00
37	Stainless Reinforcing Steel	1	LS	\$20,000.00	\$20,000.00
38	Bridge Deck Waterproofing	152	sq.m	\$75.00	\$11,400.00
39	Joint Fillers, Seals and Compounds	1	LS	\$7,500.00	\$7,500.00
40	Rip-Rap	125	t	\$65.00	\$8,125.00
41	Topsoil, Imported	60	cu.m	\$60.00	\$3,600.00
42	Seed and Cover	600	sq.m	\$5.00	\$3,000.00
43	Heavy Duty Silt Fence Barriers	125	m	\$20.00	\$2,500.00
44	Temporary Rock Flow Checks	4	ea.	\$600.00	\$2,400.00
45	Temporary Straw Bale Flow Checks	4	ea.	\$300.00	\$1,200.00
46	Smooth Run River Stone	100	t	\$90.00	\$9,000.00
<b>Estimated Construction Cost Subtotal</b>					\$952,990.00
<b>15% Contingency</b>					\$142,948.50
<b>Project Cost Subtotal</b>					\$1,095,938.50
<b>13% H.S.T.</b>					\$142,472.01
<b>TOTAL ESTIMATED PROJECT COST</b>					\$1,238,410.51

Note - Total estimated construction price does not include any cost for property





# BURNSIDE

Client: Town of Caledon  
 Project: Patterson Sideroad Bridge 2  
 Project No.: 300051839.8  
 Date: February 24, 2021

### REPLACE BRIDGE (10m Wide Platform, 14m Span) - PROJECT COST ESTIMATE

Item No.	Description	Contract Quantity	Unit	Engineering Estimate	
				UNIT PRICE	ESTIMATED PRICE
1	Mobilization/Demobilization	1	LS	\$60,000.00	\$60,000.00
2	Contract Bonds and Insurance	1	LS	\$20,000.00	\$20,000.00
3	Construction Layout	1	LS	\$25,000.00	\$25,000.00
4	As-Built Drawings	1	LS	\$5,000.00	\$5,000.00
5	Traffic Control and Signing	1	LS	\$7,500.00	\$7,500.00
6	Earth Excavation (Grading)	1	LS	\$75,000.00	\$75,000.00
7	Waterway Control	1	LS	\$60,000.00	\$60,000.00
8	Temporary Protection System	1	LS	\$75,000.00	\$75,000.00
9	Remove Existing Guide Rail	122	m	\$15.00	\$1,830.00
10	Remove Existing Asphalt	2310	sq.m	\$12.50	\$28,875.00
11	Hot Mix HL-3	280	t	\$150.00	\$42,000.00
12	Hot Mix HL-8	680	t	\$150.00	\$102,000.00
13	Pavement Markings	1050	m	\$8.00	\$8,400.00
14	Granular 'A'	1320	t	\$22.00	\$29,040.00
15	Granular 'B' - Type 1 Roadway	3500	t	\$18.00	\$63,000.00
16	Granular 'B' - Backfill to Structure	2220	t	\$20.00	\$44,400.00
17	Earth Borrow	1175	t	\$16.00	\$18,800.00
18	Pipe Subdrain	150	m	\$15.00	\$2,250.00
19	Earth Excavation for Structure	1	LS	\$60,000.00	\$60,000.00
20	Unwatering Structure Excavation	1	LS	\$50,000.00	\$50,000.00
21	Steel Beam Guide Rail	92	m	\$150.00	\$13,800.00
22	Steel Beam Guide Rail Structural Connection	4	ea.	\$2,500.00	\$10,000.00
23	Steel Beam Energy Attenuating System	4	ea.	\$4,500.00	\$18,000.00
24	Supply Equipment for Installing Driven Piles	1	LS	\$50,000.00	\$50,000.00
25	H Piles - HP 310 x 110	580	m	\$500.00	\$290,000.00
26	Driving Shoes	20	ea.	\$450.00	\$9,000.00
27	Concrete in Footings	1	LS	\$40,000.00	\$40,000.00
28	Concrete in Substructure	1	LS	\$155,000.00	\$155,000.00
29	Concrete in Deck	1	LS	\$52,500.00	\$52,500.00
30	Concrete in Barrier Wall	1	LS	\$15,000.00	\$15,000.00
31	Concrete in Approach Slabs	1	LS	\$40,000.00	\$40,000.00
32	Barrier Wall Railing	1	LS	\$6,500.00	\$6,500.00
33	Steel Reinforcing	1	LS	\$90,000.00	\$90,000.00
34	Stainless Reinforcing Steel	1	LS	\$20,000.00	\$20,000.00
35	Fabrication of Prestressed Girders	1	LS	\$150,000.00	\$150,000.00
36	Delivery of Prestressed Girders	1	LS	\$30,000.00	\$30,000.00
37	Erection of Prestressed Girders	1	LS	\$50,000.00	\$50,000.00
38	Bridge Deck Waterproofing	162	sq.m	\$75.00	\$12,150.00
39	Joint Fillers, Seals and Compounds	1	LS	\$7,500.00	\$7,500.00
40	Rip-Rap	175	t	\$65.00	\$11,375.00
41	Topsoil, Imported	127	cu.m	\$60.00	\$7,620.00
42	Seed and Cover	1270	sq.m	\$5.00	\$6,350.00
43	Heavy Duty Silt Fence Barriers	500	m	\$20.00	\$10,000.00
44	Temporary Rock Flow Checks	4	ea.	\$600.00	\$2,400.00
45	Temporary Straw Bale Flow Checks	4	ea.	\$300.00	\$1,200.00
46	Smooth Run River Stone	155	t	\$90.00	\$13,950.00
<b>Estimated Construction Cost Subtotal</b>					<b>\$1,890,440.00</b>
<b>15% Contingency</b>					<b>\$283,566.00</b>
<b>Project Cost Subtotal</b>					<b>\$2,174,006.00</b>
<b>13% H.S.T.</b>					<b>\$282,620.78</b>
<b>TOTAL ESTIMATED PROJECT COST</b>					<b>\$2,456,626.78</b>

Note - Total estimated construction price does not include any cost for property




**BURNSIDE**

Client: Town of Caledon  
Project: Duffy's Lane EA  
Project No.: 300051839.7  
Date: May 10, 2021

**REHABILITATE EXISTING BRIDGE - PROJECT COST ESTIMATE**

Item No.	Description	Contract Quantity	Unit	Engineering Estimate	
				UNIT PRICE	ESTIMATED PRICE
1	Mobilization/Demobilization	1	LS	\$30,000.00	\$30,000.00
2	Contract Bonds and Insurance	1	LS	\$15,000.00	\$15,000.00
3	Construction Layout	1	LS	\$7,500.00	\$7,500.00
4	As-Built Drawings	1	LS	\$2,500.00	\$2,500.00
5	Traffic Control and Signing	1	LS	\$7,500.00	\$7,500.00
6	Earth Excavation, Grading	1	LS	\$10,000.00	\$10,000.00
7	Waterway Control	1	LS	\$10,000.00	\$10,000.00
8	Remove Existing Guide Rail	33,24	m	\$25.00	\$831.00
9	Asphalt Removal - Full Depth	160	sq.m	\$12.50	\$2,000.00
10	Asphalt Removal - From Concrete Deck	71	sq.m	\$35.00	\$2,485.00
11	Concrete Removals, Partial Depth - Type A	2.4	cu.m	\$5,000.00	\$12,000.00
12	Concrete Removals, Partial Depth - Type B	11.0	cu.m	\$7,500.00	\$82,500.00
13	Concrete Removals, Partial Depth - Type C	1.9	cu.m	\$7,500.00	\$14,250.00
14	Concrete Removals, Full Depth	1	LS	\$15,000.00	\$15,000.00
15	Hot Mix HL-3	35	t	\$200.00	\$7,000.00
16	Hot Mix HL-8	75	t	\$200.00	\$15,000.00
17	Granular 'A'	50	t	\$25.00	\$1,250.00
18	Earth Excavation for Structure	1	LS	\$2,500.00	\$2,500.00
19	Steel Beam Guide Rail	80	m	\$150.00	\$12,000.00
20	Steel Beam Guide Rail Structural Connection	4	ea.	\$2,500.00	\$10,000.00
21	Steel Beam Energy Attenuating System	3	ea.	\$4,500.00	\$13,500.00
22	Concrete Repairs, Partial Depth, Unformed	2.4	cu.m	\$1,250.00	\$3,000.00
23	Concrete Repairs, Partial Depth, Formed	13	cu.m	\$2,500.00	\$32,250.00
24	Concrete in Wingwall Reconstruction	1	LS	\$11,000.00	\$11,000.00
25	Concrete in Deck Reconstruction	1	LS	\$15,000.00	\$15,000.00
26	Dowels into Concrete	500	ea.	\$20.00	\$10,000.00
27	Barrier Railing	1	LS	\$25,000.00	\$25,000.00
28	Steel Reinforcing	1	LS	\$10,000.00	\$10,000.00
29	Stainless Reinforcing Steel	1	LS	\$20,000.00	\$20,000.00
30	Bridge Deck Waterproofing	92	sq.m	\$75.00	\$6,900.00
31	Joint Fillers, Seals and Compounds	1	LS	\$2,500.00	\$2,500.00
32	Rip-Rap	40	t	\$65.00	\$2,600.00
33	Topsoil, Imported	15	cu.m	\$60.00	\$900.00
34	Seed and Cover	150	sq.m	\$5.00	\$750.00
35	Heavy Duty Silt Fence Barriers	160	m	\$20.00	\$3,200.00
36	Temporary Rock Flow Checks	4	ea.	\$600.00	\$2,400.00
37	Temporary Straw Bale Flow Checks	4	ea.	\$300.00	\$1,200.00
<b>Estimated Construction Cost Subtotal</b>					<b>\$419,516.00</b>
<b>15% Contingency</b>					<b>\$62,927.40</b>
<b>Project Cost Subtotal</b>					<b>\$482,443.40</b>
<b>13% H.S.T.</b>					<b>\$62,717.64</b>
<b>TOTAL ESTIMATED PROJECT COST</b>					<b>\$545,161.04</b>

Note - Total estimated construction price does not include any cost for property

 <b>BURNSIDE</b>	<b>Client:</b>	<b>Town of Caledon</b>
	<b>Project:</b>	<b>Duffy's Lane EA</b>
	<b>Project No.:</b>	<b>300051839.7</b>
	<b>Date:</b>	<b>May 10, 2021</b>

**TWO LANE BRIDGE REPLACEMENT (10m Wide Platform) - PROJECT COST ESTIMATE**

Item No.	Description	Contract Quantity	Unit	Engineering Estimate	
				UNIT PRICE	ESTIMATED PRICE
1	Mobilization/Demobilization	1	LS	\$40,000.00	\$40,000.00
2	Contract Bonds and Insurance	1	LS	\$15,000.00	\$15,000.00
3	Construction Layout	1	LS	\$12,500.00	\$12,500.00
4	As-Built Drawings	1	LS	\$5,000.00	\$5,000.00
5	Traffic Control and Signing	1	LS	\$7,500.00	\$7,500.00
6	Earth Excavation (Grading)	1	LS	\$17,500.00	\$17,500.00
7	Waterway Control	1	LS	\$45,000.00	\$45,000.00
8	Remove Existing Guide Rail	33	m	\$25.00	\$831.00
9	Remove Existing Structure	1	LS	\$35,000.00	\$35,000.00
10	Asphalt Removal - Full Depth	160	sq.m	\$12.50	\$2,000.00
11	Hot Mix HL-3	90	t	\$150.00	\$13,500.00
12	Hot Mix HL-8	195	t	\$150.00	\$29,250.00
13	Granular 'A'	215	t	\$25.00	\$5,375.00
14	Granular 'B' - Type II Roadway	385	t	\$25.00	\$9,625.00
15	Granular 'B' - Backfill to Structure	1350	t	\$20.00	\$27,000.00
16	Pipe Subdrain	60	m	\$15.00	\$900.00
17	Earth Excavation for Structure	1	LS	\$50,000.00	\$50,000.00
18	Unwatering Structure Excavation	1	LS	\$20,000.00	\$20,000.00
19	Steel Beam Guide Rail	77.5	m	\$150.00	\$11,625.00
20	Steel Beam Guide Rail Structural Connection	4	ea.	\$2,500.00	\$10,000.00
21	Steel Beam Energy Attenuating System	3	ea.	\$4,500.00	\$13,500.00
22	Supply Equipment for Installing Driven Piles	1	LS	\$50,000.00	\$50,000.00
23	H Piles - HP 310 x 110	400	m	\$500.00	\$200,000.00
24	Driving Shoes	20	ea.	\$450.00	\$9,000.00
25	Concrete in Footings	1	LS	\$28,000.00	\$28,000.00
26	Supply and Install Precast Conc. Rigid Frame	10	m	\$21,000.00	\$210,000.00
27	Concrete in Distribution Slab	1	LS	\$50,000.00	\$50,000.00
28	Concrete in Retaining Walls	1	LS	\$45,000.00	\$45,000.00
29	Barrier System with Railing	1	LS	\$70,000.00	\$70,000.00
30	Concrete in Approach Slabs	1	LS	\$20,000.00	\$20,000.00
31	Steel Reinforcing	1	LS	\$30,000.00	\$30,000.00
32	Stainless Reinforcing Steel	1	LS	\$50,000.00	\$50,000.00
33	Bridge Deck Waterproofing	125	sq.m	\$75.00	\$9,375.00
34	Joint Fillers, Seals and Compounds	100%	LS	\$7,500.00	\$7,500.00
35	Rip-Rap	100	t	\$65.00	\$6,500.00
36	Topsoil, Imported	45	cu.m	\$60.00	\$2,700.00
37	Seed and Cover	450	sq.m	\$5.00	\$2,250.00
38	Heavy Duty Silt Fence Barriers	160	m	\$20.00	\$3,200.00
39	Temporary Rock Flow Checks	4	ea.	\$600.00	\$2,400.00
40	Temporary Straw Bale Flow Checks	4	ea.	\$300.00	\$1,200.00
41	Streambed Material	130	t	\$90.00	\$11,700.00
<b>Estimated Construction Cost Subtotal</b>					<b>\$1,179,931.00</b>
<b>15% Contingency</b>					<b>\$176,989.65</b>
<b>Project Cost Subtotal</b>					<b>\$1,356,920.65</b>
<b>13% H.S.T.</b>					<b>\$176,399.68</b>
<b>TOTAL ESTIMATED PROJECT COST</b>					<b>\$1,533,320.33</b>

Note - Total estimated construction price does not include any cost for property



**BURNSIDE**

Client: Town of Caledon  
 Project: Duffy's Lane EA  
 Project No.: 300051839.7  
 Date: May 10, 2021

**SINGLE LANE MODULAR BRIDGE REPLACEMENT (4m Wide Platform) - PROJECT COST ESTIMATE**

Item No.	Description	Contract Quantity	Unit	Engineering Estimate	
				UNIT PRICE	ESTIMATED PRICE
1	Mobilization/Demobilization	1	LS	\$40,000.00	\$40,000.00
2	Contract Bonds and Insurance	1	LS	\$15,000.00	\$15,000.00
3	Construction Layout	1	LS	\$12,500.00	\$12,500.00
4	As-Built Drawings	1	LS	\$5,000.00	\$5,000.00
5	Traffic Control and Signing	1	LS	\$7,500.00	\$7,500.00
6	Earth Excavation (Grading)	1	LS	\$17,500.00	\$17,500.00
7	Remove Existing Guide Rail	33,24	m	\$25.00	\$831.00
8	Remove Existing Structure	1	LS	\$25,000.00	\$25,000.00
9	Asphalt Removal - Full Depth	160	sq.m	\$12.50	\$2,000.00
10	Hot Mix HL-3	30	t	\$150.00	\$4,500.00
11	Hot Mix HL-8	68	t	\$150.00	\$10,200.00
12	Granular 'A'	100	t	\$25.00	\$2,500.00
13	Granular 'B' - Type II Roadway	260	t	\$25.00	\$6,500.00
14	Granular 'B' - Backfill to Structure	250	t	\$20.00	\$5,000.00
15	Pipe Subdrain	24	m	\$15.00	\$360.00
16	Earth Excavation for Structure	1	LS	\$15,000.00	\$15,000.00
17	Unwatering Structure Excavation	1	LS	\$2,500.00	\$2,500.00
18	Steel Beam Guide Rail	87.6	m	\$150.00	\$13,140.00
19	Steel Beam Energy Attenuating System	3	ea.	\$4,500.00	\$13,500.00
20	Supply Equipment for Installing Driven Piles	1	LS	\$50,000.00	\$50,000.00
21	H Piles - HP 310 x 110	200	m	\$500.00	\$100,000.00
22	Driving Shoes	10	ea.	\$450.00	\$4,500.00
23	Concrete in Footings	1	LS	\$10,000.00	\$10,000.00
24	Supply and Install Prefabricated Modular Bridge	1	LS	\$160,000.00	\$160,000.00
25	Concrete in Substructure	1	LS	\$15,000.00	\$15,000.00
26	Steel Reinforcing	1	LS	\$7,500.00	\$7,500.00
27	Joint Fillers, Seals and Compounds	1	LS	\$2,000.00	\$2,000.00
28	Rip-Rap	100	t	\$65.00	\$6,500.00
29	Topsoil, Imported	10	cu.m	\$60.00	\$600.00
30	Seed and Cover	100	sq.m	\$5.00	\$500.00
31	Heavy Duty Silt Fence Barriers	160	m	\$20.00	\$3,200.00
32	Temporary Rock Flow Checks	4	ea.	\$600.00	\$2,400.00
33	Temporary Straw Bale Flow Checks	4	ea.	\$300.00	\$1,200.00
<b>Estimated Construction Cost Subtotal</b>					<b>\$561,931.00</b>
<b>15% Contingency</b>					<b>\$84,289.65</b>
<b>Project Cost Subtotal</b>					<b>\$646,220.65</b>
<b>13% H.S.T.</b>					<b>\$84,008.68</b>
<b>TOTAL ESTIMATED PROJECT COST</b>					<b>\$730,229.33</b>

Note - Total estimated construction price does not include any cost for property



# BURNSIDE

[ THE DIFFERENCE IS OUR PEOPLE ]

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## Appendix C

### Consultation Record

Project Contact List	C1
Notices	C2
Correspondence	C3



BURNSIDE

[ THE DIFFERENCE IS OUR PEOPLE ]

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## Appendix C

### Project Contact List

Agency/ Organization	Title	First Name	Last Name	Position	Address 1	Address 2	City	Prov.	Postal Code	Email	Telephone	Comments Received	Response Given
Hydro One Networks Inc.										<a href="mailto:Steve.ziarnka_land_use@hydroone.com">Steve.ziarnka_land_use@hydroone.com</a>		210318_Email_preliminary_assessment_confirms_there_are_no_existing_Hydro_One_Transmission_assets_in_subject_area.Note_this_is_only_a_preliminary_assessment_based_on_current_information.	
Infrastructure Ontario	Ms.	Lisa	Mysliki	Environmental Specialist	1 Dundas Street West, Suite 2000		Toronto	ON	M5G 1Z3	<a href="mailto:lisa.mysliki@infrastructureontario.ca">lisa.mysliki@infrastructureontario.ca</a>	416-557-3116		
Ministry of the Environment, Conservation and Parks - Central Region Technical Support Section		Trevor	Bell							<a href="mailto:trevor.bell@ontario.ca">trevor.bell@ontario.ca</a>		240411_Email_Burnside_emailled_link_to_draft_PFR_for_review. 210322_Email_from_T_Bell_with_attached_letter_repeating_project.Potentially_affected_Indigenous_communities_are_MCFN_Six_Nations_of_the_Grand_River_(Both_Six_Nations_Elected_Council_and_Haudenosaunee_Confederacy_Chiefs_Council)_and_Huron-Wendat_Nation.Areas_of_Interest_are_SAR_A_Place_to_Grow_Growth_Plan_for_the_Greater_Golden_Horsehoe_(2019)_Parts_of_the_study_area_may_be_subject_to_the_A_Place_to_Grow_Growth_Plan_for_the_Greater_Golden_Horsehoe_(2019)_ORWCP_(2017)_NEC_Plan_(2017)_Greenbelt_Plan_(2017)_or_Lake_Simcoe_Protection_and_Restoration_Surface_Water_Groundwater_Contaminated_Soils_Excess_Materials_Management_Servicing_and_Facilities_Mitigation_and_Monitoring_Consultation. 201015_Email_from_T_Bell_Based_on_the_information_provided_and_in_the_absence_of_technical_information_about_the_study_and_potential_impacts_that_may_be_identified_through_the_study_MCEP_will_proceed_with_the_study_in_the_areas_of_interest_in_the_MCFN_Six_Nations_of_the_Grand_River_HDI_&_Huron-Wendat_Nation_(only_if_there_are_potential_archaeological_impacts). 200930_Email_from_T_Bell_Noting_that_an_advisor_has_been_requested_to_assist_in_the_selection_of_Indigenous_communities_to_contact.	240411_Email_Burnside_emailled_link_to_draft_PFR_for_review. 240930_Email_from_Burnside_emailled_link_to_draft_PFR_for_review. 240411_Email_Burnside_emailled_link_to_draft_PFR_for_review. 240411_Email_Burnside_emailled_link_to_draft_PFR_for_review.
Ministry of the Environment, Conservation and Parks - Central Region Technical Support Section		Chummei	Lu							<a href="mailto:Chummei.Lu@ontario.ca">Chummei.Lu@ontario.ca</a>		240411_Email_Chummei_Lu_responded_to_draft_PFR_with_new_MCEP_contact_(Krishna_Selvakumar)_for_Huron_Wendat_Muskoka_region_Krishna_will_respond.	240411_Email_Burnside_emailled_link_to_draft_PFR_for_review.
Ministry of the Environment, Conservation and Parks - Central Region Technical Support Section		Garvin	Battino							<a href="mailto:Garvin.Battino@ontario.ca">Garvin.Battino@ontario.ca</a>			240411_Email_Burnside_emailled_link_to_draft_PFR_for_review.
Ministry of the Environment, Conservation and Parks - Central Region Technical Support Section		Krishna	Selvakumar							<a href="mailto:Krishna.selvakumar@ontario.ca">Krishna.selvakumar@ontario.ca</a>		240411_Email_Krishna_Selvakumar_responded_to_draft_PFR_draft_looks_great_no_comments_at_this_time_looking_forward_to_receiving_the_final_report	
Ministry of the Environment, Conservation and Parks - Central Region Technical Support Section										<a href="mailto:sean.official@erc.on.ca">sean.official@erc.on.ca</a>			210223_Email_from_Burnside_with_attached_EA_Project_Information_Form_and_NOC'n.
Ministry of the Environment, Conservation and Parks - Environmental Assessment and Permits Branch										<a href="mailto:MEANOTICES.EA@ontario.ca">MEANOTICES.EA@ontario.ca</a>			
Ministry of Natural Resources and Forestry - Aurora District (Southern Region)	Mr.	Steven	Strong	Senior District Planner	60 Bloomington Road		Aurora	ON	L4G 0L8	<a href="mailto:steven.strong@ontario.ca">steven.strong@ontario.ca</a>	905-715-7366		
Ministry of Heritage, Sport, Tourism and Culture - Culture Division Programs and Services Branch, Heritage Planning Unit	Ms.	Laura	Hatcher	Heritage Planner	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7	<a href="mailto:laura.hatcher@ontario.ca">laura.hatcher@ontario.ca</a>		210414_Email_from_L_Hatcher_with_attached_letter_noting_that_records_indicate_that_a_Stage_1_archaeological_assessment_has_not_been_submitted.Note_that_archaeological_companies_have_been_engaged_for_the_project_and_that_their_reports_will_be_submitted_to_the_Cultural_Heritage_Archaeological_Reports_Final_Cultural_Heritage_Evaluation_Report_(CHER)_and_Heritage_Impact_Assessment_(HIA)_should_be_included_as_an_Appendix_MHSTQ_finds_that_due_diligence_has_been_undertaken_in_preparing_this_CHER_MHSTQ_recommends_the_following_edits_to_proposed_recommendations_for_the_Duffy's_Lane_Bridge_A_Cultural_Heritage_Impact_Statement_Heritage_Impact_Assessment_should_be_completed_for_the_Duffy's_Lane_Bridge_during_the_EA_process_and_prior_to_NOC'p_and_completed_by_a_qualified_person.	

Agency/ Organization	Title	First Name	Last Name	Position	Address 1	Address 2	City	Prov.	Postal Code	Email	Telephone	Comments Received	Response Given
Ministry of Citizenship and Culture	Ms.	Karla	Barboza	Team Lead, Heritage (Acting)	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7	karlabarboza@citymto.ca	416-314-7120		
<b>Region of Peel</b>													
Region of Peel	Mr.	Stefan	Herczeg	Technical Specialist/ Alternate RMORIM	10 Peel Centre Drive		Brampton	ON	L6T 4B9	Stefan.Herczeg@peelregion.ca stefan.herczeg@peelregion.ca		210401_Email from S. Herczeg with attached letter expanding on comments, as it relates to CMAA, consideration of CTC Source Protection Plan policies. Mapping shows Study Area is not within the protected area of the CTC Source Protection Plan. The CTC Source Protection Plan policies contained within the Approved CTC Source Protection Plan do not apply. Such Area is in HVA and SRRA, however, structure improvements to the bridges are not anticipated to impact, thus no action is required under the Approved CTC Source Protection Plan. Ensure to include a section on Source Water Protection.	210406_Email from Caledon. Staff will reach out if there are any further questions.
Region of Peel	Ms.	Sally	Rock	Manager Infrastructure Planning and Studies (of Transportation)	10 Peel Centre Drive		Brampton	ON	L6T 4B9	sally.rock@peelregion.ca			
Region of Peel	Ms.	Ashia	Seddi	Technical Analyst Infrastructure Programming & Studies	10 Peel Centre Drive		Brampton	ON	L6T 4B9	ashia.seddi@peelregion.ca			
Region of Peel	Ms.	Arnelha	Adams	Regional Clerk	10 Peel Centre Drive		Brampton	ON	L6T 4B9	arnelha.adams@peelregion.ca			
Region of Peel	Mr.	Steve	Ganush	Manager, Engineering & Infrastructure Planning	10 Peel Centre Drive		Brampton	ON	L6T 4B9	steve.ganush@peelregion.ca			
OPP Caledon Detachment	Ms.	MaryLouise	Kearns	Detachment Commander	15924 Imms Lake Rd		Caledon East	ON	L7C 3B3				
OPP Caledon Detachment	Inspector	Ryan	Carothers	Detachment Commander	15924 Imms Lake Rd		Caledon East	ON	L7C 3B3				
Peel Regional Paramedic Services					1600 Bovard Road east.		Brampton	ON			(905) 731-7600		
Bel Canada	Mr.	Richard	de Bokx	Implementation Department	3115 Creshbank Road	3rd Floor, West Tower	Mississauga	ON	L4W 5R1	richard.de_bokx@bell.ca	905-218-4558		
Bel Canada	Mr.	Scott	Moon	Implementation Department	1919 Creshbank Road	3rd Floor, West Tower	Mississauga	ON	L4W 5R1	scott.moon@bell.ca	905-218-4558	Retired Feb 2022	
Bel Canada, Municipal Operations Centre	Mr.	John	Luchapelle		100 Borough Drive	Floor 6 Blue	Scarborough	ON	M1P 4WZ				
Enbridge		Kevin	Schimus							Kevin.Schimus@enbridge.com	519-885-7400 ext. 5067506 519-635-9488		
Enbridge Gas Distribution Inc.	Mr.	Vince	Cina	Supervisor, Planning and Design	500 Consumers Road		North York	ON	M2J 1P8	vince.cina@enbridge.com			
Enbridge Pipelines Inc.		Evgenia	Clark	Supervisor Construction Project Management GTA West						evgenia.clark@enbridge.com			
Enbridge Pipelines Inc.		Sarah	Taylor	Sr. Analyst, Lands & ROW						notifications@enbridge.com. sarah.taylor@enbridge.com. mark-ups@enbridge.com.		210225_Email requesting that staff update the Project Contact List to remove Ann Newmar and add Sarah Taylor. Please email mark-ups@enbridge.com, as they review for our gas assets.	
Enbridge Pipelines Inc.	Ms.	Ann	Newman	Crossing Co-ordinator	1098 Moseland Road,	Building 1050, 1st Floor	Sarnia	ON	N7S 6L2	ann.newman@enbridge.com			



Agency/ Organization	Title	First Name	Last Name	Position	Address 1	Address 2	City	Prov.	Postal Code	Email	Telephone	Comments Received	Response Given
Entbridge Pipelines Inc.				Lands & ROV Administrator - Crossings, Eastern Region	Western Research Park	1088 Modeland Road, Bldg. 1050 1st Floor	Sarnia	ON	N7S 6L2	ast@crossings@entbridge.com	519-335-6753		
EnerSource Hydro Mississauga	Mr.	Paul	Sidhu	Senior Manager, Systems Planning	3240 Mavis Road		Mississauga	ON	L5C 3K1				
Rogers Communications		Marion	Wright	Planning Coordinator	3573 Wolfedale		Mississauga	ON	L5C 3T6		905-897-3914; 888-764-3771		
Terra CONSULTING INC. (MHC Planning, Urban Design & Landscape)	Ms.	Darlene	Presley	Planning Co-ordinator, EA contact	4379 Bant Street, Suite 204		Burlington	ON	L7R 2G4	dpresley@mhbcolan.com	905-636-8686 ext. 229 Cell:	210225_Email_TC Energy does not have any pipelines within the Study Area.	
Terra-Northern Pipelines Inc.		Cliff	Lee		45 Vogel Road	Suite 310	Richmond Hill	ON	L4B 3P6	cllee@tdpi.ca			
Union Gas Limited	Ms.	Younma	Ahmed	Herzlika District Engineering ET II	818 S Service Rd		Stoney Creek	ON	L8E 5M4	YAhmed@uniongas.com	289-646-2060; Cell: 905-906-9311	210302_Email_Zayo has no existing plant in the Study Area indicated in your submission, No markup and no objection.	
Zayo										Utility.Circulations@zayo.com	416-645-7527		
Toronto and Region Conservation Authority	Ms.	Caroline	Mugo	Acting Planner - Environmental Assessment Planning	101 Exchange Avenue		Concord	ON	L4K 5R6	caroline.mugo@trca.ca			
Toronto and Region Conservation Authority	Ms.	Victoria	Kramkowski	Govt. and Community Relations Specialist	101 Exchange Avenue		Concord	ON	L4K 5R6	victoria.kramkowski@trca.ca			
Toronto and Region Conservation Authority	Ms.	Shirin	Varzani	Planner, Infrastructure Planning and Permits	101 Exchange Avenue		Concord	ON	L4K 5R6	shirin.varzani@trca.ca		210322_Email from S. Varzani with attached response, TRCA noted areas of interest are: TRCA Program and Policy Areas (Natural System Programs and Policies, Sustainability Programs and Policies), Provincial Program Areas, Federal Program Areas. In developing, evaluating and selecting alternatives, staff require the LCP policies be considered. TRCA staff recommends the preferred alternatives be consistent with the policies of Section 7. In order to fulfil the LCP policies, TRCA staff recommends that Alternative 1 meet LCP policies in Section 8. TRCA planner to be contacted at key intervals provided in the correspondence and provided a list of requested submissions for review and comment along with associated review fee.	230427_email_Caledon responded-confirmed will provide a copy of the handouts and presentation associated with PIC and provided link to webpage. Noted preferred design alternative for the Lundy's Lane bridge was discussed with the TRCA staff. Caledon and Richard Urbani last year and their preference was to replace the bridge.
Toronto and Region Conservation Authority	Ms.	Suzanne	Beven	Senior Planner - Infrastructure Planning and Permits	101 Exchange Avenue		Concord	ON	L4K 5R6	suzanne.beven@trca.ca			
Toronto and Region Conservation Authority	Mr.	Alex	Schuler	Associate Director, Property, Assets and Risk Management	101 Exchange Avenue		Concord	ON	L4K 5R6	alexander.schuler@trca.ca			
Alton Hills Conservation Park	Mr.	Jay	Clark		16500 Pied Regional Road 50		Caledon	ON	L7E 3E7	Jay.Clark@TRCA.ca	905-880-0227		
Town of Caledon	Mr.	Arash	Olla	Manager of Transportation	6311 Old Church Road		Caledon	ON	L7C 1J6	arash.olla@caledon.ca			
Town of Caledon	Mr.	Ryan	Grodeski	Manager of Engineering	6311 Old Church Road		Caledon	ON	L7C 1J6	Ryan.Grodeski@caledon.ca			
Town of Caledon	Mr.	Andrew	Pearce	Director Engineering Services	6311 Old Church Road		Caledon	ON	L7C 1J6	andrew.pearce@caledon.ca			
Town of Caledon	Ms.	Carey	Herd	Chief Administrative Officer	6311 Old Church Road		Caledon	ON	L7C 1J6	carey.herd@caledon.ca			

Agency/ Organization	Title	First Name	Last Name	Position	Address 1	Address 2	City	Prov.	Postal Code	Email	Telephone	Comments Received	Response Given
Town of Caledon		To whom it concerns		Mayors Office	6311 Old Church Road		Caledon	ON	L7C 1J6	mayors.office@caledon.ca			
Town of Caledon	Mr.	Darryl	Bailey	Fire Chief	6311 Old Church Road		Caledon	ON	L7C 1J6	fire@caledon.ca			
Town of Caledon	Mr.	Allen	Thompson	Mayor	6311 Old Church Road		Caledon	ON	L7C 1J6	allan.thompson@caledon.ca			
Town of Caledon	Ms	Sally	Drummond	Heritage Resource Officer	6311 Old Church Road		Caledon	ON	L7C 1J6	sally.drummond@caledon.ca			
Town of Caledon	Ms	Jennifer	Jimis	Regional Councillor- Wards 3,4			Caledon	ON		jennifer.jimis@caledon.ca			
Town of Caledon	Mr.	Nick	deBoer	Area Councillor- Ward 4			Caledon	ON		nick.deboer@caledon.ca			
<b>School Boards</b>													
Peel District School Board												221221_left msg Sheila x 2555 for new Planner / Manager	
Peel District School Board	Mr.	Steve	Hare	Senior Planner/Manager	5660 Hurontario Street		Mississauga	ON	L6R 1C6			Deceased May 2021. <a href="https://www.akimaraandmillerbrook.com/menutab/supharz-hare/651392/">https://www.akimaraandmillerbrook.com/menutab/supharz-hare/651392/</a>	
Dufferin-Peel Catholic District School Board	Ms.	Stephanie	Cox	Manager of Planning	40 Matheson Boulevard West		Mississauga	ON	L6R 1C5				
Dufferin-Peel Catholic District School Board	Ms.	Krystina	Koops	Planner	40 Matheson Boulevard West		Mississauga	ON	L6R 1C5	krystina.koops@oposrb.org			
Dufferin-Peel Catholic District School Board		Kevin	Kilniskes		17030 Duffy's Lane					Kevin.Kilniskes@oposrb.org		See Local Resident tab for comment	<a href="https://www.oposrb.org/Documents/Agendas/Agenda%20Package%20-%20Local%20Residents/OrdersOfCounciling_March_2019%20wasataaffssearch-tervitz-20190302">https://www.oposrb.org/Documents/Agendas/Agenda%20Package%20-%20Local%20Residents/OrdersOfCounciling_March_2019%20wasataaffssearch-tervitz-20190302</a>

Community/ Organization	Title	First Name	Last Name	Position	Address 1	Address 2	City	Prov.	Postal Code	Email	Telephone	Notices	Comments Received	Response Given
Six Nations of the Grand River	Chief	Mark	Hill							<a href="mailto:markhill@sixnations.ca">markhill@sixnations.ca</a>		210223_email NOCm 230424_email Notice of PIC	240410_Email. T. Hill-Montour responded to request for review of Stage 1 AA included in draft PRF to discuss project please contact Township or Burnside (contact details included). 240228_email. Town followed up phone call (with T. Hill-Montour) with email to circulate the draft PFR and PIC slides. 240226_phone call. Burnside spoke with Tanya Hill-Montour to confirm whether Six Nations was still interested in reviewing the Stage 1 Archaeological Assessment completed for the project. Neither Town staff or RJ Burnside staff received any input from Six Nations by the previously proposed review deadline of June 2023. Six Nations expressed they would still like the opportunity to review the assessment. 230616_email. Burnside sent email requesting confirmation of Stage 1 AA for review and link to PIC materials for interest with request for review response by June 14	
Six Nations of the Grand River		Tanya	Hill-Montour	Archaeology Coordinator						<a href="mailto:tanyahillmontour@sixnations.ca">tanyahillmontour@sixnations.ca</a>		210223_email NOCm 230424_email Notice of PIC	240410_Email. T. Hill-Montour responded to request for review of Stage 1 AA included in draft PRF to discuss project please contact Township or Burnside (contact details included). 240228_email. Town followed up phone call (with T. Hill-Montour) with email to circulate the draft PFR and PIC slides. 240226_phone call. Burnside spoke with Tanya Hill-Montour to confirm whether Six Nations was still interested in reviewing the Stage 1 Archaeological Assessment completed for the project. Neither Town staff or RJ Burnside staff received any input from Six Nations by the previously proposed review deadline of June 2023. Six Nations expressed they would still like the opportunity to review the assessment. 230616_email. Burnside sent email requesting confirmation of Stage 1 AA for review and link to PIC materials for interest with request for review response by June 14	
Six Nations of the Grand River		Lony	Bomberry	Lands and Resources Director						<a href="mailto:lonybomberry@sixnations.ca">lonybomberry@sixnations.ca</a>		210223_email NOCm 230424_email Notice of PIC	221011_Email. Dawn emailed noting that Robbin is no longer employed with Six Nations, and to send any further documentation to Lony Bomberry, Director of Lands and Resources	
Six Nations of the Grand River		Robbin	Linn	Lands and Resources section						<a href="mailto:rlinn@sixnations.ca">rlinn@sixnations.ca</a>	519-753-0665	210223_email NOCm	221011_Email. Dawn emailed Avid noting that Robbin is no longer employed with Six Nations, and to send any further documentation to Lony Bomberry, Director of Lands and Resources	
Six Nations of the Grand River	Ms.	Dawn	LaForme		2498 Chiefwood Road		Oshewagan	ON	NDA 1H0	<a href="mailto:dlaforme@sixnations.ca">dlaforme@sixnations.ca</a>	519-445-2201	210223_email NOCm 230424_email Notice of PIC		
Six Nations of the Grand River	Chief	Ava	Hill	Chief	P.O. Box 5000		Oshewagan	ON	NDA 1H0		(519) 445-2201	210223_email NOCm 230424_email notice of PIC	210209_Chief. Mark Hill, has replaced Ava Hill.	
Haudenosaunee Confederacy	Mr.	Todd	Williams	Archaeological Coordinator	2634 6th Line		Oshewagan	ON	NDA 1H0	<a href="mailto:williams.todde@gmail.com">williams.todde@gmail.com</a>				
Haudenosaunee Confederacy		Raevalle (Janice)	Williams	Environmental Supervisor	2634 6th Line		Oshewagan	ON	NDA 1H0	<a href="mailto:janicewilliams@huliland.com">janicewilliams@huliland.com</a>		230424_email notice of PIC		
Haudenosaunee Confederacy	Honahes	Leroy Misty	Hill Hill	Secretary to Haudenosaunee Confederacy Admin Assis.	2634 6th Line		Oshewagan	ON	NDA 1H0	<a href="mailto:loco@sixnationsms.com">loco@sixnationsms.com</a> <a href="mailto:hilz@sixnations.ca">hilz@sixnations.ca</a>	Cell: 519-717-7326	210223_email NOCm 230424_email notice of PIC		
Nation Huronne-Wendat	Mr.	Mario	Gros-Louis							<a href="mailto:mario.gros-louis@cnhw.ca">mario.gros-louis@cnhw.ca</a>		210408_email NOCm 230424_email Notice of PIC	2100408_Email from Burnside with correspondence which was previously sent to M. Picard, as Burnside understands M. Gros-Louis is now the contact for this project.	
Nation Huronne-Wendat	Mr.	Louis	Lesage							<a href="mailto:louislesage@cnhw.ca">louislesage@cnhw.ca</a>		210408_email NOCm	2100408_Email copy from Burnside with correspondence which was previously sent to M. Picard, as Burnside understands M. Gros-Louis is now the contact for this project.	

Community/Organization	Title	First Name	Last Name	Position	Address 1	Address 2	City	Prov.	Postal Code	Email	Telephone	Notices	Comments Received	Response Given
Nation Huron-Wendat	Mr.	Maxime Picard	Picard	Coordinator of Projects	255, place Chef Michel Laveau		Wendake	QC	G0A 4V0	maxime.picard@cnhw.qc.ca	Cell / SMS: (418) 383-4442	210223_email NOCm	210223, Email from M. Picard acknowledging receipt of NOCm. Huron-Wendat Nation, is requesting to participate in all archaeological field work of this project as well as receiving copies of the draft reports for review and comments.	210331, Email from Burnside, noting that comments will become part of the public record. Burnside staff also attached the completed Stage 1 Archaeological Assessment (AA). Staff noted that the Stage 1 concluded that parts of the Study Area exhibit archaeological potential and recommends a Stage 2 AA in select areas. If impacted, A Stage 2 AA will be completed as part of the project if the preliminary preferred solution has the potential to impact identified areas of archaeological potential due to construction activities. Staff noted that the community wishes to participate in all archaeological field work for this project. Note, the MCFN has also requested to have a Field Liaison Representative present during archaeological field work, subject to the level of COVID-19 restrictions, and to review the reporting. Staff will keep the community informed of any upcoming Stage 2 archaeological field work and to receive future notices.
Nation Huron-Wendat	Ms.	Melanie Vincent	Vincent	Exhibit Project Manager	255, place Chef Michel Laveau		Wendake	QC	G0A 4V0	melanie.vincent12@vahoo.ca		210223_email NOCm		
D - Indigenous	Chief	Claire Sault	Sault	Chief	2789 Mississauga Road, RR #6		Hagersville	ON	N0A 1H0	claires@mncfn.ca				
Mississaugas of the Credit First Nation										MCFN.Consultation@mncfn.ca; DOCA.Admin@mncfn.ca		230424_email notice of PIC	210401_Email from Adrian Blake, MCFN-DOCA has reviewed Stage 1 Archaeological Assessment (AA). At this time MCFN had no additional comments for inclusions and is in agreement with the recommendations made within the report.	210202, Email from Burnside with attached signed MCFN FLR Participation Agreement and the Archaeological Review Agreement, for review and signatures, and the Stage 1 AA, for review and reference. Town Staff requested a signed copy of each agreement to be returned when completed.
Mississaugas of the Credit First Nation		Abby	Lee (LaForme)	Consultation Manager	4065 Hwy 6		Hagersville	ON	N0A 1H0	abby.laforme@mncfn.ca		230424_email notice of PIC	230423, Email from A. Lee, DOCA would like to review and comment on Stage 1 AA. DOCA expects to have field involvement for Stage 2.	
Mississaugas of the Credit First Nation	Ms.	Fawn Sault	Sault	Consultation Manager	4065 Hwy 6		Hagersville	ON	N0A 1H0	fawn.sault@mncfn.ca	905-766-4260	210223_email NOCm	220117, Email from F. Sault to Region, F. Sault has moved to a new role for MCFN Council and will not be checking or receiving any emails at this address.	
Mississaugas of the Credit First Nation		Peter	Epler	Field Archaeologist						Peter.Epler@mncfn.ca		210223_email NOCm	230424, Bounceback email, no longer in role. Contact Megan DeVries for archaeology.	
Mississaugas of the Credit First Nation		Megan	DeVries	Archaeological Operations Supervisor						Megan.DeVries@mncfn.ca		210223_email NOCm	As of October 20th, 2021, I will no longer be in the position of Archaeological Operations Supervisor at the Mississaugas of the Credit First Nation.	

Resident	Comments Received	Response Given
Resident 1	<p>210308_Email: Resident notes that their property is in direct contact with one of the three bridges being assessed. Resident requested what the objectives of the project and scope of the assessment to the bridges over Coffee Creek and the Humber River would include, and whether the research be intrusive to the current infrastructure or would it be simply a monitoring program.</p>	<p>210325_Email from Burnside, An assessment of the three bridges is being completed to consider options for improvements. Options for each of the Patterson Road bridges include: Do Nothing option, as well as an option to rehabilitate the bridge, rehabilitate the bridge with widening of the bridge, or replace the bridge with a wider bridge. Future management options are being considered for the Duffy's Lane bridge. The EA process will evaluate pros and cons of the improvement options against a set of criteria developed under key areas of the project environment including the natural environment, the social-cultural environment, the technical environment and the financial environment. Studies assessing existing conditions in the Study Area, such as a topographic survey, an assessment of natural features and cultural heritage assessment. At this stage, the majority of the studies are non-intrusive and consist of a desk top review and field reconnaissance. Additional studies, such as a Stage 2 AA, may be required, depending on the recommended solution and its potential impacts, including grading and vegetation removal. A Stage 2 AA would include hand dug test pits in areas of proposed earthworks, where archaeological resources have the potential to be located. Concept Designs of the improvement options are currently being developed and information about the options, potential impacts, constraints and consideration related to the project as well as a recommended option will be presented at a</p>



BURNSIDE

[ THE DIFFERENCE IS OUR PEOPLE ]

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## Appendix C

### Notices



# Town of Caledon Notice of Commencement

## Municipal Class Environmental Assessment Structure Improvements

### The Study:

As part of the Town of Caledon's Asset Management Strategy, improvements are being considered for bridges and culverts. This is due to the wear and tear on existing infrastructure due to increased traffic use. The Town has initiated a Schedule 'B' Municipal Class Environmental Assessment (EA) to consider options for improvements to the following bridges. The approximate location of the project is shown on the map.

### Patterson Side Road Bridge (1)

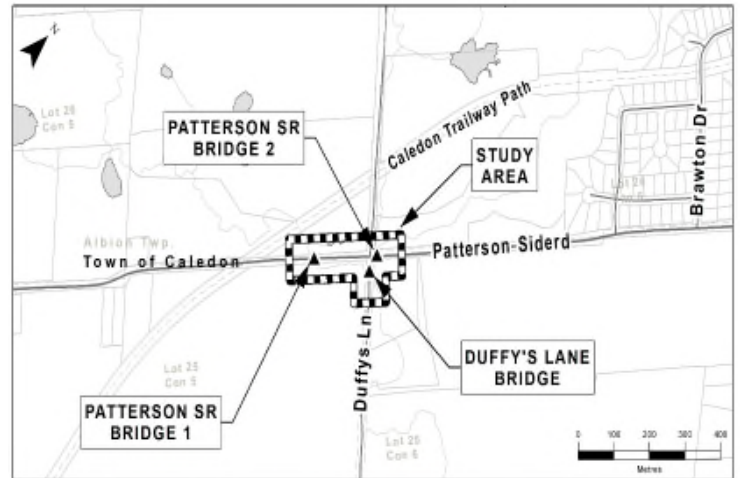
For improvements to the existing 2 lane, T-beam reinforced cast-in-place structure constructed in 1950 and located approximately 0.1 km West of Duffy's Lane over the Humber River.

### Patterson Side Road Bridge (2)

For improvements to the existing 2 lane, rigid frame, vertical leg reinforced cast-in-place structure constructed in 1950 and located approximately 0.03 km East of Duffy's Lane over the Humber River.

### Duffy's Lane Bridge

For feasibility investigation to determine future management of the existing 2 lane structure. The structure is located approximately 0.03km South of Patterson Side Road over the Humber River.



### The Process:

The project is being planned under the Municipal Class EA process (October 2000, as amended in 2007, 2011 & 2015) (Class EA) which is an approved process under the *Ontario Environmental Assessment Act*. Further information about the project and planning process can be found at [caledon.ca/notices](http://caledon.ca/notices). At the end of the study, the process will be documented in a Project File Report (PFR), prepared for public review.

### Public Input:

The public is invited to provide comments for consideration in the planning and design of the project. A virtual Public Information Centre (PIC) is planned for Spring 2021. Further notice will be provided closer to the date of the PIC. Subject to comments received and obtaining the necessary approvals, the Town of Caledon intends to proceed with the planning and design of the project, with a construction date to be determined dependent on funding.

To provide comment or to request additional information concerning this study or if you would like to be added to the Project Contact List to receive future project notices, please contact either of the following Project Team members:

Ian Todhunter, P.Eng.  
Senior Project Manager, Engineering Services  
Town of Caledon  
6311 Old Church Road  
Caledon, Ontario L7C 1J6  
T 905-584-2272 x 4065  
[ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)

Matt Brooks, P.Eng.  
Project Manager  
R. J. Burnside & Associates Limited  
15 Townline  
Orangeville, ON L9W 3R4  
T 705-797-4284  
[matt.brooks@rjburnside.com](mailto:matt.brooks@rjburnside.com)

Project and notice information will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*.

Information will be collected and maintained to meet the requirements of the *Environmental Assessment Act* and for the purposes of creating a record that will be available to the general public as described in Section 37 of the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information such as name, address, telephone number and property location, all comments will become part of the public record that is available to the general public.

This Notice First Issued on February 18, 2021.



# Town of Caledon Notice of Public Information Centre

## Municipal Class Environmental Assessment for Structure Improvements

### The Study:

As part of the Town of Caledon's Asset Management Strategy, improvements are being considered for bridges and culverts. This is due to the wear and tear on existing infrastructure and to plan for future increased traffic use. The Town of Caledon (Town) has initiated a Schedule 'B' Municipal Class Environmental Assessment (Class EA) to consider options for improvements to the following bridges. The approximate location of the project is shown on the map.

### Patterson Side Road Bridge (1)

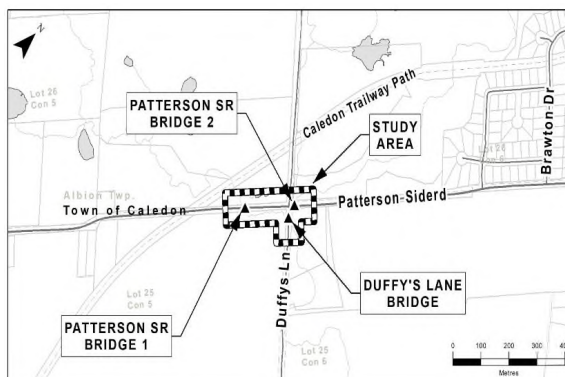
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### Duffy's Lane Bridge

For feasibility investigation to determine future management of the existing structure. The bridge is located approximately 0.03 km South of Patterson Side Road over the Humber River.



### The Process:

The project is being planned under the Municipal Class EA process (2023) which is an approved process under the *Ontario Environmental Assessment Act*. The Study will evaluate Alternative Solutions with consideration of the natural, cultural, technical, and financial environments and recommend a Preferred Solution in consultation with the public, agencies and Indigenous communities. At the end of the study, the process will be documented in a Project File Report (PFR), prepared for public review.

### Comments Invited:

A Public Information Centre (PIC) is being held to describe the study, the proposed alternative solutions, identify next steps in the process and gather public comments. Anyone with an interest in this study is invited to attend the virtual open house to discuss the project with the Town and its consultant. Following the PIC, information materials about the study will be made available online at [www.caledon.ca/en/news/public-notice-patterson-duffy-s-lane-bridge-environmental-assessment.aspx](https://www.caledon.ca/en/news/public-notice-patterson-duffy-s-lane-bridge-environmental-assessment.aspx) for review and comment until May 31st, 2023. Subject to comments received and obtaining the necessary approvals, the Town of Caledon intends to proceed with the planning and design of the project, with a construction date to be determined dependent on funding.

**PIC Date: Monday May 8, 2023**

**Time: 5:00 PM – 6:00 PM**

**Location: Virtual – Join via the link at the Town of Caledon website**

<https://www.caledon.ca/en/news/public-notice-patterson-duffy-s-lane-bridge-environmental-assessment.aspx>

Or the direct link below:

<https://townofcaledon.webex.com/townofcaledon/j.php?MTID=m0574e4adf54887139c4bcacddcac6a6b>

Please contact either of the following Project Team members if you would like to provide us with your comments, require additional information, or would like to be placed on the Project Contact List to be notified about future project notices:

George Golding, P.Eng.  
Project Manager, Engineering Services  
Town of Caledon  
6311 Old Church Road  
Caledon, Ontario L7C 1J6  
T 905-584-2272 x 4523  
george.golding@caledon.ca

Andrew Dawson, P.Eng.  
Project Engineer  
R. J. Burnside & Associates Limited  
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Orangeville, ON L9W 3R4  
T 705-797-4310  
andrew.dawson@rjburnside.com

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This Notice First Issued on April 27<sup>th</sup>, 2023



**PUBLIC NOTICE**



**NOTICE OF COMMENCEMENT**

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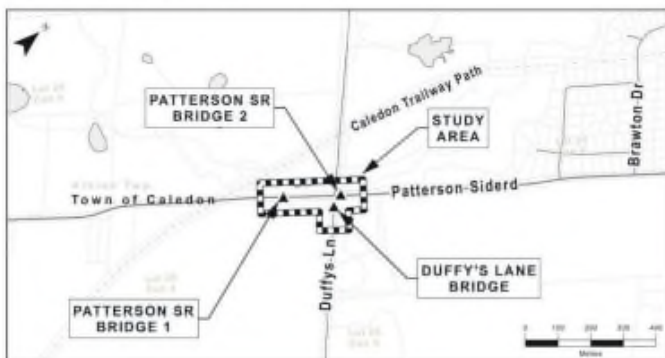
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**PUBLIC INPUT:**

The public is invited to provide comments for consideration in the planning and design of the project. A virtual Public Information Centre (PIC) is planned for Spring 2021. Further notice will be provided closer to the date of the PIC. Subject to comments received and obtaining the necessary approvals, the Town of Caledon intends to proceed with the planning and design of the project, with a construction date to be determined dependent on funding.



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**COMMUNITY**



Dreamstime

Is your workplace not following the COVID workplace rules outlined by the province?

# WHAT TO KNOW BEFORE REPORTING YOUR UNSAFE WORKPLACE DURING COVID

## YOU CAN FILE A COMPLAINT BY PHONE OR ONLINE

**JAMES CHAARANI**  
[jchaarani@metroland.com](mailto:jchaarani@metroland.com)

Monte McNaughton, Minister of Labour, Training and Skills Development in Ontario said he would like workers to know that if they feel unsafe at work, they can call the Ministry of Labour at 1-877-202-0008, "and a ministry inspector will investigate immediately."

Is your workplace not following the COVID-19 workplace rules outlined by the province? Before you pick up the phone, here are five things to know.

**WHAT TO KNOW**

1. Although the Ministry's website encourages "you to try to resolve your dispute internally" and says you can bring up your

concerns with a supervisor or employer, or, if your workplace has one, a joint health and safety committee or health and safety representative before filing a complaint, it's not necessary if you don't feel you can.

2. You can file a complaint anonymously — they do say that "Although the ministry will not give your name to anyone in your workplace, we cannot guarantee that your employer won't guess that you are the complainant. We also cannot guarantee that you will remain anonymous if there is a prosecution."

3. According to the Ministry's website, "if you believe you've been fired or punished for exercising your rights under the (Occupational Health and Safety Act), you can also file a reprisal complaint with the Ontario Labour Relations Board (OLRB). The OLRB is an independent

tribunal that can review a worker's reprisal complaint." This includes COVID-19 workplace hazard complaints, too.

4. Not only can you file a complaint by phone but you can also file one online if it's not urgent. Learn more here.

5. You can find more COVID-19 health and safety guidance about your specific sector at [ontario.ca/covidsafety](http://ontario.ca/covidsafety). If you think your workplace conditions are unsafe, you can file a complaint.

"There's no excuse for businesses," says McNaughton. "Today they know exactly the protocols that need to be followed, and I will not hesitate to shut down any factory, any distribution centre, any workplace that's violating the rules."





# COVID-19 update

Virtual Town Hall  
February 24, 7 p.m.

Join Dr. Lawrence Loh, Medical Officer of Health for Peel Public Health and Mayor Allan Thompson for a virtual town hall to discuss the latest COVID-19 updates for the Town of Caledon.

To participate, dial **1-833-311-4101**, access code **132 947 5450#** or access the live stream at [caledon.ca/agenda](http://caledon.ca/agenda).

**Have a question about COVID 19?**  
Send in advance to [mayor@caledon.ca](mailto:mayor@caledon.ca)



## CALEDON COVID-19 TESTING SITES

- CALEDON CENTRE FOR RECREATION AND WELLNESS**  
 1411 Regional Road 50 North | Bolton, ON  
 Hours: Mondays 2 to 7 p.m.
  - SOUTHFIELDS COMMUNITY CENTRE**  
 225 Dougall Ave, Caledon  
 Hours: Wednesdays 2 to 7 p.m.
- For the above locations call **905-796-4922** to book an appointment.
- HEADWATERS HEALTH CARE CENTRE**  
 100 Rolling Hills Drive, Orangeville  
 Visit [headwatershealth.ca](http://headwatershealth.ca) to book an appointment.

# Winter pet safety

Here are some tips to protect your pet from ice, snow, freezing temperatures and other hazards.

- Never leave your pet unattended in a cold car.
- Keep your pets warm. If it's too cold for you to stay outside, it's too cold for your pet.
- Provide your pet with a warm cozy bed.
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- Wipe your pets' paws and underside after being outside.
- Beware of cats seeking warmth under vehicle hoods.
- Dress your pet appropriately for winter outings.
- Prepare an emergency pet survival kit for possible power outages.



[caledon.ca/animalservices](http://caledon.ca/animalservices)  
#CaledonAnimalShelter

## PUBLIC NOTICE



### NOTICE OF PUBLIC MEETING

## Columbia Way Environmental Assessment

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

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

**Date:** February 24, 2021  
**Time:** 5 p.m.

To listen to the Meeting, you may call 1-833-311-4101, Meeting Access Code: 132 982 6239. You can also watch live from the Town's website. Members of the community are encouraged to submit questions in advance to [transportation@caledon.ca](mailto:transportation@caledon.ca) to be answered by the consultant during the meeting.

For more information on how to access the meeting details, including background on the project, please visit [caledon.ca/notices](http://caledon.ca/notices).

#### CONTACTS:

Arash Ota, PhD, P.Eng.,  
Manager, Transportation Engineering  
Town of Caledon  
[arash.ota@caledon.ca](mailto:arash.ota@caledon.ca)  
905.584.2272 x4073

Andrew McGregor, MDIP, RPP  
Senior Planner, EA & Approvals  
R.V. Anderson Associated Limited  
[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)  
905.685.5049

#### ACCESSIBILITY:

If you require an accessibility accommodation in relation to this Public Meeting, or to access any materials related to this project in an alternate format please contact Legislative Services by phone at 905-584-2272 x2366 or via email at [legislative.services@caledon.ca](mailto:legislative.services@caledon.ca). Requests should be submitted at least 10 days before the Public Meeting.

**Notice Date:** February 11, 2021

# 2021 Interim Property Tax Bills have been mailed out

Be sure to pay your taxes by March 4 and May 6 to avoid late payment fees.

Still going through financial hardship because of COVID-19?

Apply for one of the COVID-19 property tax relief programs.

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

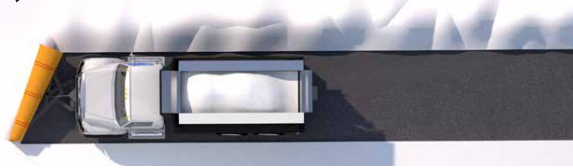
# Support local businesses



#shoplocalcaledon

# Snowplows are busy this time of year.

Keep roads, driveways and sidewalks free of obstructions so that they can do their job quickly – and safely!  
[caledon.ca/snow](http://caledon.ca/snow) #CaledonWinterSafety



## SNOWANGELS CANADA

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# Get funding for your "green" idea!

The Town invites not-for-profit or volunteer groups in Caledon to apply to the Community Green Fund to undertake environmental projects.

**DEADLINE:** Submit a letter of intent before February 19, 2021 for the project funding stream (see chart).

Unsure if your idea fits? Contact the Energy and Environment Division by email at [environment@caledon.ca](mailto:environment@caledon.ca).

For more information, and to find the Letter of Intent template, visit [caledon.ca/greenfund](http://caledon.ca/greenfund)

### Community Green Fund has two streams

Maximum Grant Request	Project Funding Stream	Fast Track Stream
	\$5000	\$1000
Requirements	Two-stage application	One-stage application
Deadlines	Letter of Intent: Feb 19 Full Application: Mar 26	Full Application: Mar 26



COMMUNITY GREEN FUND



**NOTICE OF COMMENCEMENT**

# Municipal Class Environmental Assessment Structure Improvements

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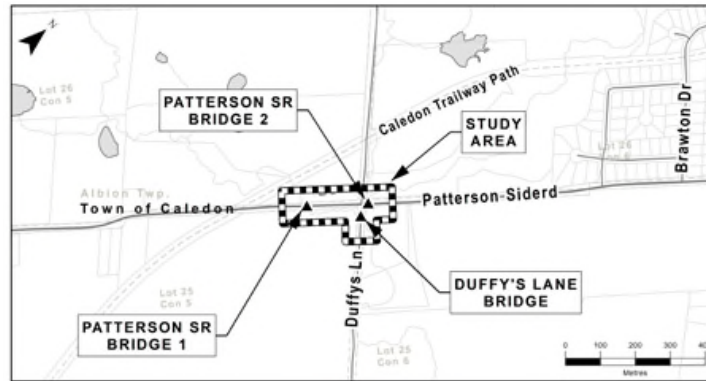
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**THE PROCESS:**

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**PUBLIC INPUT:**

The public is invited to provide comments for consideration in the planning and design of the project. A virtual Public Information Centre (PIC) is planned for Spring 2021. Further notice will be provided closer to the date of the PIC. Subject to comments received and obtaining the necessary approvals, the Town of Caledon intends to proceed with the planning and design of the project, with a construction date to be determined dependent on funding.



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T. 905.584.2272 | 1.888.225.3366 | F. 905.584.4325

**Size:** 1/2 Vertical  
**Color:** YES  
**Date:** Feb 18, 2021  
**Distribution:** Caledon Citizen  
**Department:** Engineering & Capital Projects  
**Account#:**

**Run X1**



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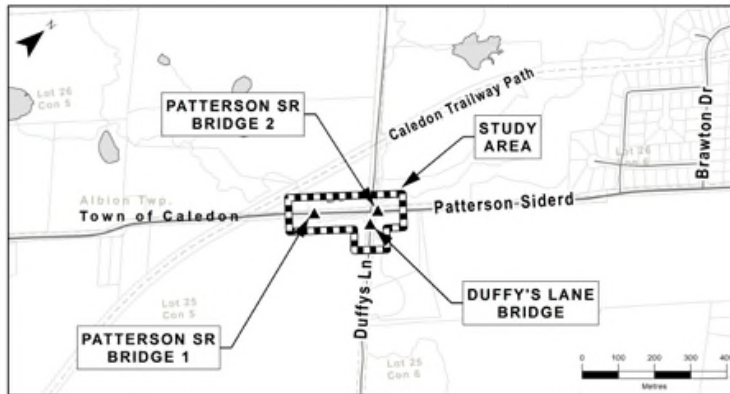
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**Size:** 1/2 Vertical

**Color:** YES

**Date:** Feb 18, 2021

**Distribution:** Caledon Enterprise

**Department:** Engineering & Capital Projects

**Account#:**

**Run X1**



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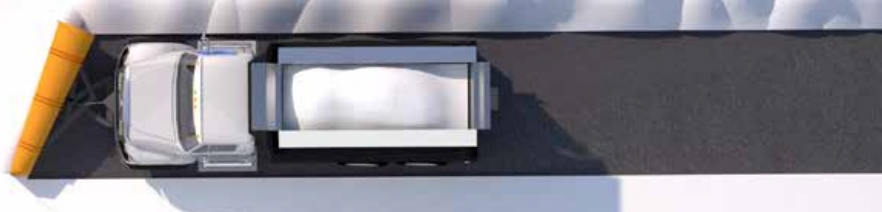


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## Snowplows are busy this time of year.

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## PUBLIC NOTICE

### NOTICE OF PUBLIC MEETING

# Columbia Way Environmental Assessment

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

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

**Date:** February 24, 2021  
**Time:** 5 p.m.

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

For more information on how to access the meeting details, including background on the project, please visit [caledon.ca/notices](http://caledon.ca/notices).

#### CONTACTS:

Arash Olia, Ph.D., P.Eng.  
Manager, Transportation Engineering  
Town of Caledon  
[arash.olia@caledon.ca](mailto:arash.olia@caledon.ca)  
905.584.2272 x.4073

Andrew McGregor, MCIP, RPP  
Senior Planner, EA & Approvals  
R.V. Anderson Associated Limited  
[AMcGregor@rvanderson.com](mailto:AMcGregor@rvanderson.com)  
905.685.5049

#### ACCESSIBILITY:

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

**Notice Date:** February 11, 2021

# 2021 Interim Property Tax Bills have been mailed out

Be sure to pay your taxes by March 4 and May 6 to avoid late payment fees.

Still going through financial hardship because of COVID-19?

Apply for one of the COVID-19 property tax relief programs.

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

# Support local businesses



#shoplocalcaledon





BURNSIDE

[ THE DIFFERENCE IS OUR PEOPLE ]

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## Appendix C

### Agency Correspondence

## Sylvia Waters

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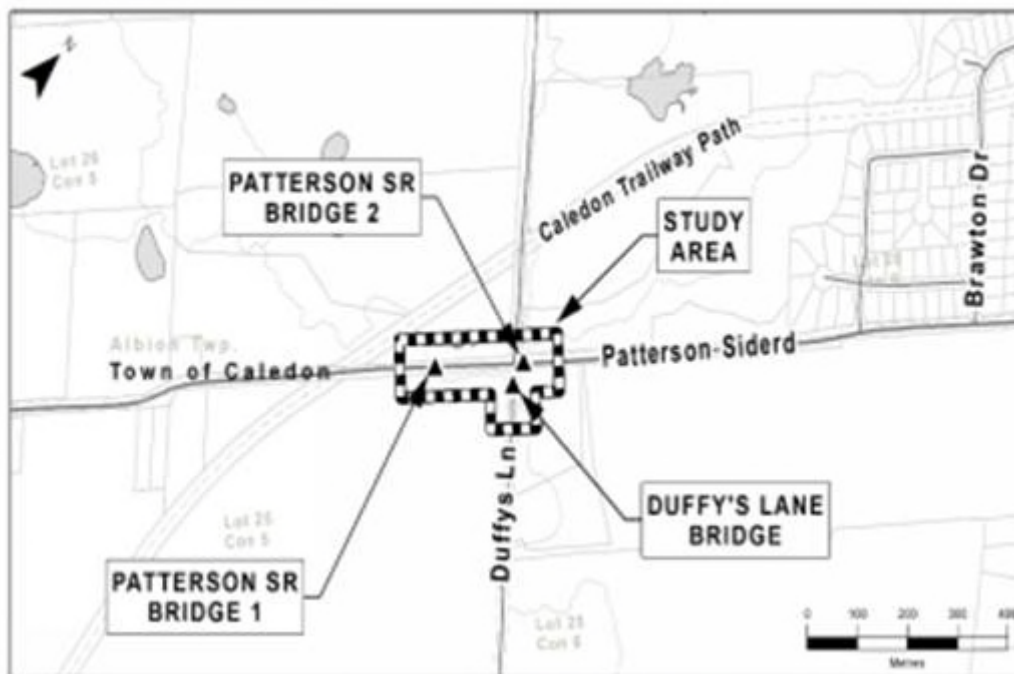
**From:** Deanna De Forest  
**Sent:** Tuesday, February 23, 2021 3:31 PM  
**To:** Myslicki, Lisa (IO); steven.strong@ontario.ca; karla.barboza@ontario.ca; sally.rook@peelregion.ca; Saddi, Asha; regional.clerk@peelregion.ca; steve.ganesh@peelregion.ca; scott.moon@bell.ca; Kevin.Schimus@enbridge.com; vince.cina@enbridge.com; ann.newman@enbridge.com; est.reg.crossing@enbridge.com; dpresley@mhbcplan.com; cleo@tnpi.ca; YAhmed@uniongas.com; Utility.Circulations@zayo.com; caroline.mugo@trca.ca; Shirin Varzgani; Suzanne Bevan; Jay.Clark@TRCA.ca; arash.olia@caledon.ca; Ryan.Grodecki@caledon.ca; andrew.pearce@caledon.ca; carey.herd@caledon.ca; mayors.office@caledon.ca; fire@caledon.ca; allan.thompson@caledon.ca; sally.drummond@caledon.ca; jennifer.innis@caledon.ca; nick.deboer@caledon.ca; krystina.koops@dpcdsb.org; SecondaryLandUse@HydroOne.com  
**Subject:** 51839\_Municipal Class Environmental Assessment Notice of Commencement for Structure Improvements, Patterson Sideroad and Duffy's Lane bridges, Caledon  
**Attachments:** 051839EA\_Caledon\_SchB\_NoCm\_.pdf

Hello,

On behalf of the Town of Caledon, please find attached a Notice of Commencement for the Municipal Class Environmental Assessment for Structure Improvements to Patterson Sideroad Bridges 1 and 2 and Duffy's Lane Bridge in Caledon.

The approximate location of the Study Area is illustrated in the map below and on the attached notice.

To provide comment or to request additional information, please contact either of the Project Team members identified on the notice.



Regards,

**Deanna De Forest, B.Sc., E.P.**  
Senior Environmental Coordinator

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
Office: +1 800-265-9662 Direct: +1 705-797-4357



## Sylvia Waters

---

**From:** Eastern Region Crossing <est.reg.crossing@enbridge.com>  
**Sent:** Thursday, February 25, 2021 11:21 PM  
**To:** Deanna De Forest  
**Subject:** RE: 51839\_Municipal Class Environmental Assessment Notice of Commencement for Structure Improvements, Patterson Sideroad and Duffy's Lane bridges, Caledon

Hi Deanna,

Please update your distribution list to include [notifications@enbridge.com](mailto:notifications@enbridge.com); you can remove Ann Newman and est.reg.crossing@enbridge.com. You might also want to include [mark-ups@enbridge.com](mailto:mark-ups@enbridge.com), as they review for our gas assets.

Thanks for updating your records!

### Sarah Taylor

Sr. Analyst, Lands & ROW

#### ENBRIDGE

TEL 780-392-4765 CELL 403-650-2157 FAX 780-392-4059 EMAIL sarah.taylor@enbridge.com  
10175 101 St NW, Edmonton, Alberta T5J 0H3  
Mail/Couriers: Suite 330, 10180 - 101 Street, Edmonton, AB T5J 3S4  
Canada Post: PO Box 398, Edmonton, AB T5J 2J9

enbridge.com

Safety. Integrity. Respect. Inclusion

---

**From:** Deanna De Forest <Deanna.DeForest@rjburnside.com>  
**Sent:** Tuesday, February 23, 2021 1:31 PM  
**To:** Myslicki, Lisa (IO) <Lisa.Myslicki@infrastructureontario.ca>; steven.strong@ontario.ca; karla.barboza@ontario.ca; sally.rook@peelregion.ca; Saddi, Asha <asha.saddi@peelregion.ca>; regional.clerk@peelregion.ca; steve.ganesh@peelregion.ca; scott.moon@bell.ca; Kevin Schimus <Kevin.Schimus@enbridge.com>; vince.cina@enbridge.com; Ann Newman <ann.newman@enbridge.com>; Eastern Region Crossing <est.reg.crossing@enbridge.com>; dpresley@mhbcplan.com; clee@tnpi.ca; Youmna Ahmed <Youmna.Ahmed@enbridge.com>; Utility.Circulations@zayo.com; caroline.mugo@trca.ca; Shirin Varzgani <Shirin.Varzgani@trca.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Jay.Clark@TRCA.ca; arash.olia@caledon.ca; Ryan.Grodecki@caledon.ca; andrew.pearce@caledon.ca; carey.herd@caledon.ca; mayors.office@caledon.ca; fire@caledon.ca; allan.thompson@caledon.ca; sally.drummond@caledon.ca; jennifer.innis@caledon.ca; nick.deboer@caledon.ca; krystina.koops@dpcdsb.org; SecondaryLandUse@HydroOne.com  
**Subject:** [External] 51839\_Municipal Class Environmental Assessment Notice of Commencement for Structure Improvements, Patterson Sideroad and Duffy's Lane bridges, Caledon

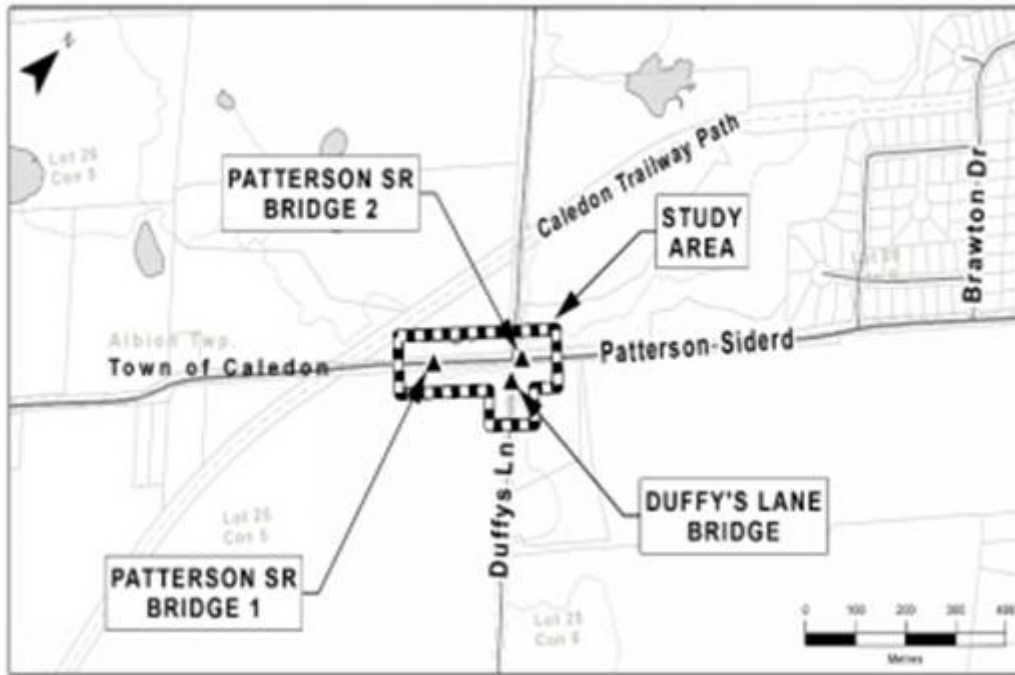
#### **EXTERNAL: PLEASE PROCEED WITH CAUTION.**

This e-mail has originated from outside of the organization. Do not respond, click on links or open attachments unless you recognize the sender or know the content is safe.

Hello,

On behalf of the Town of Caledon, please find attached a Notice of Commencement for the Municipal Class Environmental Assessment for Structure Improvements to Patterson Sideroad Bridges 1 and 2 and Duffy's Lane Bridge in Caledon.

The approximate location of the Study Area is illustrated in the map below and on the attached notice. To provide comment or to request additional information, please contact either of the Project Team members identified on the notice.



Regards,

**Deanna De Forest, B.Sc., E.P.**  
Senior Environmental Coordinator

R.J. Burnside & Associates Limited | <http://secure-web.cisco.com/1edDdFazm8JByozNNWS0-Sv:cb8WjQZR86HgcvKOtWYufodCie5owdHNWeVG9KIJYQm00OOh26cfD6zONstxLCMtaiMCPN2Z:8R4RAP92NpSECf1UkcHkmeu9nuEhoHEiWmqhWbvpo44Qozcbkg1mDtVSus66djmlle-04Mxfhmu>  
Office: +1 800-265-9662 Direct: +1 705-797-4357

COVID 19: We remain open for business

The health and safety of our employees and clients is of paramount importance. Most of our staff are working remotely and continue to serve clients using our well established collaborative technology platforms. For our full COVID 19 response please [click here](#).

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Thank you.

\*\*\*\*\*

## Sylvia Waters

---

**From:** Darlene Quilty <dquilty@mhbcplan.com>  
**Sent:** Thursday, February 25, 2021 2:18 PM  
**To:** Deanna De Forest  
**Subject:** RE: 51839\_Municipal Class Environmental Assessment Notice of Commencement for Structure Improvements, Patterson Sideroad and Duffy's Lane bridges, Caledon

Hi Deanna,

TC Energy does not have any pipelines within the study area.

Thank you,

**DARLENE QUILTY** | Planning Co-ordinator

**I am currently working remotely and it is best to reach me via email or at 705-627-2302.**

**MHBC** Planning, Urban Design & Landscape Architecture  
On behalf of TransCanada PipeLines Limited

113 Collier St. | Barrie | ON | L4M 1H2 | C 705 627 2302 | [dquilty@mhbcplan.com](mailto:dquilty@mhbcplan.com) |

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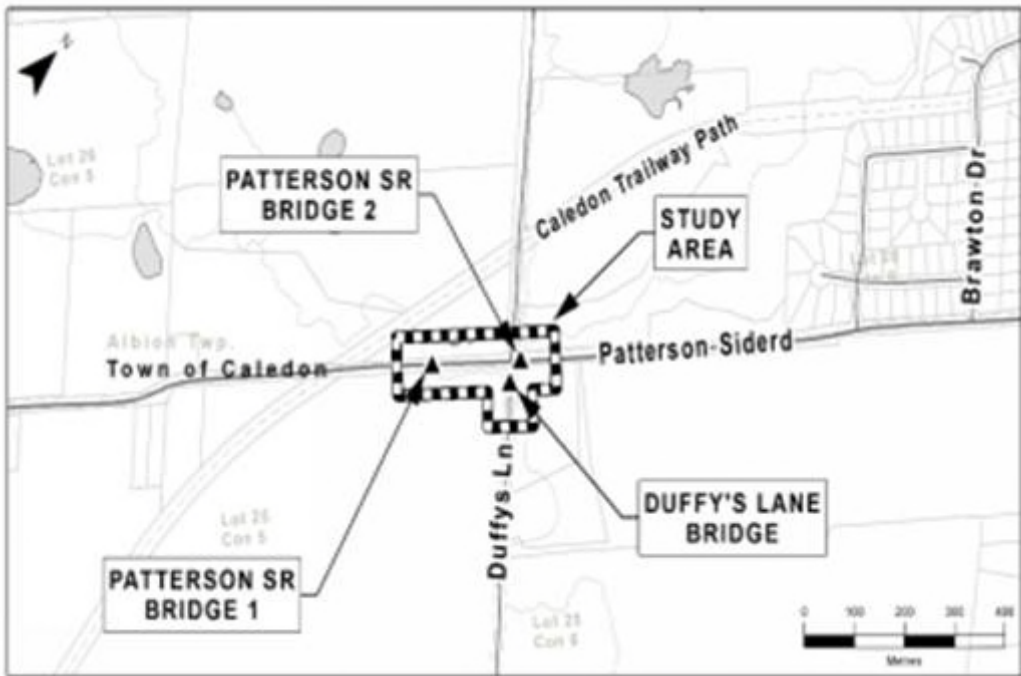
**From:** Deanna De Forest <Deanna.DeForest@rjburnside.com>  
**Sent:** February-23-21 3:31 PM  
**To:** Myslicki, Lisa (IO) <Lisa.Myslicki@infrastructureontario.ca>; steven.strong@ontario.ca; karla.barboza@ontario.ca; sally.rook@peelregion.ca; Saddi, Asha <asha.saddi@peelregion.ca>; regional.clerk@peelregion.ca; steve.ganesh@peelregion.ca; scott.moon@bell.ca; Kevin.Schimus@enbridge.com; vince.cina@enbridge.com; ann.newman@enbridge.com; est.reg.crossing@enbridge.com; Darlene Quilty <dquilty@mhbcplan.com>; cleo@tnpi.ca; YAhmed@uniongas.com; Utility.Circulations@zayo.com; caroline.mugo@trca.ca; Shirin Varzgani <Shirin.Varzgani@trca.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Jay.Clark@TRCA.ca; arash.olia@caledon.ca; Ryan.Grodecki@caledon.ca; andrew.pearce@caledon.ca; carey.herd@caledon.ca; mayors.office@caledon.ca; fire@caledon.ca; allan.thompson@caledon.ca; sally.drummond@caledon.ca; jennifer.innis@caledon.ca; nick.deboer@caledon.ca; krystina.koops@dpcdsb.org; SecondaryLandUse@HydroOne.com  
**Subject:** 51839\_Municipal Class Environmental Assessment Notice of Commencement for Structure Improvements, Patterson Sideroad and Duffy's Lane bridges, Caledon

Hello,

On behalf of the Town of Caledon, please find attached a Notice of Commencement for the Municipal Class Environmental Assessment for Structure Improvements to Patterson Sideroad Bridges 1 and 2 and Duffy's Lane Bridge in Caledon.

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To provide comment or to request additional information, please contact either of the Project Team members identified on the notice.



Regards,

**Deanna De Forest, B.Sc., E.P.**  
Senior Environmental Coordinator

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
Office: +1 800-265-9662 Direct: +1 705-797-4357

**COVID 19: We remain open for business**

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Thank you.

\*\*\*\*\*

## Sylvia Waters

---

**From:** phil.arbeau@zayo.com on behalf of Utility Circulations <utility.circulations@zayo.com>  
**Sent:** Tuesday, March 02, 2021 7:25 PM  
**To:** Deanna De Forest  
**Subject:** Re: 51839\_Municipal Class Environmental Assessment Notice of Commencement for Structure Improvements, Patterson Sideroad and Duffy's Lane bridges, Caledon

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

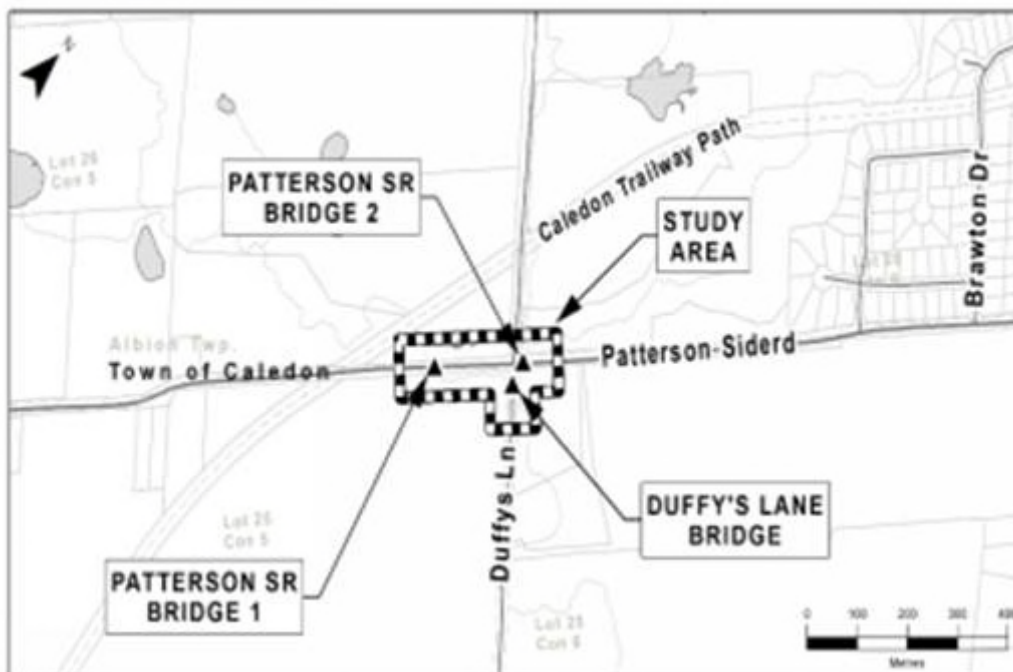
On Tue, 23 Feb 2021 at 15:31, Deanna De Forest <[Deanna.DeForest@rjburnside.com](mailto:Deanna.DeForest@rjburnside.com)> wrote:

Hello,

On behalf of the Town of Caledon, please find attached a Notice of Commencement for the Municipal Class Environmental Assessment for Structure Improvements to Patterson Sideroad Bridges 1 and 2 and Duffy's Lane Bridge in Caledon.

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Regards,

**Deanna De Forest, B.Sc., E.P.**  
Senior Environmental Coordinator

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
Office: +1 800-265-9662 Direct: +1 705-797-4357

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If you have received this communication in error please notify the sender at the above email address and delete this email immediately.  
Thank you.

\*\*\*\*\*

## Sylvia Waters

---

**From:** Matt Brooks  
**Sent:** Thursday, March 18, 2021 10:45 AM  
**To:** Deanna De Forest; Devin Soeting; Andrew Dawson  
**Subject:** FW: Hydro One Response: Structure Improvements to Patterson Sideroad Bridges 1 and 2 and Duffy s Lane Bridge in Caledon  
**Attachments:** 20210318-NoticeOfCommence-Structure Improvements to Patterson Sideroad Bridges 1 and 2 and Duffy s Lane Bridge in Caled.pdf

---

**From:** SecondaryLandUse@HydroOne.com <SecondaryLandUse@HydroOne.com>  
**Sent:** Thursday, March 18, 2021 10:22 AM  
**To:** Ian Todhunter <Ian.Todhunter@caledon.ca>  
**Cc:** Matt Brooks <Matt.Brooks@rjburnside.com>  
**Subject:** Hydro One Response: Structure Improvements to Patterson Sideroad Bridges 1 and 2 and Duffy s Lane Bridge in Caledon

Please see the attached for Hydro One's Response.

Hydro One Networks Inc  
[SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)

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Hydro One Networks Inc  
483 Bay St  
Toronto, ON

March 18, 2021

Re: Structure Improvements to Patterson Sideroad Bridges 1 and 2 and Duffy s Lane Bridge in Caledon

Attention:

Ian Todhunter, P.Eng.  
Senior Project Manager  
Engineering Services Town of Caledon

Thank you for sending us notification regarding (Structure Improvements to Patterson Sideroad Bridges 1 and 2 and Duffy s Lane Bridge in Caledon). 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](mailto: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.***



## Sylvia Waters

---

**From:** Matt Brooks  
**Sent:** Thursday, March 25, 2021 4:29 PM  
**To:** Deanna De Forest; Devin Soeting  
**Cc:** Andrew Dawson; 300051839 - Town of Caledon 2020-83 - Bridge & Culvert Works 2020  
**Subject:** FW: CFN 64514 - MCEA Structure Improvements (Patterson Side Road Bridge 1, Patterson Side Road Bridge 2 and Duffy's Lane Bridge) - TRCA Response Letter  
**Attachments:** CFN 64514 -MCEA Structure Improvements - Patterson SdRd & Duffy's Lane Bridge\_NoCm\_March 22, 2021.pdf

Dido for this document

---

**From:** Shirin Varzgani <Shirin.Varzgani@trca.ca>  
**Sent:** Monday, March 22, 2021 4:02 PM  
**To:** Ian Todhunter <Ian.Todhunter@caledon.ca>  
**Cc:** Matt Brooks <Matt.Brooks@rjburnside.com>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Jay Clark <Jay.Clark@trca.ca>; sourcewater@peelregion.ca  
**Subject:** CFN 64514 - MCEA Structure Improvements (Patterson Side Road Bridge 1, Patterson Side Road Bridge 2 and Duffy's Lane Bridge) - TRCA Response Letter

Hi Ian,

Please see the attached TRCA response to the Notice of Commencement.

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

Thank you and regards,

**Shirin Varzgani, MIP, MES (Pl.)**

Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: (416) 661-6600 ext. 5785

E: [shirin.varzgani@trca.ca](mailto:shirin.varzgani@trca.ca)

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



**From:** Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>

**Sent:** Monday, March 22, 2021 3:45 PM

**To:** Ian Todhunter <Ian.Todhunter@caledon.ca>

**Cc:** Wild, Loralyn (MECP) <Loralyn.Wild@ontario.ca>; Potter, Katy (MECP) <Katy.Potter@ontario.ca>; Matt Brooks <Matt.Brooks@rjburnside.com>

**Subject:** Structural Improvements for Patterson Side Road Bridges and Duffy's Lane Bridge - Schedule B Municipal Class EA

Good afternoon,

Please find attached a letter from the Ministry of the Environment, Conservation and Parks, Environmental Approvals Branch, regarding the above mentioned project. Feel free to contact me directly with any questions or concerns you may have.

Sincerely,

**Trevor Bell** | Environmental Planner/Environmental Assessment Coordinator

*Project Review Unit, Environmental Assessment and Permissions Branch*

*Ministry of the Environment, Conservation and Parks*

5775 Yonge Street, 8<sup>th</sup> floor, Toronto ON, M2M 4J1

**New Phone: 437-770-3731** | [trevor.bell@ontario.ca](mailto:trevor.bell@ontario.ca)

Ministry of the Environment,  
Conservation and Parks

*Environmental Assessment Branch*

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

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

*Direction des évaluations  
environnementales*

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



March 22, 2021

Ian Todhunter, P.Eng.  
Senior Project Manager, Engineering Services  
Town of Caledon  
[ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)  
BY EMAIL ONLY

Re: **Structural Improvements for Patterson Side Road Bridges and Duffy's Lane Bridge  
Town of Caledon  
Schedule B Municipal Class Environmental Assessment  
Notice of Study Commencement**

Dear Mr. Todhunter,

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment, Conservation and Parks (MECP) acknowledges that the Town of Caledon has indicated that the study is following the approved environmental planning process for a Schedule B project under the Municipal Engineers Association's Municipal Class Environmental Assessment (Class EA).

The attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please identify the areas of interest which are applicable to the project and ensure they are addressed. Proponents who address all the applicable areas of interest can minimize potential delays to the project schedule.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

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

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

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

Steps that the proponent may need to take in relation to Aboriginal consultation for the proposed project are outlined in the "[Code of Practice for Consultation in Ontario's Environmental Assessment Process](#)".

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

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

The proponent must contact the Director of Environmental Assessment Branch under the following circumstances after initial discussions with the communities identified by 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 Part II 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.

Once the 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.

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, Part II Order requests on those matters should be addressed in writing to:

Minister Jeff Yurek  
Ministry of Environment, Conservation and Parks  
777 Bay Street, 5<sup>th</sup> Floor  
Toronto ON M7A 2J3  
[minister.mecp@ontario.ca](mailto:minister.mecp@ontario.ca)

and

Director, Environmental Assessment Branch  
Ministry of Environment, Conservation and Parks  
135 St. Clair Ave. W, 1<sup>st</sup> Floor  
Toronto ON, M4V 1P5  
[EABDirector@ontario.ca](mailto:EABDirector@ontario.ca)

Please note the project cannot proceed until at least 30 days after the end of the public review period provided for in the Notice of Completion.

Further, the project may not proceed after this time if:

- a Part II 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.

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 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.

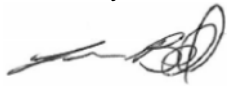
Once the requested information has been received, the Minister will have 30 days to make a decision or impose conditions on your project.

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

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

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

Sincerely,



Trevor Bell  
Regional Environmental Assessment Coordinator

cc: Lorlyn Willd, Manager (A), Halton Peel District Office, MECP  
Katy Potter, Supervisor, Project Review Unit, MECP  
Matt Brooks, Project Manager, R.J. Burnside & Associates Ltd.

Attachments: Areas of Interest  
A Proponent's Introduction to the Delegation of Procedural Aspects of  
consultation with Aboriginal Communities

## AREAS OF INTEREST

*It is suggested that you check off each applicable area after you have considered / addressed it.*

### **Species at Risk**

- The Ministry of the Environment, Conservation and Parks has now assumed responsibility of Ontario's Species at Risk program. For any questions related to subsequent permit requirements, please contact [SAROntario@ontario.ca](mailto:SAROntario@ontario.ca).

### **Planning and Policy**

- Ontario has released "A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)" which replaces the "Growth Plan for the Greater Golden Horseshoe (2017)". More information, including the Plan, is found here: <https://www.placestogrow.ca>.
- Parts of the study area may be subject to the [A Place to Grow: Growth Plan for the Greater Golden Horseshoe](#) (2019), [Oak Ridges Moraine Conservation Plan](#) (2017), [Niagara Escarpment Plan](#) (2017), [Greenbelt Plan](#) (2017) or [Lake Simcoe Protection Plan](#) (2014). Applicable policies should be referenced in the report, and the proponent should describe how the proposed project adheres to the relevant policies in these plans.
- 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.

### **Source Water Protection (all projects)**

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

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

- In October 2015, the MEA Parent Class EA document was amended to include reference to the

Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the report on source water protection.**

- The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically, the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area.
- If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the report how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.
- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. **Please consult with the local source protection authority to discuss potential impacts on drinking water. The contact for this project is Jennifer Stephens at (416) 661-6600 ext 5568 or [jstephens@trca.on.ca](mailto:jstephens@trca.on.ca). Please document the results of that consultation within the report and include all communication documents/correspondence.**

#### More Information

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

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

#### **Climate Change**

Ontario is leading the fight against climate change through the [Climate Change Action Plan](#). Recently released, the plan lays out the specific actions Ontario will take in the next five years to meet its 2020 greenhouse gas reduction targets and establishes the framework necessary to meet its long-term

targets. As a commitment of the action plan, **the province has now finalized a guide, "[Considering Climate Change in the Environmental Assessment Process](#)" (Guide).**

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

- The MECP expects proponents to:
  1. 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, an air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. **Please contact this office for further consultation on the level of Air Quality Impact Assessment required for this project if not already advised.**
- **If a full Air Quality Impact Assessment is not required for the project, the report should still contain:**
  - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
  - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
  - A discussion of local air quality impacts that could arise from this project during both construction and operation; and
  - A discussion of potential mitigation measures.



- As a common practice, “air quality” should be used 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.
- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
  - Areas of Natural and Scientific Interest (ANSIs)
  - Rare Species of flora or fauna
  - Watercourses
  - Wetlands
  - Woodlots

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

#### □ **Surface Water**

- The 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.

#### □ **Contaminated Soils**

- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act* (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up.

Please contact the appropriate MECP District Office for further consultation if contaminated sites are present.

- Any current or historical waste disposal sites should be identified in the report. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites.
- The location of any underground storage tanks should be investigated in the report. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- The report should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

#### □ **Excess Materials Management**

- Activities involving the management of excess soil should be completed in accordance with the MECP's current guidance document titled "[Management of Excess Soil – A Guide for Best Management Practices](#)" (2014).
- All waste generated during construction must be disposed of in accordance with ministry requirements

#### □ **Servicing and Facilities**

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with the Environmental Approvals Access and Service Integration Branch (EAASIB) to determine whether a new or amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's [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 SR that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.

## □ Class EA Process

- The report should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. The Master Plan should clearly indicate the selected approach for conducting the plan, by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the *Environmental Assessment Act*, although the plan itself would not be.
- The report must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the report that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The report should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified, and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the report.
- Please include in the report a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including but not limited to, MECP's PTTW, EASR Registrations and ECAs, conservation authority permits, species at risk permits, and approvals under the *Impact Assessment Act*, 2019.
- Ministry guidelines and other information related to the issues above are available at <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.

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

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### Definitions

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

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

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

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

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

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

### I. Purpose

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

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

### II. Why is it Necessary to Consult with Aboriginal Communities?

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

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

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

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

### **III. The Crown's Role and Responsibilities in the Delegated Consultation Process**

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

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

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

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

### **IV. The Proponent's Role and Responsibilities in the Delegated Consultation Process**

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

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

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

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

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

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

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

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

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

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

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

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;

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

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

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

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

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

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

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

## **V. What are the Roles and Responsibilities of Aboriginal Communities' in the Consultation Process?**

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

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



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

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

## **VI. What if More Than One Provincial Crown Ministry is Involved in Approving a Proponent's Project?**

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

March 22, 2021

CFN 64514  
X-ref CFN 62622.292

**BY E-MAIL ONLY** (ian.todhunter@caledon.ca)

Mr. Ian Todhunter  
Town of Caledon  
6311 Old Church Road  
Caledon, ON  
L7C 1J6

Dear Mr. Todhunter;

**Re: Notice of Study Commencement  
Municipal Class Environmental Assessment Structure Improvements (Improvement of  
Patterson Side Road Bridge 1, Patterson Side Road Bridge 2 and Duffy's Lane Bridge)  
Humber River Watershed; Town of Caledon; Regional Municipality of Peel**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Study Commencement for the above noted on February 23, 2021. As a recognized commenting agency under the Ontario Environmental Assessment Act, TRCA has interests in this project.

### **PROJECT OVERVIEW**

It is our understanding that this undertaking involves development of options for improvements to the following bridges: i) Patterson Side Road Bridge (1); ii) Patterson Side Road Bridge (2), and, iii) Duffy's Lane Bridge. The study area includes the area on Patterson Side Road between the two (2) existing bridges on Patterson Side Road on the east and west sides of Duffy's Lane and Duffy's Lane to approximately 30 m south of Patterson Side Road. Improvements are being considered for these bridges due to the wear and tear on existing infrastructure from increased traffic use and as a part of the Town of Caledon's Asset Management Strategy. The study will examine options under Schedule B Municipal Class Environmental Assessment (EA).

### **TRCA COMMENTING ROLES**

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

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

## 7. Source Protection Authority under the Clean Water Act

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

### **TRCA AREAS OF INTEREST**

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

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

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

In relation to these areas of interest, please be advised that TRCA has select digital data available through an open data platform on the [TRCA website](#) that should be used to supplement the existing conditions analysis in the development of the environmental assessment. Upon request, TRCA can provide additional data for areas of interest not available on the web. Please contact the undersigned as needed. Municipalities do not pay data fees.

### **ASSESSMENT OF ALTERNATIVES**

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

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

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

In order to ensure TRCA concerns are addressed early in the review process, it is recommended that the TRCA planner be contacted when key project milestones are reached, as detailed in **Appendix C: Recommended Contact Points**. Please contact the planner to discuss the appropriate time for a site visit; please ensure the TRCA planner is included in the technical advisory committee; and please add Victoria Kramkowski (Victoria.kramkowski@trca.ca), Government and Community Relations Specialist to the project mailing list to receive any public information updates.

## **SUBMISSION REQUIREMENTS**

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

### **Digital Submissions**

1. All technical advisory committee meeting agendas, as well as draft and final meeting minutes
2. All TRCA technical meeting agendas, as well as draft and final meeting minutes
3. Draft public information boards, prior to public review
4. Notices of public meetings, including final display material and handouts
5. Draft Phase 1 and 2 Report, if applicable
6. Draft technical reports and associated materials, including a covering 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 (if applicable) were established
8. Draft EA document, including a covering letter that outlines how previous TRCA comments have been addressed
9. Final EA document, including a covering letter that outlines how previous TRCA comments have been addressed
10. Ensure all materials are submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages.
11. Materials submitted through e-mail must be less than 25 MB.
12. Materials submitted through a file transfer protocol (FTP) site must be posted a minimum of two weeks.

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

## **REVIEW FEES**

Please be advised that this application is subject to a \$ 12,805 application review fee as per our 2018 [Fee Schedule](#). Please note:

1. **To ensure accurate processing of your fee, please ensure your accounting department references CFN 64514 when making any payments.**
2. Payment method and timing must be noted in your covering letter response.
3. Additional fees are applied as per the fee schedule for reviews beyond two (2) three (3) submissions, including the final.
4. Payments can be made by:
  - a. Cheque: please attach the cheque to your resubmission. Alternatively, if sending separately through your accounting department, please request your accounting department submit the cheque to the attention of Oxana Stanislavskaya - Accounting Clerk, Finance Corporate Services, TRCA.
  - b. Credit Card: please contact Oxana Stanislavskaya at extension 6442 for payments made over the phone.
  - c. Electronic Fund Transfer: this option may be available through your accounting department.

Should you have any questions, please contact me at extension 5785 or at [shirin.varzgani@trca.ca](mailto:shirin.varzgani@trca.ca).

Regards,

*Shirin Varzgani*

Shirin Varzgani

Planner, Infrastructure Planning and Permits  
Development and Engineering Services

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

**BY E-MAIL**

cc:      Consultant:      Matt Brooks, Project Manager ([matt.brooks@rjburnside.com](mailto:matt.brooks@rjburnside.com))  
          TRCA:              Suzanne Bevan, Senior Manager, Infrastructure Planning and Permits  
                              Brandon Hester, Senior Property Agent, Property and Risk Management  
                              Jay Clark, Supervisor Albion Hills Conservation Area  
                              Regional Municipality of Peel Regional Risk management Office,  
                              ([sourcewater@peelregion.ca](mailto:sourcewater@peelregion.ca)) – CTC Source Protection Plan

**APPENDIX A: TRCA COMMENTING ROLES**

<b>TRCA COMMENTING ROLES</b>	
<b>Public Commenting Body</b>	
<b>Planning Act</b>	Pursuant to the <b>Planning Act</b> , conservation authorities are a “public commenting body”, and therefore must be notified of municipal policy documents and planning and development applications under the Planning Act. TRCA comments according to its Board-approved policies as a local resource management agency to the municipality planning approval authority on these documents and applications.
<b>Environmental Assessment Act</b>	Pursuant to the federal and provincial <b>Environmental Assessment (EA) Acts</b> , conservation authorities are a commenting body. Conservation authorities are also responsible for comments made under environmental assessment (EA) exemption regulations, and the Ontario and National Energy boards. TRCA reviews and comments on environmental assessment that occur within TRCA’s jurisdiction under these various forms of legislation.
<b>Delegated Provincial Interests</b>	
<b>Hazard Lands</b>	As outlined in the Conservation Ontario/ Ministry of Natural Resources and Forestry/ Ministry of Municipal Affairs and Housing Memorandum of Understanding on CA Delegated Responsibilities, CAs have been delegated the responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the PPS 2020.
<b>Conservation Authorities Act</b>	
<b>Regulatory Authority</b>	
<b>Ontario Regulation 166/06, Development, Interference with Wetlands and Alterations to Shorelines and Watercourses</b>	<p>In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), a permit is required from the TRCA prior to any development (e.g. construction) if, in the opinion of TRCA, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected. The Regulation Limit defines the greater of the natural hazards associated with Ontario Regulation 166/06 (listed below).</p> <p>NOTE: The Regulation Limit provides a geographical screening tool for determining if Ontario Regulation 166/06 will apply to a given proposal. Through site assessment or other investigation, it may be determined that areas outside of the defined Regulation Limit require permits under Ontario Regulation 166/06. In these instances, it is the text of the regulation that will prevail; modifications to the regulation line may be required.</p> <p>Any development within the Regulation Limit must comply with the applicable sections of The Living City Policies (2014).</p>
<b>Resources Management Agency</b>	

<p><b>TRCA Programs</b></p>	<p>In accordance with Section 20 and 21 of the <b>Conservation Authorities Act</b>, CAs are local watershed-based natural resource management agencies that develop programs that reflect local resource management needs within their jurisdiction. TRCA has developed programs and policies related to our role as a resource management agency that include, but are not limited to, watershed plans, fisheries management plans, land management plans, ecosystem restoration programs, and <b>The Living City Policy</b> (2014), which are approved by the TRCA Board.</p> <p>Please confirm that the preferred alternative design for this project addresses TRCA concerns related to its program areas. These will be further defined through the EA review process.</p>
<p><b>Land Owner</b></p>	
<p><b>TRCA Property</b></p>	<p>TRCA is a major landowner in the GTA, owning close to 18,000 hectares of land. TRCA comments provided as a landowner are separate from comments provided under a technical, advisory or regulatory role.</p>
<p><b>Acquisition and Easement</b></p>	<p>If TRCA property land transfer or easement is required for the implementation of the preferred alternative, permission and approval from TRCA and the Minister of Natural Resources and Forestry are required. The design must demonstrate that TRCA program and policy objectives are met. Formal approval typically takes 12 to 18 months from the completion of the EA document.</p> <p>Please contact Brandon Hester, Senior Property Agent at <a href="mailto:brandon.hester@trca.ca">brandon.hester@trca.ca</a> for additional information.</p>
<p><b>Permission to Enter</b></p>	<p>If TRCA property access is required for the purpose of completing technical studies associated with this project, a Permission To Enter (PTE) must be obtained from TRCA Property staff prior to entry.</p> <p>Please contact Brandon Hester, Senior Property Agent at <a href="mailto:brandon.hester@trca.ca">brandon.hester@trca.ca</a> for additional information.</p>
<p><b>Archaeological Resources</b></p>	<p>An archaeological review by TRCA’s archaeological staff must precede any disturbance to TRCA property. If an archaeological assessment is required, scheduling will be subject to weather, seasonal programs and other field work and are at additional cost to the proponent.</p> <p>Please contact Alistair Jolly, Archaeologist at <a href="mailto:alistair.jolly@trca.ca">alistair.jolly@trca.ca</a> for additional information.</p>
<p><b>Service Provider</b></p>	
<p><b>Service Agreements and Memorandum of Understandings</b></p>	<p><b>Service Level Agreements:</b> TRCA has service level agreements to provide EA Review services to various partners within specific service delivery timelines. Fees are charged as per agreement stipulations; review fees are not charged for individual files.</p> <p><b>Memorandum of Understandings:</b> The provision of planning advisory services to municipalities is implemented through a Memorandum of Understandings (MOU)</p>

	<p>with participating municipalities or as part of a CA’s approved program activity. In this respect, the CA is essentially acting as a technical advisor to municipalities. The agreements cover the CA’s areas of technical expertise such as water management, natural hazards, and natural heritage.</p>
<p><b>Restoration Opportunities</b></p>	<p>TRCA requires that the preferred alternative considers avoiding, minimizing, mitigating, and compensating impacts to ecosystems in that order. In areas where impacts are unavoidable, mitigation or compensation will be required. It is recommended that the costs associated with these impacts be factored into decisions made during the EA.</p> <p>TRCA has identified opportunities for habitat restoration and enhancement on TRCA property and some privately owned lands, targeted to improve natural form and function based on goals in the watershed strategies. Should ecosystem restoration or compensation be required for this project, TRCA may be able to provide both restoration opportunities and restoration field services on a project specific basis. This will be further discussed through the EA review process.</p>
<p><b>Community and Public Realm Benefits</b></p>	<p>TRCA understands that the purpose of providing project-based community benefits is to provide measurable economic benefits to the local community, and that the purpose of providing public realm benefits is to support local opportunities for social and environmental improvements.</p> <p>As part of the 2013-2022 <a href="#">TRCA Strategic Plan</a> (updated), TRCA has identified the need to achieve measurable positive impacts on the health of our watersheds and has developed a number of programs that actively engage with local communities to support a green, local economy. These programs include but are not limited to, <a href="#">Sustainable Neighbourhood Retrofit Action Plans</a>, <a href="#">TRCA Conservation Land Care Program</a>, <a href="#">TRCA Trails Program</a>, <a href="#">TRCA Community Transformation Program</a> and <a href="#">Partners in Project Green</a>.</p> <p>It is recommended that commitment be made to work with TRCA and other partners to develop a Community and Public Realm Benefits Strategy for this project. This will be further discussed through the EA review process.</p>



**APPENDIX B: TRCA AREAS OF INTEREST**

<b>TRCA PROGRAM AND POLICY AREAS</b>	
<i>Note: Additional program and policy information may be available at <a href="http://www.trca.ca">www.trca.ca</a>, or by request.</i>	
<b>Natural System Programs and Policies</b>	
<b>Systems Approach</b>	<p>TRCA follows a systems approach in which the natural features and water resources are considered in relation to each other and the broader landscape in which they occur. The systems approach recognizes the role that linkages and connectivity within the natural system has in supporting ecological and hydrologic processes and functions that are vital to maintaining a healthy and robust natural system that is resilient against the impacts of urbanization and climate change.</p> <p>TRCA may require an assessment of the existing systems, together with an evaluation as to how the proposal may impact the systems.</p>
<b>Aquatic Systems, Species and Habitat</b>	<p>The aquatic system includes watercourses, wetlands, and flora and fauna species. Aquatic species and habitat should be assessed based on their conservation status according to sensitivity to disturbance and specialized ecological needs, as well as rarity.</p> <p>TRCA has prepared watershed plans or strategies, as well as fisheries management plans for some watersheds. The proposal must prevent negative impacts to the aquatic system, and as such, TRCA may require an assessment of the existing aquatic system, an evaluation as to how the proposal will meet the objectives articulated in the watershed plan or strategy, and/or an evaluation as to how the proposal will meet the objectives of the fisheries management plan.</p>
<b>Terrestrial System, Species and Habitat</b>	<p>The terrestrial system includes landscape features, vegetation communities, and flora and fauna species. Terrestrial species and habitat should be assessed based on their conservation status according to sensitivity to disturbance and specialized ecological needs, as well as rarity.</p> <p>TRCA has identified the need to improve both the quality and quantity of terrestrial habitat. TRCA’s <b>Terrestrial Natural Heritage System Strategy</b> sets measurable targets for attaining a healthier natural system by creating an expanded and targeted land base. It includes strategic directions for stewardship and securement of the land base, a land use policy framework to help achieve the target system, and other implementation mechanisms.</p> <p>TRCA may require an assessment of the existing terrestrial species and habitat, together with an evaluation as to how the proposal will meet the objectives articulated in the watershed plan or terrestrial natural heritage strategy, as well as prevent negative impacts to the terrestrial system.</p>
<b>Environmentally Significant Areas</b>	<p>Environmentally Significant Areas have been identified by TRCA based on a set of ecological criteria regarding the function, significance and rarity of the features or species found in the area. These areas should be identified in the assessment of the terrestrial species and habitat, as noted above.</p>

<b>Groundwater Systems</b>	
<b>Aquifers and Hydrogeological Features and Functions</b>	<p>Groundwater systems include aquifers and their functional connections to surface water. The extraction and discharge of groundwater has the potential to negatively impact surrounding natural features and their functions. Even small amounts of groundwater extraction may reduce contributions to groundwater dependent features such as wetlands, springs, or fish spawning habitat. In addition, the discharge of groundwater must be controlled to avoid impacts to watercourses and fish habitat from temperature, erosion and sedimentation, as well other water quantity and quality issues.</p> <p>TRCA may require geotechnical or hydrogeological investigations to confirm dewatering and discharge requirements, and to identify appropriate mitigation measures with respect to potential impacts to natural features and functions.</p>
<b>Surface Water Systems</b>	
<b>Watercourses</b>	<p>Typically, watercourses are associated with aquatic species, and direct or indirect habitat. Any alteration or interference to a watercourse (e.g., straightening, diverting, realigning, altering baseflow) has the potential to impact fish communities, but may also affect the Regulatory Flood Plain, erosion or other natural channel processes.</p> <p>TRCA may require an environmental study or site confirmation of watercourse locations.</p>
<b>Meander Belt</b>	<p>Channel migration has a significant impact on infrastructure, structures and property located near river systems. Determining channel stability is important to ensure that damage from erosion, down-cutting or other natural channel processes is avoided.</p> <p>TRCA may require a meander belt delineation study or fluvial geomorphology analysis to confirm that any development does not conflict with natural channel processes.</p>
<b>Regulatory Flood Plain</b>	<p>The Regulatory Flood Plain is the approved standard used in a particular watershed to define the limit of the flood plain for regulatory purposes. Within TRCA's jurisdiction, the Regulatory Flood Plain is based on the greater of the regional storm, Hurricane Hazel, and the 100-year flood. TRCA's framework for Flood Plain Management is the LCP.</p> <p>TRCA may require a flood study or hydraulic update to confirm that there will be no impacts to the storage or conveyance of flood waters.</p>
<b>Wetlands</b>	<p>Wetlands are sensitive natural habitats that play an important role in numerous physical, chemical and biological processes, including storm water control, natural habitat and water quality improvement. Most wetlands are designated by the Ministry of Natural Resources and Forestry as Provincially Significant or Locally Significant. Other wetlands have also been identified on a site specific basis by TRCA.</p> <p>All wetlands are regulated under Ontario Regulation 166/06. TRCA may require an environmental study or site confirmation of wetland locations.</p>

<p><b>Storm Water Management, including Green Infrastructure</b></p>	<p>Stormwater management is integral to the health of streams, rivers, lakes, fisheries and terrestrial habitats, and source water protection is integral for managing the quality and quantity of drinking water at its source.</p> <p>TRCA requires all development, infrastructure and site alteration meet the criteria in the TRCA 2012 <a href="#">Stormwater Management Criteria</a> document for water quantity, water quality, erosion control, discharge water temperature, and water balance for groundwater recharge and natural features.</p> <p>Green Infrastructure techniques, including Low Impact Development (LID) measures should be used to address issues related to stormwater management, as well as maximize ecosystem services and mitigate the impacts of urbanization and climate change.</p> <p>For further information, please refer to the <a href="#">TRCA Introduction to Green Infrastructure</a>, the Sustainable Technologies Evaluation Program (STEP) -<a href="#">Urban Runoff Green Infrastructure</a> and the STEP 2010 <a href="#">Low Impact Development Stormwater Management Planning and Design Guide</a>.</p>
<p><b>Valley Slopes</b></p>	
<p><b>Crest of Slope</b></p>	<p>Valley and stream corridors are dynamic systems that provide important natural functions and linkages for the physical, chemical and biological processes of wildlife, watercourses, and other natural features. The crest of slope identifies the physical limit of these corridors; however, due to ecological sensitivities, development restrictions typically extend beyond the actual crest of slope.</p> <p>TRCA may require the determination of the long term stable crest of slope (or toe of slope) through a staking with TRCA staff, as well as a geotechnical assessment.</p>
<p><b>Sustainability Programs and Policies</b></p>	
<p><b>Climate Change</b></p>	<p>In October 2017, MECP released a guideline under the Ontario environmental assessment legislation directing that all projects going through the EA process, including IEAs, Class EAs, and those governed by EA regulations, must consider impacts to and opportunities for climate change mitigation and adaptation, and consider the vulnerability of projects to climate change. It was further recommended that applicable policies in the 2020 <b>Provincial Policy Statement</b> be addressed, including but not limited to encouraging green infrastructure and strengthening stormwater management requirements; requiring consideration of energy conservation and efficiency, reduced greenhouse gas emissions and climate change adaptation (e.g. tree cover); and consideration of the potential impacts of climate change that may increase the risk associated with natural hazards (e.g. flooding due to severe weather).</p> <p>The climate change section of the EA should include recommendations for Green Infrastructure, Sustainable Energy, Sustainable Buildings and Sustainable Construction Practices, as further described below. It is recommended that a <a href="#">completed Sustainable Technologies for Green Building, Green Infrastructure, and Sustainable Energy Design in Evaluation Matrix</a> be included in the EA document.</p>

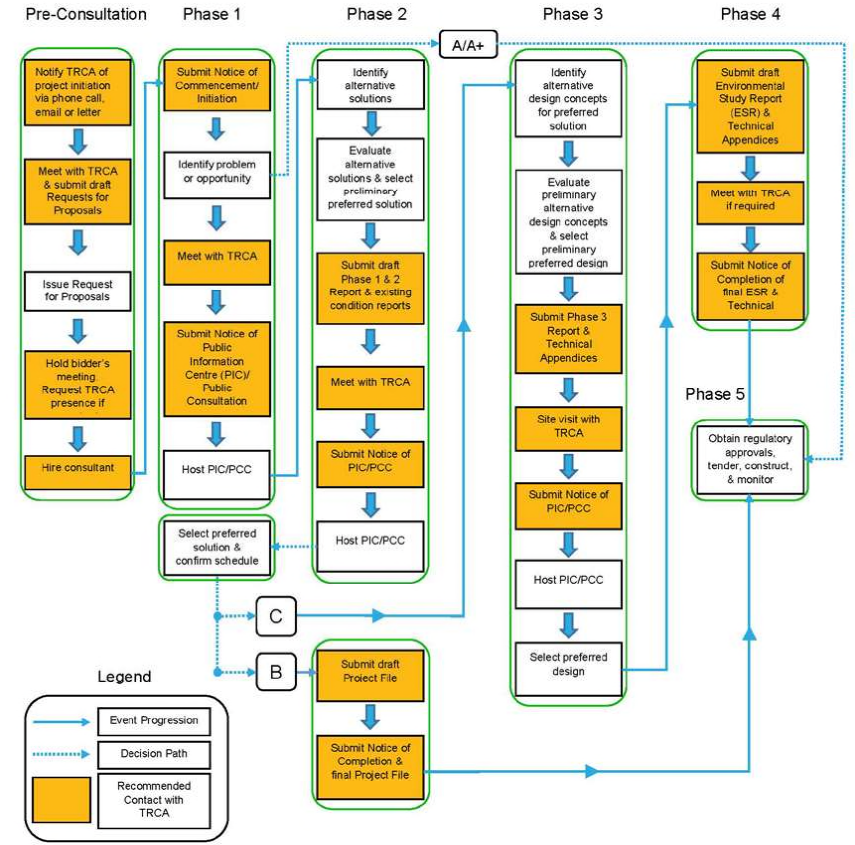
<p><b>Sustainable Infrastructure &amp; Buildings</b></p>	<p>The sustainability of infrastructure and buildings determined through a variety of factors through planning, design, construction, operation, maintenance and decommissioning. Sustainability factors include the efficiency environmental impact of project inputs through all phases, including energy, water and natural resources/materials.</p> <p>The type and amount of energy used in construction and operation is one of the most significant factors affecting climate change, the ecological footprint of our communities, and ultimately our ability to create sustainable communities. As supported by the LCP, TRCA advocates that proponents consider the use of appropriate sustainable energy networking (e.g., community energy project), technologies (e.g., solar lights, etc.) and practices (e.g., selection of materials, transportation of materials, energy efficiency, passive solar energy) in their projects.</p> <p>Various sustainability best management practices include sustainable procurement, reusing resources, using recyclable/recycled resources, protecting natural systems, eliminating toxics, applying life-cycle costing and ensuring a high quality of construction. If designed appropriately, sustainable infrastructure or buildings generally cost less to operate, are more resilient and adaptable as compared to standard designs and are an aesthetic and environmental benefit to the community.</p> <p>TRCA recommends that a commitment to sustainable infrastructure or buildings through all project phases be made in the EA document. Please consider using a rating system such as Envision or LEED to guide the EA and detailed design.</p>
<p><b>Sustainable Communities</b></p>	<p>The TRCA Living City vision is based on a foundation that includes Sustainable Communities. Planning for community sustainability requires the identification of the complex and inter-related social, economic and ecological systems involved; TRCA supports a systems approach to developing integrative and adaptive solutions to improve community sustainability. Key socio-economic systems include: transportation facilities (including trails, sidewalks &amp; multi-use pathways), community greenspaces (including parks), urban forests, cultural heritage resources, and the local economy. For transportation projects, a context sensitive design/solutions framework are encouraged.</p>
<p><b>Archaeological and Heritage Resources</b></p>	<p>TRCA watershed strategies include recommendations for the management of archaeological and heritage resources in accordance with Ministry of Culture and Municipal standards. The project should aim to preserve, protect and celebrate archaeological and heritage resources where possible.</p>
<p><b>PROVINCIAL PROGRAM AREAS</b></p>	
<p><b>Greenbelt Plan</b></p>	<p>The Greenbelt consists of more than 809,000 hectares of environmentally sensitive land, urban river valleys and agricultural land in the Golden Horseshoe. The <b>Greenbelt Plan</b> identifies limits to urbanization to provide permanent protection to the agricultural land base and the ecological features and functions occurring within this landscape. Contact the Ministry of Municipal Affairs and Housing for more details.</p>

	Please confirm that the preferred alternative design for this project conforms with Section 4.2 Infrastructure Policies and Section 6 Urban River Valley Policies of the <b>Greenbelt Plan</b> .
<b>Oak Ridges Moraine Conservation Plan</b>	<p>The Oak Ridges Moraine is an environmentally sensitive, geological landform in south central Ontario, covering 190,000 hectares. The <b>Oak Ridges Moraine Conservation Plan</b> provides land use and resource management direction for the land and water within the Moraine. Contact the Ministry of Municipal Affairs and Housing for more details.</p> <p>Please confirm that the preferred alternative design for this project conforms with Section 41 of the <b>Oak Ridges Moraine Conservation Plan</b>.</p>
<b>Credit Valley - Toronto &amp; Region - Central Lake Ontario (CTC) Source Protection Plan</b>	<p>The Clean Water Act, 2006 ensures communities protect their drinking water supplies through prevention by developing collaborative, watershed-based source protection plans that are locally driven and based on science.</p> <p>Please be advised that the subject property appears to fall within the Wellhead Protection Area – Quality (WHPA), Wellhead Protection Area – Quantity (WHPA-Q), Significant Groundwater Recharge Area (SGRA), Intake Protection Zone (IPZ), Highly Vulnerable Aquifers (HVA) as described in the Toronto and Region Source Protection Authority (TRSPA) Assessment Report. Please confirm that actions undertaken for this project conform with the policies contained within the <a href="#">Credit Valley - Toronto and Region - Central Lake Ontario Source Protection Plan</a> (CTC SPP). Please note that vulnerable areas identified under the Clean Water Act are documented in the <a href="#">Ontario Source Protection Information Atlas</a>.</p> <p>For additional support, please consult the Regional Risk Management Office/Official as copied on this letter.</p> <p><a href="mailto:sourcewater@peelregion.ca">sourcewater@peelregion.ca</a></p> <p>Please note that in accordance with Ontario Regulation 166/06, permits from TRCA may be required for mitigation solutions that are designed to ensure conformity with the CTC SPP.</p>
<b>PROVINCIAL PROGRAM AREAS</b>	
<p>Please contact the Ministry of Natural Resources and Forestry to confirm if there are program interests related to this project for:</p> <ul style="list-style-type: none"> <li>• <b>Areas of Natural and Scientific Interest (ANSI)</b></li> <li>• <b>Provincially Significant Wetlands (PSW)</b></li> <li>• <b>Provincially Endangered Species under the Species at Risk Act (SARA)</b></li> </ul> <p>Please be advised that this list is not inclusive and the onus is on the proponent and its consultants to consult with other provincial agencies, as required, to ensure that requirements of their respective legislation is met.</p>	
<b>FEDERAL PROGRAM AREAS</b>	
Please contact the relevant federal agency to confirm if there are issues related to:	

- Asian Long-horned Beetle Regulated Area
- Federally Endangered Species under the **Endangered Species Act** (ESA)
- The **Fisheries Act**

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

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



## Sylvia Waters

---

**From:** Matt Brooks  
**Sent:** Tuesday, April 06, 2021 8:57 AM  
**To:** Devin Soeting; Deanna De Forest  
**Cc:** Andrew Dawson  
**Subject:** FW: CFN 64514 - MCEA Structure Improvements (Patterson Side Road Bridge 1, Patterson Side Road Bridge 2 and Duffy's Lane Bridge) - TRCA Response Letter

---

**From:** Ian Todhunter <Ian.Todhunter@caledon.ca>  
**Sent:** Tuesday, April 06, 2021 8:56 AM  
**To:** ZZG-SourceWater <zzg-sourcewater@peelregion.ca>  
**Cc:** Shirin Varzgani <Shirin.Varzgani@trca.ca>; Matt Brooks <Matt.Brooks@rjburnside.com>  
**Subject:** RE: CFN 64514 - MCEA Structure Improvements (Patterson Side Road Bridge 1, Patterson Side Road Bridge 2 and Duffy's Lane Bridge) - TRCA Response Letter

Morning,  
Thank you for your email Stefan. We will be sure to reach out to you should we have any questions.  
Best Regards,  
Ian

**Ian Todhunter, P.Eng.**  
Senior Project Manager  
Engineering Services Department

Office: 905.584.2272 x.4065  
Cell: 647.390.8704  
Email: [ian.todhunter@caledon.ca](mailto:ian.todhunter@caledon.ca)

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---

**From:** ZZG-SourceWater <[zzg-sourcewater@peelregion.ca](mailto:zzg-sourcewater@peelregion.ca)>  
**Sent:** Thursday, April 1, 2021 2:49 PM  
**To:** Shirin Varzgani <[Shirin.Varzgani@trca.ca](mailto:Shirin.Varzgani@trca.ca)>; Ian Todhunter <[Ian.Todhunter@caledon.ca](mailto:Ian.Todhunter@caledon.ca)>  
**Cc:** ZZG-SourceWater <[zzg-sourcewater@peelregion.ca](mailto:zzg-sourcewater@peelregion.ca)>  
**Subject:** RE: CFN 64514 - MCEA Structure Improvements (Patterson Side Road Bridge 1, Patterson Side Road Bridge 2 and Duffy's Lane Bridge) - TRCA Response Letter



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Hi Ian,

This email expands on TRCA's response letter to the Notice of Commencement as it relates to the requirements under the *Clean Water Act* and in consideration of the Approved Credit Valley-Toronto and Region-Central Lake Ontario (CTC) Source Protection [Plan](#) which came into effect on December 31, 2015 and contains policies to protect municipal drinking water sources.

A review of the mapping shows the project study area is not within a wellhead protection area or intake protection zone delineated under the *Clean Water Act*, therefore, the significant drinking water threat policies contained within the Approved CTC Source Protection Plan do not apply.

It is noted that the study area transects other vulnerable areas mapped as highly vulnerable aquifer and significant groundwater recharge area where there can be moderate or low threats. Policies that apply within these areas encourage best management practices for the application of road salt (Policy ID: SAL 10-12) and for the handling and storage of hazardous chemicals (respectively Policy ID: DNAP-3 for dense non-aqueous phase liquids and Policy ID: OS-3 for organic solvents). These activities are not expected to be associated with the structure improvements to the bridges; therefore, no anticipated impacts or action required under the Approved CTC Source Protection Plan as a direct result of the proposed project.

As you may be aware, proponents undertaking a Municipal Class EA project must identify whether a project is occurring within a source water protection vulnerable area, and if so, document whether any project activities are a [prescribed drinking water threat](#) and thus have the potential to adversely affect the quality or quantity of drinking water sources. Therefore, please ensure a section on "Source Water Protection" is part of the project file report or environmental study report as required under the Municipal Class EA process.

Please note: comments relate strictly to the *Clean Water Act* and the policies contained in the applicable Source Protection Plan and does not address any other water resources considerations or approvals of interest to the Region of Peel.

Should you have any questions, please contact me.

Stefan Herceg  
Technical Specialist/Alternate RMO/RMI  
Region of Peel Public Works  
Infrastructure Planning - Water Resources  
10 Peel Centre Drive  
Brampton, ON L6T 4B9  
(905)-791-7800 ext. 4489  
(437)-215-5937

---

**From:** Shirin Varzgani <[Shirin.Varzgani@trca.ca](mailto:Shirin.Varzgani@trca.ca)>

**Sent:** March 22, 2021 4:02 PM

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

**Cc:** Matt Brooks <[Matt.Brooks@rjburnside.com](mailto:Matt.Brooks@rjburnside.com)>; Suzanne Bevan <[Suzanne.Bevan@trca.ca](mailto:Suzanne.Bevan@trca.ca)>; Jay Clark <[Jay.Clark@trca.ca](mailto:Jay.Clark@trca.ca)>; ZZG-SourceWater <[zzg-sourcewater@peelregion.ca](mailto:zzg-sourcewater@peelregion.ca)>

**Subject:** [WARNING: MESSAGE ENCRYPTED]CFN 64514 - MCEA Structure Improvements (Patterson Side Road Bridge 1, Patterson Side Road Bridge 2 and Duffy's Lane Bridge) - TRCA Response Letter

Hi Ian,

Please see the attached TRCA response to the Notice of Commencement.

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

Thank you and regards,

**Shirin Varzgani, MIP, MES (PI.)**

Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: (416) 661-6600 ext. 5785

E: [shirin.varzgani@trca.ca](mailto:shirin.varzgani@trca.ca)

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



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## Mishaal Rizwan

---

**From:** Mishaal Rizwan  
**Sent:** Monday, April 24, 2023 2:30 PM  
**To:** SecondaryLandUse@HydroOne.com; lisa.myslicki@infrastructureontario.ca; trevor.bell@ontario.ca; eanotification.cregion@ontario.ca; steven.strong@ontario.ca; karla.barboza@ontario.ca; zzg-sourcewater@peelregion.ca; sally.rook@peelregion.ca; asha.saddi@peelregion.ca; regional.clerk@peelregion.ca; richard.de\_bokx@bell.ca; Kevin.Schimus@enbridge.com; vince.cina@enbridge.com; notifications@enbridge.com; mark-ups@enbridge.com; clee@tnpi.ca; YAhmed@uniongas.com; caroline.mugo@trca.ca; victoria.kramkowski@trca.ca; shirin.varzgani@trca.ca; suzanne.bevin@trca.ca; alexander.schuler@trca.ca; Jay.Clark@TRCA.ca; arash.olia@caledon.ca; Ryan.Grodecki@caledon.ca; andrew.pearce@caledon.ca; carey.herd@caledon.ca; mayors.office@caledon.ca; fire@caledon.ca; allan.thompson@caledon.ca; sally.drummond@caledon.ca; jennifer.innis@caledon.ca; nick.deboer@caledon.ca; krystina.koops@dpcdsb.org  
**Cc:** Andrew Dawson; Devin Soeting  
**Subject:** Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements  
**Attachments:** 051839EA\_SchB\_Combined\_PIC\_2023\_04\_24.pdf

On behalf of the Town of Caledon, please see the attached Notice of Public Information Centre for the Municipal Class Environmental Assessment for Structure Improvements to Patterson Side Road bridge 1 & 2, and Duffy's Lane bridge in Caledon.

The Town would like to ensure that anyone interested in this Study has the opportunity to provide input into the planning and design of the project.

A virtual Public Information Centre (PIC) will be held on May 8<sup>th</sup>, from 5:00pm to 6:00pm to discuss the project with the Town and its consultants.

Join via the Town website at <https://townofcaledon.webex.com/townofcaledon/j.php?MTID=m0574e4adf54887139c4bcacddcac6a6b>

PIC Information materials will be available on the Town's webpage following the PIC. Your comments on the project and information materials are encouraged by **May 31, 2023**.

To provide comment or request additional information concerning this Study, please contact either of the following Project Team members:

George Golding, P.Eng.  
Project Manager, Engineering Services  
Town of Caledon  
6311 Old Church Road  
Caledon, Ontario L7C 1J6  
T 905-584-2272 x 4523  
[george.golding@caledon.ca](mailto:george.golding@caledon.ca)

Andrew Dawson, P.Eng.  
Project Engineer  
R. J. Burnside & Associates Limited  
15 Townline  
Orangeville, ON L9W 3R4  
T 705-797-4310  
[andrew.dawson@rjburnside.com](mailto:andrew.dawson@rjburnside.com)



**Mishaal Rizwan**  
Environmental Planner

R.J. Burnside & Associates Limited  
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4  
Office: 800-265-9662 Direct Line: 226-343-7014  
[www.rjburnside.com](http://www.rjburnside.com)



April 26, 2023

CFN 64514

**BY E-MAIL ONLY** ([George.golding@caledon.ca](mailto:George.golding@caledon.ca))

George Golding  
Project Manager  
Town of Caledon  
6311 Old Church Road,  
Caledon, ON L7C 1J6

Dear George Golding,

**Re: Notice of Public Information Centre  
Municipal Class Environmental Assessment for Structure Improvements (Improvement of Patterson  
Side Road Bridge 1, Patterson Side Road Bridge 2 and Duffy's Lane Bridge)  
Humber River Watershed; Town of Caledon; Regional Municipality of Peel**

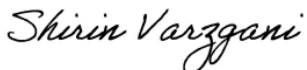
These comments respond to the above noted notice that Toronto and Region Conservation Authority (TRCA) received on behalf of the Town of Caledon, on April 24, 2023.

**TRCA REVIEW**

1. Further to TRCA correspondence dated April 24, 2023 staff has expressed interest in this project, however staff will not be attending the meeting.
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](#).

Should you have any questions, please contact me at 437.880.2429 or at [Shirin.varzgani@trca.ca](mailto:Shirin.varzgani@trca.ca).

Regards,



Shirin Varzgani  
Senior Planner, Infrastructure Planning and Permits  
Development and Engineering Services

SV/

**BY E-MAIL**

cc: R.J. Burnside: Andrew Dawson, Project Engineer  
TRCA: Kristen Sullivan, Planner – Infrastructure Planning and Permits

**From:** George Golding <George.Golding@caledon.ca>

**Sent:** Thursday, April 27, 2023 9:21 AM

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

**Cc:** Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>; Andrew Dawson <Andrew.Dawson@rjburnside.com>; Kristen Sullivan <kristen.sullivan@trca.ca>; Devin Soeting <Devin.Soeting@rjburnside.com>

**Subject:** RE: Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements

Good Morning Shirin,

Thank you for the email and your interest in this MCEA. As requested within your letter, we will provide you and your team a copy of the handouts and presentation associated with PIC. I have posted the final PIC presentation on the Town's OneDrive and have shared a link with both you and Kristen.

Please note that preferred design alternative for the Duffy's Lane bridge (bridge replacement with single lane prefab structure) was discussed with Suzanne Bevan and Richard Ubbens last year and their preference was to replace the bridge. This bridge provides access to two properties, one of which being the Albion Hill CA (providing secondary/emergency access to the conservation area) and the other being a residential property at 8541 Patterson Sideroad which has its primary access from Patterson Sideroad. As bridges are very costly to replace and given the fact that the road provided very limited function/benefit to the Town, we also considered the option or completing decommissioning the existing bridge and closing this dead-end section of road down.

If you have any questions regarding this project or what was discussed previously, please feel free to contact me to discuss.

Thank you,

George

**George Golding, P.Eng.**

Project Manager, Engineering Capital Design & Construction  
Engineering Services Department

Office: 905.584.2272 x 4523

Cell: 437.326.8995

Email: [george.golding@caledon.ca](mailto:george.golding@caledon.ca)

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---

**From:** Shirin Varzgani <[Shirin.Varzgani@trca.ca](mailto:Shirin.Varzgani@trca.ca)>  
**Sent:** Wednesday, April 26, 2023 3:00 PM  
**To:** George Golding <[George.Golding@caledon.ca](mailto:George.Golding@caledon.ca)>  
**Cc:** [mishaal.rizwan@rjburnside.com](mailto:mishaal.rizwan@rjburnside.com); Andrew Dawson <[Andrew.Dawson@rjburnside.com](mailto:Andrew.Dawson@rjburnside.com)>; Kristen Sullivan <[kristen.sullivan@trca.ca](mailto:kristen.sullivan@trca.ca)>  
**Subject:** RE: Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements

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

Hi George,

Please see the attached letter.

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](mailto:shirin.varzgani@trca.ca)

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



---

**From:** Mishaal Rizwan <[Mishaal.Rizwan@rjburnside.com](mailto:Mishaal.Rizwan@rjburnside.com)>  
**Sent:** Monday, April 24, 2023 2:30 PM  
**To:** [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com); [lisa.myslicki@infrastructureontario.ca](mailto:lisa.myslicki@infrastructureontario.ca); [trevor.bell@ontario.ca](mailto:trevor.bell@ontario.ca); [eanotification.cregion@ontario.ca](mailto:eanotification.cregion@ontario.ca); [steven.strong@ontario.ca](mailto:steven.strong@ontario.ca); [karla.barboza@ontario.ca](mailto:karla.barboza@ontario.ca); [zzg-sourcewater@peelregion.ca](mailto:zzg-sourcewater@peelregion.ca); [sally.rook@peelregion.ca](mailto:sally.rook@peelregion.ca); [asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca); [regional.clerk@peelregion.ca](mailto:regional.clerk@peelregion.ca); [richard.de bokx@bell.ca](mailto:richard.de_bokx@bell.ca); [Kevin.Schimus@enbridge.com](mailto:Kevin.Schimus@enbridge.com); [vince.cina@enbridge.com](mailto:vince.cina@enbridge.com); [notifications@enbridge.com](mailto:notifications@enbridge.com); [mark-ups@enbridge.com](mailto:mark-ups@enbridge.com); [cle@tnpi.ca](mailto:cle@tnpi.ca); [YAhmed@uniongas.com](mailto:YAhmed@uniongas.com); Caroline Mugo <[Caroline.Mugo@trca.ca](mailto:Caroline.Mugo@trca.ca)>; Victoria Kramkowski <[Victoria.Kramkowski@trca.ca](mailto:Victoria.Kramkowski@trca.ca)>; Shirin Varzgani <[Shirin.Varzgani@trca.ca](mailto:Shirin.Varzgani@trca.ca)>; [suzanne.bevin@trca.ca](mailto:suzanne.bevin@trca.ca); Alexander Schuler <[Alexander.Schuler@trca.ca](mailto:Alexander.Schuler@trca.ca)>; Jay Clark <[Jay.Clark@trca.ca](mailto:Jay.Clark@trca.ca)>; [arash.olia@caledon.ca](mailto:arash.olia@caledon.ca); [Ryan.Grodecki@caledon.ca](mailto:Ryan.Grodecki@caledon.ca); Andrew Pearce <[Andrew.Pearce@caledon.ca](mailto:Andrew.Pearce@caledon.ca)>; [carey.herd@caledon.ca](mailto:carey.herd@caledon.ca); [mayors.office@caledon.ca](mailto:mayors.office@caledon.ca); [fire@caledon.ca](mailto:fire@caledon.ca); [allan.thompson@caledon.ca](mailto:allan.thompson@caledon.ca); [sally.drummond@caledon.ca](mailto:sally.drummond@caledon.ca); Jennifer Innis <[jennifer.innis@caledon.ca](mailto:jennifer.innis@caledon.ca)>; [nick.deboer@caledon.ca](mailto:nick.deboer@caledon.ca); [krystina.koops@dpcdsb.org](mailto:krystina.koops@dpcdsb.org)  
**Cc:** Andrew Dawson <[Andrew.Dawson@rjburnside.com](mailto:Andrew.Dawson@rjburnside.com)>; Devin Soeting <[Devin.Soeting@rjburnside.com](mailto:Devin.Soeting@rjburnside.com)>  
**Subject:** Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements

On behalf of the Town of Caledon, please see the attached Notice of Public Information Centre for the Municipal Class Environmental Assessment for Structure Improvements to Patterson Side Road bridge 1 & 2, and Duffy's Lane bridge in Caledon.

The Town would like to ensure that anyone interested in this Study has the opportunity to provide input into the planning and design of the project.

A virtual Public Information Centre (PIC) will be held on May 8<sup>th</sup>, from 5:00pm to 6:00pm to discuss the project with the Town and its consultants.

Join via the Town website at <https://townofcaledon.webex.com/townofcaledon/j.php?MTID=m0574e4adf54887139c4bcacddcac6a6b>

PIC Information materials will be available on the Town's webpage following the PIC. Your comments on the project and information materials are encouraged by **May 31, 2023**.

To provide comment or request additional information concerning this Study, please contact either of the following Project Team members:

George Golding, P.Eng.  
Project Manager, Engineering Services  
Town of Caledon  
6311 Old Church Road  
Caledon, Ontario L7C 1J6  
T 905-584-2272 x 4523  
[george.golding@caledon.ca](mailto:george.golding@caledon.ca)

Andrew Dawson, P.Eng.  
Project Engineer  
R. J. Burnside & Associates Limited  
15 Townline  
Orangeville, ON L9W 3R4  
T 705-797-4310  
[andrew.dawson@rjburnside.com](mailto:andrew.dawson@rjburnside.com)



Mishaal Rizwan  
Environmental Planner

R.J. Burnside & Associates Limited  
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4  
Office: 800-265-9662 Direct Line: 226-343-7014  
[www.rjburnside.com](http://www.rjburnside.com)



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

June 12, 2023

CFN 64514  
Xref. CFN 62622.292

**BY E-MAIL ONLY** ([George.golding@caledon.ca](mailto:George.golding@caledon.ca))

George Golding  
Town of Caledon  
6311 Old Church Road  
Caledon, ON L7C 1J6

Dear George Golding,

**Re: TRCA Response to Public Information Centre (PIC) #1  
Municipal Class Environmental Assessment for Structure Improvements (Improvement of Patterson  
Side Road Bridge 1, Patterson Side Road Bridge 2 and Duffy's Lane Bridge)  
Humber River Watershed; Town of Caledon; Regional Municipality of Peel**

These comments respond to the Public Information Centre #1 Presentation slides received by Toronto and Region Conservation Authority (TRCA) on April 24, 2023.

### **OVERVIEW**

The Town of Caledon has initiated a Schedule 'B' Municipal Class Environmental Assessment (Class EA) (The Study) to consider options for improvements to the following bridges:

1. Patterson Side Road Bridge (1): An existing bridge over the Humber River located approximately 0.1 km west side of Duffy's Lane.
2. Patterson Side Road Bridge (2): An existing bridge over the Humber River located approximately 0.03 km east of Duffy's Lane.
3. Duffy's Lane Road Bridge: An existing structure located 0.03 km south of Patterson Side Road. A feasibility investigation is being undertaken to determine future management of the existing structure.

The project is planned under the Municipal Class EA process (October 2000, as amended in 2007, 2011 & 2015) (Class EA) which is approved under the *Ontario Environmental Assessment Act*. Alternative solutions will be evaluated with consideration of the natural, cultural, technical and financial environments and recommend a Preferred Solution in consultation with the public.

### **TRCA REVIEW**

Staff have completed the review of the PIC#1 presentation slides and have several comments which are enclosed as Appendix A: TRCA Comments and Proponent Responses. Please be advised that only high levels comments are being provided at this time to guide future works. These should be addressed as the EA progresses. Please provide the Draft ESR for TRCA review, when ready. Detailed comments will be provided by TRCA staff once all supporting documentation, including drawings and reports are provided for review.

Should you have any questions, please contact Shirin Varzgani at 437.880.2429 or at [Shirin.varzgani@trca.ca](mailto:Shirin.varzgani@trca.ca).

Regards,

*Shirin Varzgani*

Shirin Varzgani  
Senior Planner, Infrastructure Planning and Permits  
Development and Engineering Services

SV/

Attached: Appendix A: TRCA Comments and Proponent Responses  
Enclosed: Appendix A: TRCA Comments and Proponent Responses, WORD digital file for consultant/proponent response purposes

**BY E-MAIL**

cc:  
R.J. Burnside: Andrew Dawson, Project Engineer  
TRCA: Richard Ubbens, Director, Conservation Parks & Lands

**APPENDIX A: TRCA COMMENTS AND PROPONENT RESPONSES**

ITEM	TRCA COMMENTS (June 12, 2023)	PROponent/CONSULTANT RESPONSE (INSERT DATE)
1.	<p>A table on Slide #21 regarding Preferred Alternative for Duffy’s Lane shows Alternative <b>4B</b> as the Most Preferred Alternative whereas a title on the same slide states “Preliminary Preferred Solution Alternative <b>3B</b> – Replace Structure with Vehicular Bridge (Single Lane, Modular) with scope of works involving a new larger structure with one-lane, two way structure with a 4.15 m (+/-) wide driving platform as a pre-fabricated girder-type structure. This new structure will be supported by new bridge abutments that would also allow for road profile improvement.</p> <ul style="list-style-type: none"> <li>• Please clarify whether this is a typo: 4B in the table and 3B in the title.</li> <li>• It is TRCA staff’s understanding that the preferred alternative discussed previously with Caledon staff involves the removal and replacement of the bridge deck with similar sized bridge deck on existing abutments. The road platform will also remain the same. Please clarify and confirm the preferred alternative.</li> </ul>	
<b>Property</b>		
2.	<p>There are TRCA owned lands to the north of Bridge 2 and west of Duffy’s Lane bridge. If TRCA property access is required for the purpose of completing technical studies associated with this project, a Permission To Enter (PTE) must be obtained from TRCA Property staff prior to entry.</p> <p>Please contact Brandon Hester, Senior Property Agent at brandon.hester@trca.ca for additional information.</p>	
3.	<p>An archaeological review by TRCA’s archaeological staff must precede any disturbance to TRCA property. If an archaeological assessment is required, scheduling will be subject to weather, seasonal programs and other field work and are at additional cost to the proponent.</p> <p>Please contact Alistair Jolly, Archaeologist at alistair.jolly@trca.ca for additional information.</p>	
<b>Water Resources</b>		
4.	<p>The policies related to flooding hazards in the TRCA’s the Living City document needs to be followed.</p> <p>For further information regarding requirements, please ensure to follow TRCA’s Crossing Guideline for Valley and Stream Corridors (link provided below).</p> <p>For example:</p>	

ITEM	TRCA COMMENTS (June 12, 2023)	PROPONENT/CONSULTANT RESPONSE (INSERT DATE)
	<ul style="list-style-type: none"> <li>a. Undertake a hydraulic assessment for the structures to ensure that there is no increase in existing flooding hazard and demonstrating improvement to the flooding situation.</li> <li>b. Undertake fluvial assessment to ensure that the new abutments of bridges are located outside of 100 year erosion limits.</li> </ul>	
<b>Geotechnical Engineering</b>		
5.	<p>As details are not available at this stage, the following are high-level comments that needs to be considered:</p> <ul style="list-style-type: none"> <li>a. The detailed engineering needs to be completed including structural and geotechnical studies. All pertinent studies (including geotechnical studies), details, specifications, and engineering drawings need to be provided.</li> <li>b. If the proposed works need some access to the bridge close to the slopes/banks or on them, it is required that all information and alterations be provided. Any alterations with potential risk to the slope/bank stability needs to be avoided.</li> <li>c. Further review by geotechnical engineer may be needed regarding the alterations to the slopes/banks as part of this works (either interim during construction or permanent) to ensure that slope stability will not be jeopardized.</li> <li>d. As part of the detailed design submission, the information for construction activities and sequencing, including the stockpiling, staging, and storage areas, construction access, site grading alterations and earthworks, and measures to stabilize the temporary excavations, need to be provided with all justifications that they will not aggravate the slope/bank stability.</li> </ul> <p>The review will be continued once more materials are available.</p>	
<b>Planning Ecology</b>		
6.	<p>Please provide all supporting documentation, including reports and drawings. Please note that:</p> <ul style="list-style-type: none"> <li>a. The proposed design of all bridges should follow the requirements outlined in the following Guidelines: <ul style="list-style-type: none"> <li>i. Crossing Guideline for Valley and Stream Corridors, available at: <a href="https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2021/09/21095149/TRCA_Crossings_Guideline_2015-v2.pdf">https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2021/09/21095149/TRCA_Crossings_Guideline_2015-v2.pdf</a></li> </ul> </li> </ul>	

ITEM	TRCA COMMENTS (June 12, 2023)	PROPONENT/CONSULTANT RESPONSE (INSERT DATE)
	<ul style="list-style-type: none"> <li>ii. Fish and Wildlife Crossing Guidelines, available at: <a href="https://files.cvc.ca/cvc/uploads/2017/05/CVC-Fish-and-Wildlife-Crossing-Guidelines-final-web.pdf">https://files.cvc.ca/cvc/uploads/2017/05/CVC-Fish-and-Wildlife-Crossing-Guidelines-final-web.pdf</a></li> <li>b. If channel modification is being proposed, the following requirements should be met: <a href="https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2016/02/17185407/CHANNEL_MODIFICATION_REQUIREMENTS.pdf">https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2016/02/17185407/CHANNEL_MODIFICATION_REQUIREMENTS.pdf</a></li> <li>c. A multi-barrier phased Erosion and Sediment Control Plan will be required. Please refer to the Erosion and Sediment Control Guide for Urban Construction available at: <a href="https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2020/01/30145157/ESC-Guide-for-Urban-Construction_FINAL.pdf">https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2020/01/30145157/ESC-Guide-for-Urban-Construction_FINAL.pdf</a> <ul style="list-style-type: none"> <li>i. If in-water works are required, specific in-water ESCs should be provided, in addition to specification of how watercourse flows will be maintained at all times.</li> </ul> </li> <li>d. If seeding is being proposed, please provide all details according to Appendix A of the Seed Mix Guideline, available at: <a href="https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2022/02/01124117/Seed-Mix-Guidelines-Update_January-19-2022.pdf">https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2022/02/01124117/Seed-Mix-Guidelines-Update_January-19-2022.pdf</a></li> <li>e. For proposed restoration, please utilize species native to TRCA jurisdiction, according to the following table: <a href="https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2022/10/18104147/Flora-Species-Native-to-the-TRCA-Jurisdiction-October-2022.pdf">https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2022/10/18104147/Flora-Species-Native-to-the-TRCA-Jurisdiction-October-2022.pdf</a></li> </ul>	

## Crystal Ferguson

---

**From:** Crystal Ferguson  
**Sent:** Thursday, April 11, 2024 2:03 PM  
**To:** Bell, Trevor (MECP)  
**Cc:** Devin Soeting; 'george.golding@caledon.ca'  
**Subject:** Caledon Structural Improvements MCEA - DRAFT Report

Good Afternoon Trevor,

The Schedule 'B' Municipal Class Environmental Assessment (EA) to consider options for structural improvements to Caledon Bridges and Culverts is nearing completion.

Please find a link to the DRAFT Project File Report for the Caledon Bridges and Culverts Project here:

 [051839\\_Caledon Bridges-Culverts\\_PFR\\_DRAFT \(240222\).pdf](#) for your review.

We would appreciate your comments by May 13, 2024 in order for us to meet our timelines for the Project.

Kind Regards,  
On behalf of the study team,

george.golding@caledon.ca

**Subject:** Caledon Structural Improvements MCEA - DRAFT Report

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

Good Afternoon Chunmei,

The Schedule 'B' Municipal Class Environmental Assessment (EA) to consider options for structural improvements to Caledon Bridges and Culverts is nearing completion.

The previous MECP contact on this project, Trevor Bell, is no longer in position.

Please find a link to the DRAFT Project File Report for the Caledon Bridges and Culverts Project here:

 [051839\\_Caledon Bridges-Culverts\\_PFR\\_DRAFT \(240222\).pdf](#) for your review.

We would appreciate your comments by May 13, 2024 in order for us to meet our timelines for the Project.

Kind Regards,  
On behalf of the study team,



R.J. Burnside & Associates  
128 Wellington Street West, Suite 301, Barrie, Ontario L4N 8J6  
Office: +1 800-265-9662 Direct: +1 705-797-4352  
[www.rjburnside.com](http://www.rjburnside.com)

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Thank you.

\*\*\*\*\*



## Crystal Ferguson

---

**From:** Liu, Chunmei (MECP) <Chunmei.Liu@ontario.ca>  
**Sent:** Thursday, April 11, 2024 3:50 PM  
**To:** Crystal Ferguson; Devin Soeting; george.golding@caledon.ca  
**Cc:** Battarino, Gavin (MECP); Selvakumar, Krishna (MECP)  
**Subject:** RE: Caledon Structural Improvements MCEA - DRAFT Report

Good afternoon, Crystal Ferguson and project team, hope you're all doing well 😊

Thanks for updating us on the project. My colleague Krishna Selvakumar is now responsible for all projects within Halton, Peel and Muskoka areas. Krishana might respond you directly.

Many thanks,  
Chunmei

---

**From:** Crystal Ferguson <Crystal.Ferguson@rjburnside.com>  
**Sent:** Thursday, April 11, 2024 2:17 PM  
**To:** Liu, Chunmei (MECP) <Chunmei.Liu@ontario.ca>  
**Cc:** Battarino, Gavin (MECP) <Gavin.Battarino@ontario.ca>; Devin Soeting <Devin.Soeting@rjburnside.com>; george.golding@caledon.ca  
**Subject:** Caledon Structural Improvements MCEA - DRAFT Report

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

Good Afternoon Chunmei,

The Schedule 'B' Municipal Class Environmental Assessment (EA) to consider options for structural improvements to Caledon Bridges and Culverts is nearing completion.

The previous MECP contact on this project, Trevor Bell, is no longer in position.

Please find a link to the DRAFT Project File Report for the Caledon Bridges and Culverts Project here:

 [051839\\_Caledon Bridges-Culverts\\_PFR\\_DRAFT \(240222\).pdf](#) for your review.

We would appreciate your comments by May 13, 2024 in order for us to meet our timelines for the Project.

Kind Regards,  
On behalf of the study team,



R.J. Burnside & Associates  
128 Wellington Street West, Suite 301, Barrie, Ontario L4N 8J6  
Office: +1 800-265-9662 Direct: +1 705-797-4352  
[www.rjburnside.com](http://www.rjburnside.com)

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## Crystal Ferguson

---

**From:** Selvakumar, Krishna (MECP) <Krishna.Selvakumar@ontario.ca>  
**Sent:** Tuesday, April 16, 2024 8:43 AM  
**To:** Liu, Chunmei (MECP); Crystal Ferguson; Devin Soeting; george.golding@caledon.ca  
**Cc:** Battarino, Gavin (MECP); EA Notices to CRegion (MECP)  
**Subject:** Re: Caledon Structural Improvements MCEA - DRAFT Report

Good morning Crystal,

Thank you for sharing the Draft Project File Report for the Schedule B MCEA to consider options for structural improvements to bridges and culverts in Caledon.

The Draft looks great, and we have no comments at this time.

We're looking forward to receiving the final report.

Kind regards,

**Krish Selvakumar, MFC (he/him)**  
**Environmental Resource Planner/Assessment Coordinator**  
Environmental Assessment Services Section  
Environmental Assessment Branch  
Ministry of the Environment, Conservation and Parks  
T: (437) 240-5922 | [krishna.selvakumar@ontario.ca](mailto:krishna.selvakumar@ontario.ca)



---

**From:** Liu, Chunmei (MECP) <Chunmei.Liu@ontario.ca>  
**Sent:** Thursday, April 11, 2024 3:50 PM  
**To:** Crystal Ferguson <Crystal.Ferguson@rjburnside.com>; Devin Soeting <Devin.Soeting@rjburnside.com>; george.golding@caledon.ca <george.golding@caledon.ca>  
**Cc:** Battarino, Gavin (MECP) <Gavin.Battarino@ontario.ca>; Selvakumar, Krishna (MECP) <Krishna.Selvakumar@ontario.ca>  
**Subject:** RE: Caledon Structural Improvements MCEA - DRAFT Report

Good afternoon, Crystal Ferguson and project team, hope you're all doing well 😊

Thanks for updating us on the project. My colleague Krishna Selvakumar is now responsible for all projects within Halton, Peel and Muskoka areas. Krishana might respond you directly.

Many thanks,  
Chunmei

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**Sent:** Thursday, April 11, 2024 2:17 PM  
**To:** Liu, Chunmei (MECP) <Chunmei.Liu@ontario.ca>  
**Cc:** Battarino, Gavin (MECP) <Gavin.Battarino@ontario.ca>; Devin Soeting <Devin.Soeting@rjburnside.com>;



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## Appendix C

### Public Correspondence

## Crystal Ferguson

---

**From:** Matt Brooks  
**Sent:** Monday, March 08, 2021 3:05 PM  
**To:** Devin Soeting; Andrew Dawson; Deanna De Forest  
**Subject:** FW: Duffy's Lane Project

---

**From:** [REDACTED]  
**Sent:** Monday, March 08, 2021 1:39 PM  
**To:** ian.todhunter@celedon.ca; Matt Brooks <Matt.Brooks@rjburnside.com>  
**Subject:** Duffy's Lane Project

Hello Ian, I have a place at 17030 Duffy's Lane which is in direct contact with one of the three bridges being assessed in the proposed research scheduled for this spring. What is the scope of the assessment to the bridges over Coffee Creek and The Humber River.

Will the research be intrusive to the current infrastructure or is this simply a monitoring program.

What are the objectives of the project?

Thanks for your time

## Sylvia Waters

---

**From:** Matt Brooks  
**Sent:** Thursday, March 25, 2021 4:26 PM  
**To:** [REDACTED]  
**Cc:** Ian Todhunter; 300051839 - Town of Caledon 2020-83 - Bridge & Culvert Works 2020  
**Subject:** RE: Duffy's Lane Project (Kevin Kilinskas comment)

Hello [REDACTED]

Thank you for your inquiry regarding the Duffys lane Project.

An assessment of the three bridges is being completed to consider options for improvements. Options for each of the Patterson Road bridges include a Do Nothing option as well as an option to rehabilitate the bridge, rehabilitate the bridge with widening of the bridge, or replace the bridge with a wider bridge. Future management options are being considered for the Duffy's Lane bridge.

The assessment is being completed under the Municipal Class Environmental Assessment process and will evaluate pros and cons of the improvement options against a set of criteria developed under key areas of the project environment including the natural environment, the social-cultural environment, the technical environment and the financial environment.

A number of studies are being completed to assess the existing conditions of the environment in the Study Area, such as a topographic survey, an assessment of natural features and cultural heritage assessment. At this stage, the majority of the studies are non-intrusive and consist of a desk top review and field reconnaissance. Additional studies, such as a Stage 2 archaeological assessment, may be required, depending on the recommended solution and its potential impacts, including grading and vegetation removal. A Stage 2 Archaeological Assessment would include hand dug test pits in areas of proposed earthworks, where archaeological resources have the potential to be located.

The concept designs of the improvement options are currently being developed and information about the options, potential impacts, constraints and consideration related to the project as well as a recommended option will be presented for public input at a virtual Public Information Centre planned for later this spring.

We will add your contact information to our project contact list to receive future notices about this project

Thank you for your interest in the Municipal Class Environmental Assessment for Structure Improvements. Your comments will become part of the public record for the project.

If you have any other questions or comments regarding the project, please do not hesitate to contact me

Regards,

**Matt Brooks, P.Eng.**  
Manager, Bridge Group

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
Office: +1 800-265-9662 Direct: +1 705-797-4284

---

**From:** [REDACTED]  
**Sent:** Monday, March 08, 2021 1:39 PM  
**To:** [ian.todhunter@celedon.ca](mailto:ian.todhunter@celedon.ca); Matt Brooks <[Matt.Brooks@rjburnside.com](mailto:Matt.Brooks@rjburnside.com)>  
**Subject:** Duffy's Lane Project

Hello Ian, I have a place at 17030 Duffy's Lane which is in direct contact with one of the three bridges being assessed in the proposed research scheduled for this spring. What is the scope of the assessment to the bridges over Coffee Creek and The Humber River.

Will the research be intrusive to the current infrastructure or is this simply a monitoring program.

What are the objectives of the project?

Thanks for your time

## Mishaal Rizwan

---

**From:** Mishaal Rizwan  
**Sent:** Monday, April 24, 2023 2:31 PM  
**To:** [REDACTED]  
**Cc:** Devin Soeting; Andrew Dawson  
**Subject:** Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements  
**Attachments:** 051839EA\_SchB\_Combined\_PIC\_2023\_04\_24.pdf

On behalf of the Town of Caledon, please see the attached Notice of Public Information Centre for the Municipal Class Environmental Assessment for Structure Improvements to Patterson Side Road bridge 1 & 2, and Duffy's Lane bridge in Caledon.

The Town would like to ensure that anyone interested in this Study has the opportunity to provide input into the planning and design of the project.

A virtual Public Information Centre (PIC) will be held on May 8<sup>th</sup>, from 5:00pm to 6:00pm to discuss the project with the Town and its consultants.

Join via the Town website at <https://townofcaledon.webex.com/townofcaledon/j.php?MTID=m0574e4adf54887139c4bcacddcac6a6b>

PIC Information materials will be available on the Town's webpage following the PIC. Your comments on the project and information materials are encouraged by **May 31, 2023**.

To provide comment or request additional information concerning this Study, please contact either of the following Project Team members:

George Golding, P.Eng.  
Project Manager, Engineering Services  
Town of Caledon  
6311 Old Church Road  
Caledon, Ontario L7C 1J6  
T 905-584-2272 x 4523  
[george.golding@caledon.ca](mailto:george.golding@caledon.ca)

Andrew Dawson, P.Eng.  
Project Engineer  
R. J. Burnside & Associates Limited  
15 Townline  
Orangeville, ON L9W 3R4  
T 705-797-4310  
[andrew.dawson@rjburnside.com](mailto:andrew.dawson@rjburnside.com)



Mishaal Rizwan  
Environmental Planner

R.J. Burnside & Associates Limited  
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4  
Office: 800-265-9662 Direct Line: 226-343-7014  
[www.rjburnside.com](http://www.rjburnside.com)





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## Appendix C

### Indigenous Correspondence





November 13, 2020

**Via: Email (Megan.DeVries@mncfn.ca)**

Megan DeVries  
Archaeological Operations Supervisor  
Department of Consultation and Accommodation  
Mississaugas of the Credit First Nation  
4065 Hwy #6,  
Hagersville ON N0A 1H0

Dear Ms. DeVries:

**Re: Information Request  
Caledon Bridges, Patterson Side Road – Schedule B Municipal Class  
Environmental Assessment, Structure Improvements  
Project No.: 300051839.0000**

Thank you for your letter dated October 22, 2020 on behalf of the Department of Consultation and Accommodation, requesting information on a project within the Mississaugas of the Credit First Nation's (MCFN) treaty territory.

The Town of Caledon (Town) has identified a need to consider improvements to its inventory of bridges and culverts as part of the Town of Caledon's Asset Management Strategy and as a result of increased wear and tear on existing infrastructure through increased traffic use.

The Town has initiated a Schedule 'B' Municipal Class Environmental Assessment (EA) to consider options for improvements to two bridges on Patterson Side Road as well as a feasibility investigation to determine future management of the Duffy's Lane bridge. Additionally, the Town is undertaking the detailed design of the Kennedy Road bridge. The locations of the bridges are described below. A map of the locations is provided attached. R.J. Burnside & Associates Limited (Burnside) has been retained by the Town to coordinate the Schedule B EA and complete the detailed design for the bridges.

- Patterson Side Road bridge 1 is located approximately 0.1 km West of Duffy's Lane over the Humber River.
- Patterson Side Road bridge 2 is located approximately 0.03 km East of Duffy's Lane, over the Humber River.
- Duffy's Lane bridge is located 0.03 km South of Patterson Side Road over the Humber River.
- Kennedy Road bridge is located approximately 1.4 km north of Olde Base Line Road over the East Credit/Little Credit River.

A Stage 1 Archaeological Assessment and Cultural Heritage Resource Assessment is being completed in November for the Patterson Road bridges and Duffy's Lane bridge, with reporting anticipated in December 2020. A copy of the draft Stage 1 report will be provided to you for your information when available. The need for a Stage 2 Archaeological Assessment will be determined based on the results of the Stage 1 and the evaluation of a preliminary preferred solution. A Stage 2 Archaeological Assessment will be completed as part of the project if the preliminary preferred solution selected has the potential to impact identified areas of archaeological potential within the study area due to earthworks and ground disturbance.

A Heritage Documentation Report and Stage 2 Archaeological Assessment will be completed for the Kennedy Road bridge following recommendations made in the Heritage Impact Assessment Report (ASI 2016) and Stage 1 Archaeological Assessment (ASI 2016), conducted as part of the EA completed for Kennedy Road bridge in 2018 for the Town by IBI. The field work for the studies is anticipated to be completed in the Spring of 2021. The date for the Stage 2 field work will be confirmed following coordination with Mississaugas of the Credit First Nation (MCFN) for the participation of FLRs closer to the date of the work.

An assessment of the existing terrestrial and aquatic conditions will be completed in support of the EA for the Patterson Road bridges and Duffy's Lane bridge. The assessment consists of a database information review along with a field assessment.

The terrestrial conditions field assessment includes a single season terrestrial habitat assessment adjacent to the bridges and road right-of-ways. The field assessment was completed September 30 and October 23, 2020. The terrestrial habitat assessment consists of a general vegetation inventory and vegetation community mapping completed according to the Ecological Land Classification (ELC) system for Southern Ontario (Lee et al. 1998) and ELC Ecosystem Catalogue: 2008 Version (Lee 2008), where applicable, as well as incidental wildlife observations and characterization of wildlife habitats, including potential habitat for Species at Risk (e.g., bats and birds) within the Study Area corridor. The findings will be summarized in a Terrestrial Assessment Technical Memo.

The aquatic habitat field assessment follows the MTO Environmental Guide for Fish and Fish Habitat (MTO, 2009) for field information collection. The watercourses will be assessed for form, function, morphology and fish habitat (including mussel species). The aquatic field assessment was completed October 30, 2020. The findings will be summarized in an Aquatic Assessment Technical Memo.

The Town of Caledon will be issuing the Notice of Commencement for the Patterson Road bridge improvements EA in the near future. MCFN is included on our Project Contact List to receive the notices about the project.

If you would like to provide comment or request additional information concerning this project, please contact one of the project team members listed below:

Ian Todhunter, P.Eng.  
Senior Project Manager, Engineering  
Services  
Town of Caledon  
6311 Old Church Road  
Caledon ON L7C 1J6  
**T 905-584-2272 x 4065**  
**ian.todhunter@caledon.ca**

Matt Brooks, P.Eng.  
Project Manager

R.J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood ON L9Y 4J6  
**T 705-797-4284**  
**matt.brooks@rjburnside.com**

Yours truly,

**R.J. Burnside & Associates Limited**



Matt Brooks P.Eng.  
Project Manager  
DDF:sc

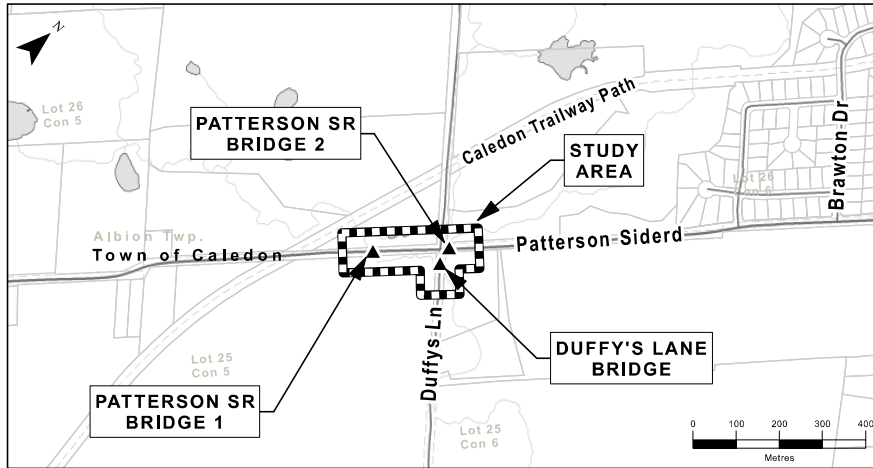
Enclosure(s)      Location Map

cc:      Mark LaForme, MCFN-DOCA (mark.laforme@mncfn.ca)  
Ministry of Heritage, Sport, Tourism, and Culture Industries (archaeology@ontario.ca)

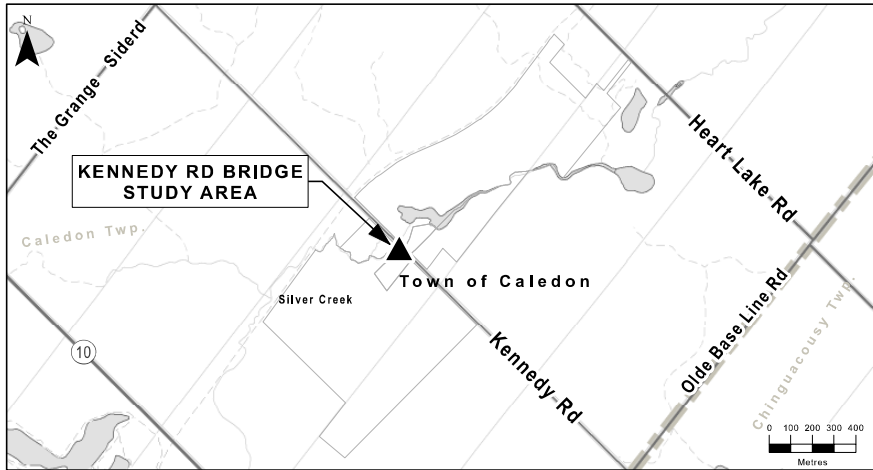
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12/11/2020 2:13 PM

Location of the Patterson Road bridges and Duffy's Lane bridge Schedule B EA Study Area



Location of the Kennedy Road bridge



## Deanna De Forest

---

**From:** Megan DeVries <Megan.DeVries@mncfn.ca>  
**Sent:** Monday, November 16, 2020 9:49 AM  
**To:** Deanna De Forest  
**Cc:** Mark LaForme; archaeology@ontario.ca; Matt Brooks; Ian Todhunter  
**Subject:** RE: 300051839 Caledon Bridges- Patterson Side Rd  
**Attachments:** MCFN FLR Participation Agreement [2020].docx; DOCA Archaeological Review Agreement [2020].docx; MCFN Standards and Guidelines for Archaeology [2020].pdf

Good morning Deanna,

Thank you for reaching out. MCFN has formed the Department of Consultation and Accommodation (“DOCA”) to represent its interests in consultation and accommodation matters. In this regard, it is DOCA’s mandate to ensure that we are directly involved in all planning and development that impacts the integrity of our Territory. DOCA will assess and help alleviate impacts on our rights, land claims, and ways of life by building relationships with governments and private sector proponents. We share a mutual interest in ensuring that projects in the Territory are planned, reviewed, and developed in a manner which ensures healthy communities, ecological protection, and sustainable development for present and future generations in the Territory.

One of the ways we require proponents to engage with us is in providing transparency during the environmental survey and archaeological assessment process. The best way to accomplish this is by having Field Liaison Representatives (“FLRs”) on location while fieldwork is occurring, who can ensure that the Nation’s special interests and concerns are respected and considered during fieldwork. The cultural and natural resources in question are part of MCFN’s territory and heritage and it is our responsibility to ensure their protection, on behalf of the Nation. MCFN’s stewardship of its territory extends through the life of any development project and beyond.

DOCA deploys FLRs to be boots on the ground so that fieldwork by a proponent and their consultants/contractors is carried out with appropriate care, thoroughness, and respect. In the context of MCFN’s Territory, where so much natural and cultural heritage has already been lost or destroyed, MCFN’s monitoring of fieldwork is of utmost importance to ensure that the trail of desecration stops. FLRs are deployed to observe fieldwork, provide cultural advice, act as a direct link back to DOCA and MCFN, and assist with compliance.

The cost for the participation of our FLRs is covered by the proponent, not the consultant, whom we view as having the ultimate responsibility to consult with, and accommodate, the Nation. Therefore, please find attached the agreement that covers MCFN’s participation in the upcoming fieldwork. The costs associated with this involvement reflect a number of expenses not visible at first glance: payment for the FLRs themselves, operational costs for DOCA, and efforts to engage the community to garner feedback on development projects. If you could please fill in the additional required information, highlighted in yellow, and return to us a signed copy so that we may arrange for FLR participation on your project, that would be greatly appreciated. Once a signed agreement is in place, DOCA generally arranges scheduling and other related matters directly with the consultant conducting the fieldwork, unless you prefer otherwise.

Please note that this year, in order to continue maintaining DOCA capacity for fulsome project participation, DOCA will be introducing charges for technical review of project information. In the exercise of its stewardship responsibility, DOCA seeks to work together with project proponents and their archaeological consultants to ensure that archaeological work is done properly and respectfully. DOCA has retained technical advisers with expertise in the field of archaeology. These experts will review the technical aspects and cultural appropriateness of the archaeological assessments and strategies associated with your project. Upon completion of these reviews, MCFN will identify, if necessary, mitigation measures to address any project impacts upon MCFN rights. For cultural materials and human

remains, DOCA may advise that this includes ceremonies required by Anishinaabe law, as well as request adjustments to the proposed fieldwork strategy.

The proponent is expected to pay the costs for MCFN to engage in a technical review of the project. DOCA anticipates at this time that all archaeological review will be undertaken by in-house technical experts, but will advise the proponent if an outside peer-review is required. Please find attached the agreement that covers MCFN's inhouse technical review of the archaeological assessments and strategies associated with your project(s). If you could please fill in the additional required information, highlighted in yellow, and return to us a signed copy, that would be greatly appreciated. After we have received it, we can execute the contract on our end and return the completed contract to you.

Sincerely,  
Megan.

**Megan DeVries, M.A.**  
**Archaeological Operations Supervisor**



**Department of Consultation and Accommodation (DOCA)**  
**Mississaugas of the Credit First Nation (MCFN)**  
4065 Highway 6 North, Hagersville, ON N0A 1H0  
P: 905-768-4260 | M: 289-527-2763  
<http://www.mncfn.ca>

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---

**From:** Deanna De Forest <Deanna.DeForest@rjburnside.com>  
**Sent:** Friday, November 13, 2020 3:30 PM  
**To:** Megan DeVries <Megan.DeVries@mncfn.ca>  
**Cc:** Mark LaForme <Mark.LaForme@mncfn.ca>; archaeology@ontario.ca; Matt Brooks <Matt.Brooks@rjburnside.com>; Ian Todhunter <Ian.Todhunter@caledon.ca>  
**Subject:** 300051839 Caledon Bridges- Patterson Side Rd

Hello Megan DeVries, Archaeological Operations Supervisor

Please find attached our letter outlining the information requested in your October 22, 2020 correspondence to R.J. Burnside and Associates Limited (attached) regarding Caledon Bridges- Patterson Side Rd (20EA-129).

If you would like to provide comment or request additional project information, please feel free to contact either of the project team members listed in the correspondence.

Regards,  
Deanna De Forest

**Deanna De Forest, B.Sc., E.P.**  
Senior Environmental Coordinator

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
**Office:** +1 800-265-9662 **Direct:** +1 705-797-4357

COVID 19: We remain open for business

The health and safety of our employees and clients is of paramount importance. Most of our staff are working remotely and continue to serve clients using our well established collaborative technology platforms. For our full COVID 19 response please [click here](#).

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Thank you.

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## Sylvia Waters

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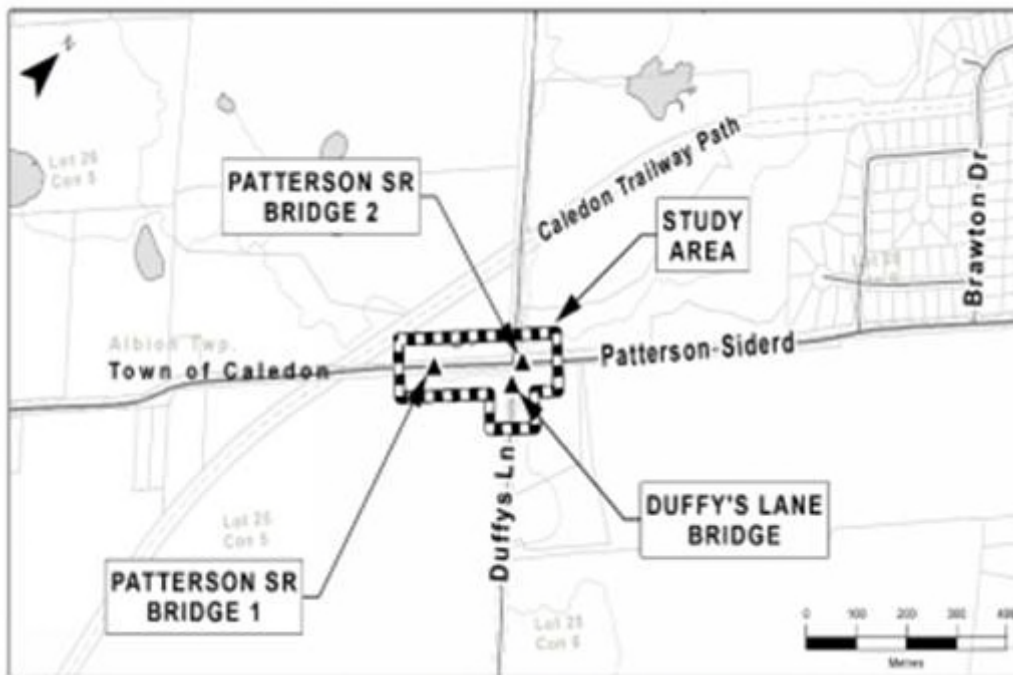
**From:** Deanna De Forest  
**Sent:** Tuesday, February 23, 2021 2:19 PM  
**To:** jocko@sixnationsns.com  
**Cc:** williams.todde@gmail.com; hdi2@bellnet.ca  
**Subject:** 51839\_Municipal Class Environmental Assessment Notice of Commencement for Structure Improvements, Patterson Sideroad and Duffy's Lane bridges, Caledon  
**Attachments:** 051839EA\_Caledon\_SchB\_NoCm\_.pdf

Hello Leroy Hill, Secretary to Haudenosaunee Confederacy

On behalf of the Town of Caledon, please find attached a Notice of Commencement for the Municipal Class Environmental Assessment for Structure Improvements to Patterson Sideroad Bridges 1 and 2 and Duffy's Lane Bridge over the Humber River in Caledon.

The approximate location of the Study Area is illustrated in the map below and on the attached notice.

To provide comment or request additional information, please contact either of the Project Team members identified on the notice.



**Deanna De Forest, B.Sc., E.P.**  
Senior Environmental Coordinator

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
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## Sylvia Waters

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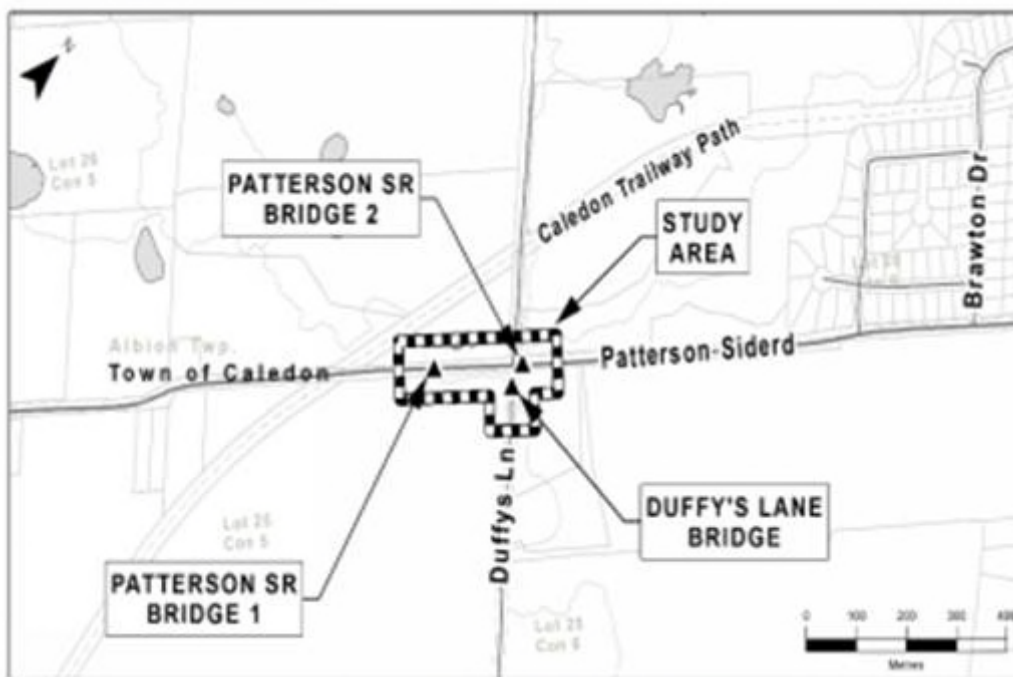
**From:** Deanna De Forest  
**Sent:** Tuesday, February 23, 2021 2:32 PM  
**To:** fawn.sault@mncfn.ca  
**Cc:** Peter.Epler@mncfn.ca; Megan.DeVries@mncfn.ca  
**Subject:** 51839\_Municipal Class Environmental Assessment Notice of Commencement for Structure Improvements, Patterson Sideroad and Duffy's Lane bridges, Caledon  
**Attachments:** 051839EA\_Caledon\_SchB\_NoCm\_.pdf

Hello Fawn Sault, Consultation Manager for the Mississaugas of the Credit First Nation

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Regards,

**Deanna De Forest, B.Sc., E.P.**  
Senior Environmental Coordinator

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
Office: +1 800-265-9662 Direct: +1 705-797-4357

COVID 19: We remain open for business

## Sylvia Waters

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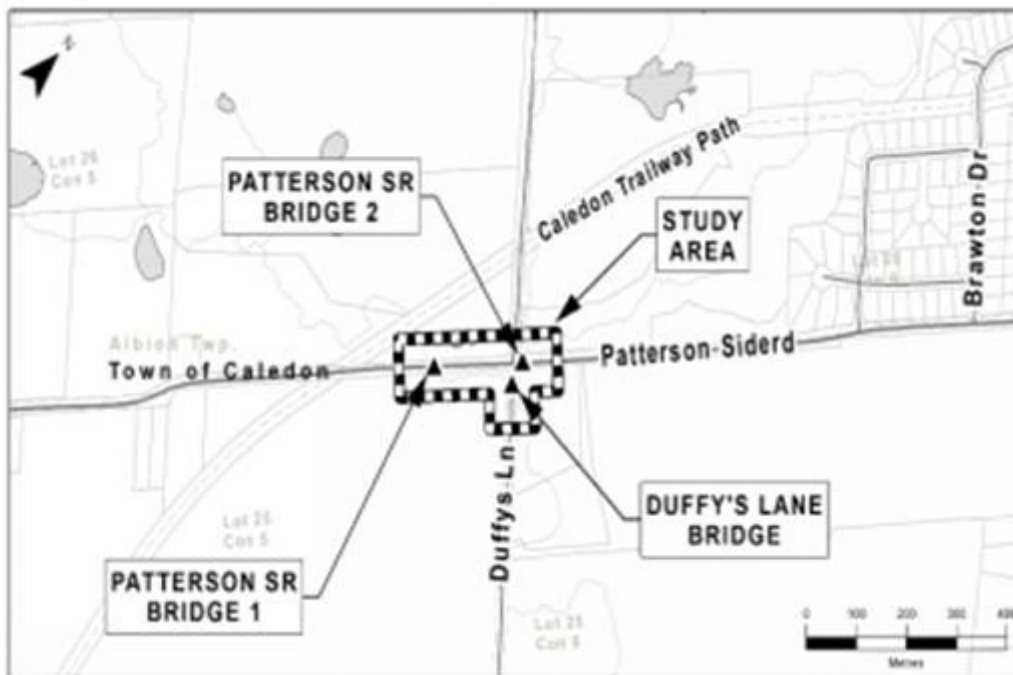
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**Cc:** williams.todde@gmail.com; hdi2@bellnet.ca  
**Subject:** 51839\_Municipal Class Environmental Assessment Notice of Commencement for Structure Improvements, Patterson Sideroad and Duffy's Lane bridges, Caledon  
**Attachments:** 051839EA\_Caledon\_SchB\_NoCm\_.pdf

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To provide comment or request additional information, please contact either of the Project Team members identified on the notice.



**Deanna De Forest, B.Sc., E.P.**  
Senior Environmental Coordinator

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Office: +1 800-265-9662 Direct: +1 705-797-4357

## Sylvia Waters

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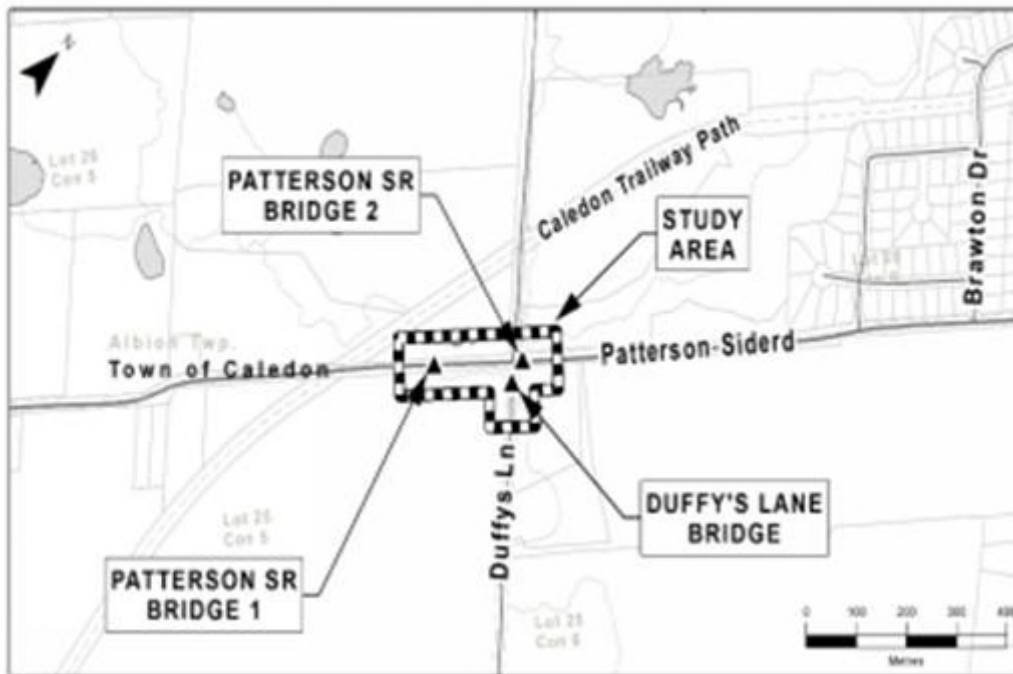
**From:** Deanna De Forest  
**Sent:** Tuesday, February 23, 2021 3:07 PM  
**To:** rlinn@sixnations.ca  
**Cc:** dlaforme@sixnations.ca; lonnybomberry@sixnations.ca; tanyahill-montour@sixnations.ca; markhill@sixnations.ca  
**Subject:** 51839\_Municipal Class Environmental Assessment Notice of Commencement for Structure Improvements, Patterson Sideroad and Duffy's Lane bridges, Caledon  
**Attachments:** 051839EA\_Caledon\_SchB\_NoCm\_.pdf

Hello Robin Linn, Lands and Resources

On behalf of the Town of Caledon, please find attached the Notice of Commencement for the Municipal Class Environmental Assessment for Structure Improvements to Patterson Sideroad Bridges 1 and 2 and Duffy's Lane Bridge over the Humber River in Caledon.

The approximate location of the Study Area is illustrated in the map below and on the attached notice.

To provide comment or to request additional information, please contact either of the Project Team members identified on the notice.



Regards,

**Deanna De Forest, B.Sc., E.P.**  
Senior Environmental Coordinator

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
Office: +1 800-265-9662 Direct: +1 705-797-4357

## Sylvia Waters

---

**From:** Adrian Blake <Adrian.Blake@mncfn.ca>  
**Sent:** Thursday, April 01, 2021 4:08 PM  
**To:** Devin Soeting  
**Cc:** Matt Brooks; Deanna De Forest; Ian Todhunter; Imerritt@asiheritage.ca; 300051839 - Town of Caledon 2020-83 - Bridge & Culvert Works 2020; Megan DeVries  
**Subject:** RE: 2020-83 Caledon Bridges - Patterson SR - MCFN Agreements and Stage 1 Archaeological Assessment Report

Good afternoon Devin,

MCFN-DOCA has now had time to review the Stage 1AA For the Caledon bridge & culvert: Patterson side road bridges lots 25-26, concessions 5-6 project you are undertaking. At this time MCFN had no additional comments for inclusions and is in agreement with the recommendations made within the report. We look forward to continuing to work with R.J. Burnside & Associates Limited as this project progresses.

Best Regards,  
**Adrian Blake, M.S.**  
Field Archaeologist



**Department of Consultation and Accommodation (DOCA)**  
**Mississaugas of the Credit First Nation (MCFN)**  
4065 Highway 6 North, Hagersville, ON NOA 1H0  
M: 905-979-3862  
<http://www.mncfn.ca>

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---

**From:** Devin Soeting <Devin.Soeting@rjburnside.com>  
**Sent:** Tuesday, February 2, 2021 2:02 PM  
**To:** Megan DeVries <Megan.DeVries@mncfn.ca>  
**Cc:** Matt Brooks <Matt.Brooks@rjburnside.com>; Deanna De Forest <Deanna.DeForest@rjburnside.com>; Ian Todhunter <Ian.Todhunter@caledon.ca>; Imerritt@asiheritage.ca; Joelle Williams <Joelle.Williams@mncfn.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>; archaeology@ontario.ca; 300051839 - Town of Caledon 2020-83 - Bridge & Culvert Works 2020 <300051839-TownofCaledon2020-83-BridgeCulvertWorks2020@rjburnside.com>  
**Subject:** 2020-83 Caledon Bridges - Patterson SR - MCFN Agreements and Stage 1 Archaeological Assessment Report

Hi Megan,

Please find the signed copies of the MCFN FLR Participation Agreement and the Archaeological Review Agreement attached, for your review and signatures. Please return a signed copy of each agreement to me once completed.

I've also attached a copy of the Stage 1 Archaeologic Assessment Report, completed by ASI Heritage for your review and reference.

Should you have any questions regarding any of the documents, please don't hesitate to reach me.

Best regards,  
Devin



Devin Soeting, C.E.T., EP, CAN-  
CISEC  
Project Coordinator

R.J. Burnside & Associates Limited  
292 Speedvale Avenue West, Unit 20, Guelph, Ontario N1H  
1C4  
Office: +1 800-265-9662 Direct: +1 226-486-1551  
[www.rjburnside.com](http://www.rjburnside.com)

COVID 19: We remain open for business

The health and safety of our employees and clients is of paramount importance. Most of our staff are working remotely and continue to serve clients using our well established collaborative technology platforms. For our full COVID 19 response please [click here](#).

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\*\*\*\*\*

## Sylvia Waters

---

**From:** Deanna De Forest  
**Sent:** Thursday, April 08, 2021 1:16 PM  
**To:** mario.gros-louis@cnhw.qc.ca  
**Cc:** melanievincent21; Louis Lesage; Devin Soeting; Matt Brooks; Andrew Dawson; Ian Todhunter; Sylvia Waters  
**Subject:** FW: 51839\_Municipal Class Environmental Assessment Notice of Commencement for Structure Improvements, Patterson Sideroad and Duffy's Lane bridges, Caledon  
**Attachments:** 20EA-129 Stage 1 Report.pdf

Hello Mario,

I am forwarding to you the correspondence below which was previously sent to Maxime's attention as I understand you are now the Project Coordinator point of contact for this information.

Please feel free to contact me if you have any questions.

Regards,

Deanna

**Deanna De Forest, B.Sc., E.P.**  
Senior Environmental Coordinator

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Office: +1 800-265-9662 Direct: +1 705-797-4357

---

**From:** Deanna De Forest  
**Sent:** Wednesday, March 31, 2021 3:22 PM  
**To:** Maxime Picard <maxime.picard@cnhw.qc.ca>  
**Cc:** melanievincent21 <melanievincent21@yahoo.ca>; Devin Soeting <Devin.Soeting@rjburnside.com>; Matt Brooks <Matt.Brooks@rjburnside.com>; Andrew Dawson <Andrew.Dawson@rjburnside.com>; Ian Todhunter <Ian.Todhunter@caledon.ca>  
**Subject:** RE: 51839\_Municipal Class Environmental Assessment Notice of Commencement for Structure Improvements, Patterson Sideroad and Duffy's Lane bridges, Caledon

Hello Maxime,

Thank you for your email comments following the Notice of Commencement for the EA for Structure Improvements for Patterson Sideroad and Duffy's Lane bridges in Caledon. Your comments will become part of the public record for the project.

A Stage 1 Archaeological Assessment has been completed for the study area. I have attached a copy of the report for your information. The Stage 1 concluded that parts of the study area exhibit archaeological potential and recommends a Stage 2 Archaeological Assessment in select areas, if impacted.

A Stage 2 Archaeological Assessment will be completed as part of the project if the preliminary preferred solution has the potential to impact identified areas of archaeological potential due to construction activities.

Your request to participate in all archaeological field work for this project is noted.

For your interest, the Mississaugas of the Credit First Nation (MCFN) has also requested to participate in the archaeological field work for this project. The MCFN has an agreement with the Town of Caledon to have a Field Liaison Representative present during archaeological field work, subject to the level of COVID-19 restrictions at the time of the field work, and to review the reporting.

Please let us know if you have any comments following your review of the attached information.

We will keep you informed of any upcoming Stage 2 archaeological field work and will maintain your contact information on the project contact list to receive future notices about the project.

Regards,

Deanna

**Deanna De Forest, B.Sc., E.P.**  
Senior Environmental Coordinator

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Office: +1 800-265-9662 Direct: +1 705-797-4357

---

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

**Sent:** Tuesday, February 23, 2021 4:29 PM

**To:** Deanna De Forest <[Deanna.DeForest@rjburnside.com](mailto:Deanna.DeForest@rjburnside.com)>

**Cc:** melanievincent21 <[melanievincent21@yahoo.ca](mailto:melanievincent21@yahoo.ca)>

**Subject:** RE: 51839\_Municipal Class Environmental Assessment Notice of Commencement for Structure Improvements, Patterson Sideroad and Duffy's Lane bridges, Caledon

Good morning Deanna,

This is to acknowledge reception of your email and notice on the Notice of Commencement for Structure Improvements, Patterson Sideroad and Duffy's Lane bridges.

Please note that the Huron-Wendat Nation is requesting to participate in all archaeological fieldwork of this project as well as receiving copies of the draft reports for review and comments.

Best regards,

Maxime Picard



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

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

Coordonnateur de projets - Ontario

255, Place Chef Michel-Laveau

Wendake (Qc) G0A 4V0

Téléphone : 418-843-3767 # 2105

Courriel : maxime.picard@cnhw.qc.ca



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Think to the environment*

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**De :** Deanna De Forest [<mailto:Deanna.DeForest@rjburnside.com>]

**Envoyé :** 23 février 2021 14:43

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

**Cc :** melanievincent21 <[melanievincent21@yahoo.ca](mailto:melanievincent21@yahoo.ca)>

**Objet :** 51839\_Municipal Class Environmental Assessment Notice of Commencement for Structure Improvements, Patterson Sideroad and Duffy's Lane bridges, Caledon

Hello Maxime Picard, Coordinator of Projects for Huron-Wendat

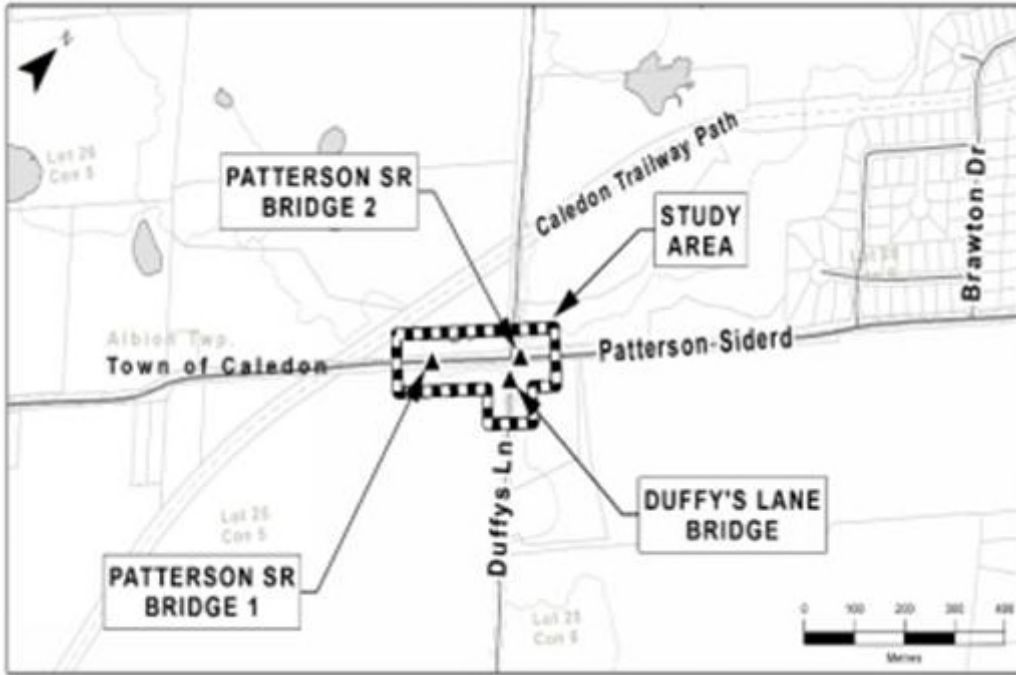
On behalf of the Town of Caledon, please find attached the Notice of Commencement for the Municipal Class Environmental Assessment for Structure Improvements to Patterson Side Road Bridges 1 and 2 and Duffy's Lane Bridge over the Humber River in Caledon.

The approximate location of the Study Area is illustrated in the map below and on the attached notice.

The EA project will include a Stage 1 Archaeological Assessment and a Cultural Heritage Evaluation among other studies planned as part of the project.

To provide comment or to request additional information, please contact either of the Project Team members identified on the notice.





Regards,

**Deanna De Forest, B.Sc., E.P.**  
Senior Environmental Coordinator

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Office: +1 800-265-9662 Direct: +1 705-797-4357

COVID 19: We remain open for business

The health and safety of our employees and clients is of paramount importance. Most of our staff are working remotely and continue to serve clients using our well established collaborative technology platforms. For our full COVID 19 response please [click here](#).

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\*\*\*\*\*

## Mishaal Rizwan

---

**From:** Mishaal Rizwan  
**Sent:** Monday, April 24, 2023 2:31 PM  
**To:** williams.todde@gmail.com; janicewilliams@hdi.land; jocko@sixnationsns.com; hdi2@bellnet.ca  
**Cc:** Devin Soeting; Andrew Dawson  
**Subject:** Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements  
**Attachments:** 051839EA\_SchB\_Combined\_PIC\_2023\_04\_24.pdf

On behalf of the Town of Caledon, please see the attached Notice of Public Information Centre for the Municipal Class Environmental Assessment for Structure Improvements to Patterson Side Road bridge 1 & 2, and Duffy's Lane bridge in Caledon.

The Town would like to ensure that anyone interested in this Study has the opportunity to provide input into the planning and design of the project.

A virtual Public Information Centre (PIC) will be held on May 8<sup>th</sup>, from 5:00pm to 6:00pm to discuss the project with the Town and its consultants.

Join via the Town website at <https://townofcaledon.webex.com/townofcaledon/j.php?MTID=m0574e4adf54887139c4bcacddcac6a6b>

PIC Information materials will be available on the Town's webpage following the PIC. Your comments on the project and information materials are encouraged by **May 31, 2023**.

To provide comment or request additional information concerning this Study, please contact either of the following Project Team members:

George Golding, P.Eng.  
Project Manager, Engineering Services  
Town of Caledon  
6311 Old Church Road  
Caledon, Ontario L7C 1J6  
T 905-584-2272 x 4523  
[george.golding@caledon.ca](mailto:george.golding@caledon.ca)

Andrew Dawson, P.Eng.  
Project Engineer  
R. J. Burnside & Associates Limited  
15 Townline  
Orangeville, ON L9W 3R4  
T 705-797-4310  
[andrew.dawson@rjburnside.com](mailto:andrew.dawson@rjburnside.com)



Mishaal Rizwan  
Environmental Planner

R.J. Burnside & Associates Limited  
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4  
Office: 800-265-9662 Direct Line: 226-343-7014  
[www.rjburnside.com](http://www.rjburnside.com)



## Mishaal Rizwan

---

**From:** Mishaal Rizwan  
**Sent:** Monday, April 24, 2023 2:31 PM  
**To:** mario.grosLouis@cnhw.qc.ca; melanievincent21@yahoo.ca  
**Cc:** Devin Soeting; Andrew Dawson  
**Subject:** Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements  
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[www.rjburnside.com](http://www.rjburnside.com)



## Mishaal Rizwan

---

**From:** Mishaal Rizwan  
**Sent:** Monday, April 24, 2023 2:31 PM  
**To:** Peter.Epler@mncfn.ca  
**Cc:** Devin Soeting; Andrew Dawson  
**Subject:** Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements  
**Attachments:** 051839EA\_SchB\_Combined\_PIC\_2023\_04\_24.pdf

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Town of Caledon  
6311 Old Church Road  
Caledon, Ontario L7C 1J6  
T 905-584-2272 x 4523  
[george.golding@caledon.ca](mailto:george.golding@caledon.ca)

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Project Engineer  
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Orangeville, ON L9W 3R4  
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[andrew.dawson@rjburnside.com](mailto:andrew.dawson@rjburnside.com)



Mishaal Rizwan  
Environmental Planner

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[www.rjburnside.com](http://www.rjburnside.com)



## Mishaal Rizwan

---

**From:** Mishaal Rizwan  
**Sent:** Monday, April 24, 2023 2:31 PM  
**To:** markhill@sixnations.ca; tanyahill-montour@sixnations.ca; lonnybomberry@sixnations.ca  
**Cc:** dlaforme@sixnations.ca; Devin Soeting; Andrew Dawson  
**Subject:** Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements  
**Attachments:** 051839EA\_SchB\_Combined\_PIC\_2023\_04\_24.pdf

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Office: 800-265-9662 Direct Line: 226-343-7014  
[www.rjburnside.com](http://www.rjburnside.com)



## Mishaal Rizwan

---

**From:** Mishaal Rizwan  
**Sent:** Tuesday, April 25, 2023 11:15 AM  
**To:** MCFN.Consultation; Abby LaForme; DOCA.Admin@mncfn.ca  
**Cc:** Devin Soeting; Andrew Dawson  
**Subject:** FW: Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements  
**Attachments:** 051839EA\_SchB\_Combined\_PIC\_2023\_04\_24.pdf

Hello,

I understand Peter Epler has left his position with MCFN-DOCA. Please see below the email I sent him yesterday and the attached Notice.

Thank you,



**Mishaal Rizwan**  
Environmental Planner

R.J. Burnside & Associates Limited  
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4  
**Office:** 800-265-9662 **Direct Line:** 226-343-7014  
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---

**From:** Mishaal Rizwan  
**Sent:** Monday, April 24, 2023 2:31 PM  
**To:** Peter.Epler@mncfn.ca  
**Cc:** Devin Soeting <Devin.Soeting@rjburnside.com>; Andrew Dawson <Andrew.Dawson@rjburnside.com>  
**Subject:** Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements

On behalf of the Town of Caledon, please see the attached Notice of Public Information Centre for the Municipal Class Environmental Assessment for Structure Improvements to Patterson Side Road bridge 1 & 2, and Duffy's Lane bridge in Caledon.

The Town would like to ensure that anyone interested in this Study has the opportunity to provide input into the planning and design of the project.

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To provide comment or request additional information concerning this Study, please contact either of the following Project Team members:

George Golding, P.Eng.  
Project Manager, Engineering Services

Andrew Dawson, P.Eng.  
Project Engineer

Town of Caledon  
6311 Old Church Road  
Caledon, Ontario L7C 1J6  
T 905-584-2272 x 4523  
[george.golding@caledon.ca](mailto:george.golding@caledon.ca)

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**Mishaal Rizwan**  
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Office: 800-265-9662 Direct Line: 226-343-7014  
[www.rjburnside.com](http://www.rjburnside.com)



## Mishaal Rizwan

---

**From:** Abby LaForme <Abby.LaForme@mncfn.ca>  
**Sent:** Friday, April 28, 2023 2:10 PM  
**To:** Mishaal Rizwan  
**Cc:** Devin Soeting; Andrew Dawson; Mark LaForme  
**Subject:** RE: Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good Afternoon Mishaal,

My name is Abby (LaForme) Lee and I am the Acting Consultation Coordinator for the Mississaugas of the Credit First Nation (MCFN), Department of Consultation and Accommodation (DOCA). Thank you for reaching out for consultation regarding the MCEA for Structure Improvements to Patterson Side Road Bridge 1 & 2, and Duffy's Lane Bridge in Caledon.

MCFN DOCA has a question regarding whether any new construction will be conducted for this project? If new construction is being done on this project, MCFN DOCA would like to see a Stage 1 report done to determine if there is any Archaeological Potential in the area. MCFN DOCA would like to review and comment on the Stage 1 Archaeological Report. If the Study requires Stage 2 work, MCFN DOCA would be expected to have in-field involvement. The cost of this involvement will be at the cost of the proponent.

Thank you

**Abby (LaForme) Lee**  
**Acting Consultation Coordinator**



**Mississaugas of the Credit First Nation (MCFN)**  
**Department of Consultation & Accommodation (DOCA)**  
**4065 Highway 6, Hagersville, ON N0A 1H0**  
**Ph: (905) 768 – 4260**  
**Email: [Abby.LaForme@mncfn.ca](mailto:Abby.LaForme@mncfn.ca)**

---

**From:** Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com>  
**Sent:** Tuesday, April 25, 2023 11:15 AM  
**To:** MCFN.Consultation <MCFN.Consultation@mncfn.ca>; Abby LaForme <Abby.LaForme@mncfn.ca>; DOCA Admin <DOCA.Admin@mncfn.ca>  
**Cc:** Devin Soeting <Devin.Soeting@rjburnside.com>; Andrew Dawson <Andrew.Dawson@rjburnside.com>  
**Subject:** FW: Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements

Hello,



I understand Peter Epler has left his position with MCFN-DOCA. Please see below the email I sent him yesterday and the attached Notice.

Thank you,



**Mishaal Rizwan**  
Environmental Planner

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---

**From:** Mishaal Rizwan  
**Sent:** Monday, April 24, 2023 2:31 PM  
**To:** [Peter.Epler@mncfn.ca](mailto:Peter.Epler@mncfn.ca)  
**Cc:** Devin Soeting <[Devin.Soeting@rjburnside.com](mailto:Devin.Soeting@rjburnside.com)>; Andrew Dawson <[Andrew.Dawson@rjburnside.com](mailto:Andrew.Dawson@rjburnside.com)>  
**Subject:** Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements

On behalf of the Town of Caledon, please see the attached Notice of Public Information Centre for the Municipal Class Environmental Assessment for Structure Improvements to Patterson Side Road bridge 1 & 2, and Duffy's Lane bridge in Caledon.

The Town would like to ensure that anyone interested in this Study has the opportunity to provide input into the planning and design of the project.

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<https://townofcaledon.webex.com/townofcaledon/j.php?MTID=m0574e4adf54887139c4bcacddcac6a6b>

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George Golding, P.Eng.  
Project Manager, Engineering Services  
Town of Caledon  
6311 Old Church Road  
Caledon, Ontario L7C 1J6  
T 905-584-2272 x 4523  
[george.golding@caledon.ca](mailto:george.golding@caledon.ca)

Andrew Dawson, P.Eng.  
Project Engineer  
R. J. Burnside & Associates Limited  
15 Townline  
Orangeville, ON L9W 3R4  
T 705-797-4310  
[andrew.dawson@rjburnside.com](mailto:andrew.dawson@rjburnside.com)



**Mishaal Rizwan**  
Environmental Planner

R.J. Burnside & Associates Limited  
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4  
Office: 800-265-9662 Direct Line: 226-343-7014  
[www.rjburnside.com](http://www.rjburnside.com)



**From:** Tanya Hill-Montour <tanyahill-montour@sixnations.ca>  
**Sent:** Sunday, April 30, 2023 8:18 AM  
**To:** Mishaal Rizwan  
**Subject:** Re: Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

SNGREC has interest in the Town of Caledon structural improvements. Has there been an Archaeological survey completed?

Kind Regards,

**Tanya-Hill Montour** B.A Hons.  
Six Nations of the Grand River - Archaeology Supervisor.  
c.226.388.0665  
e. tanyahill-montour@sixnations.ca

On Apr 24, 2023, at 2:31 PM, Mishaal Rizwan <Mishaal.Rizwan@rjburnside.com> wrote:

On behalf of the Town of Caledon, please see the attached Notice of Public Information Centre for the Municipal Class Environmental Assessment for Structure Improvements to Patterson Side Road bridge 1 & 2, and Duffy's Lane bridge in Caledon.

The Town would like to ensure that anyone interested in this Study has the opportunity to provide input into the planning and design of the project.

A virtual Public Information Centre (PIC) will be held on May 8<sup>th</sup>, from 5:00pm to 6:00pm to discuss the project with the Town and its consultants.

Join via the Town website at  
<https://townofcaledon.webex.com/townofcaledon/j.php?MTID=m0574e4adf54887139c4bcacddcac6a6b>

PIC Information materials will be available on the Town's webpage following the PIC. Your comments on the project and information materials are encouraged by **May 31, 2023**.

To provide comment or request additional information concerning this Study, please contact either of the following Project Team members:

George Golding, P.Eng.  
Project Manager, Engineering Services  
Town of Caledon  
6311 Old Church Road

Andrew Dawson, P.Eng.  
Project Engineer  
R. J. Burnside & Associates Limited  
15 Townline

Caledon, Ontario L7C 1J6  
T 905-584-2272 x 4523  
[george.golding@caledon.ca](mailto:george.golding@caledon.ca)

Orangeville, ON L9W 3R4  
T 705-797-4310  
[andrew.dawson@rjburnside.com](mailto:andrew.dawson@rjburnside.com)

<image001.gif>

**Mishaal Rizwan**  
Environmental Planner

R.J. Burnside & Associates Limited  
292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4 <image002.gif>  
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Thank you.

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<051839EA\_SchB\_Combined\_PIC\_2023\_04\_24.pdf>

**From:** Devin Soeting  
**Sent:** Tuesday, April 16, 2024 10:58 AM  
**To:** Deanna De Forest; Crystal Ferguson  
**Subject:** FW: Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements

---

**From:** Tanya Hill-Montour <tanyahill-montour@sixnations.ca>  
**Sent:** Wednesday, April 10, 2024 10:37 AM  
**To:** George Golding <George.Golding@caledon.ca>  
**Cc:** Devin Soeting <Devin.Soeting@rjburnside.com>  
**Subject:** RE: Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements

Hi George,

It was delightful to have conversation.

At this time upon review SNGREC don't have comments, but looking forward to conversations in the design phase.

*Nia':wen ko:wa (thankyou)*

*Tanya Hill-Montour*  
SNGR Archaeological Supervisor  
226.388.0665

---

**From:** George Golding <[George.Golding@caledon.ca](mailto:George.Golding@caledon.ca)>  
**Sent:** Monday, April 8, 2024 1:50 PM  
**To:** Tanya Hill-Montour <[tanyahill-montour@sixnations.ca](mailto:tanyahill-montour@sixnations.ca)>  
**Cc:** Devin Soeting <[Devin.Soeting@rjburnside.com](mailto:Devin.Soeting@rjburnside.com)>  
**Subject:** [External] RE: Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements

Good Afternoon Tanya,

Its George Golding from the Town of Caledon. As discussed earlier on this afternoon, can you please review the stage 1 archeological assessment that was included within the draft EA document that we provided to you previously. The original email and links for the shared EA document are included within this email. If you could review in the next couple of days, that would be very much appreciated as we want to file the EA as soon as possible in order for our consultant (RJ Burnside and Associates) to proceed to the detailed design stage.

Thank you again for your time today and your help.

George

**George Golding, P.Eng.**  
Senior Project Manager, Stormwater  
Engineering, Public Works & Transportation Department

Office: 905.584.2272 x 4523  
Cell: 437.326.8995  
Email: [george.golding@caledon.ca](mailto:george.golding@caledon.ca)

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**From:** George Golding  
**Sent:** Wednesday, February 28, 2024 9:39 AM  
**To:** Tanya Hill-Montour <[tanyahill-montour@sixnations.ca](mailto:tanyahill-montour@sixnations.ca)>  
**Cc:** Devin Soeting <[Devin.Soeting@rjburnside.com](mailto:Devin.Soeting@rjburnside.com)>  
**Subject:** RE: Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements

Good Morning Tanya,

Thanks again for your time last Monday, it was good to talk to you. My apologies for not getting this to you sooner; I was out of office yesterday and didn't have a chance to get this information for you until now. Please see the following link for the draft EA report as well as the PIC slide:

[Duffy's Lane and Paterson Sideroad EA - Town of Caledon](#)

You can find additional information related to this EA on the Town's website via the following link:  
[Public Notice: Patterson/Duffy's Lane Bridge Environmental Assessment - Town of Caledon \(esolg.ca\)](#)

Please let me know if you and your team have any questions regarding this information. As discussed, I would be more than happy to set up either a virtual or in-person meeting with you, RJ Burnside and Associates (consultant) and myself to go over anything.

Thank you,

George

**George Golding, P.Eng.**  
Senior Project Manager, Stormwater  
Engineering, Public Works & Transportation Department

Office: 905.584.2272 x 4523  
Cell: 437.326.8995  
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**From:** Tanya Hill-Montour <[tanyahill-montour@sixnations.ca](mailto:tanyahill-montour@sixnations.ca)>  
**Sent:** Thursday, May 25, 2023 5:49 PM  
**To:** Mishaal Rizwan <[Mishaal.Rizwan@rjburnside.com](mailto:Mishaal.Rizwan@rjburnside.com)>  
**Cc:** George Golding <[George.Golding@caledon.ca](mailto:George.Golding@caledon.ca)>; Devin Soeting <[Devin.Soeting@rjburnside.com](mailto:Devin.Soeting@rjburnside.com)>  
**Subject:** RE: Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements

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Thank you so much Mishaal, is there a timeframe for review ?

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**From:** Mishaal Rizwan <[Mishaal.Rizwan@rjburnside.com](mailto:Mishaal.Rizwan@rjburnside.com)>  
**Sent:** Thursday, May 25, 2023 2:38 PM  
**To:** Tanya Hill-Montour <[tanyahill-montour@sixnations.ca](mailto:tanyahill-montour@sixnations.ca)>  
**Cc:** [George.Golding@caledon.ca](mailto:George.Golding@caledon.ca); Devin Soeting <[Devin.Soeting@rjburnside.com](mailto:Devin.Soeting@rjburnside.com)>  
**Subject:** RE: Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements

Hello Tanya,

Please find attached the Stage 1 Archaeological Assessment report for your review.

Additionally, please note that the slides from the Public Information Centre are available on the Town's project webpage: <https://www.caledon.ca/en/news/public-notice-patterson-duffy-s-lane-bridge-environmental-assessment.aspx>

If you are interested, George Golding, the Town of Caledon Project Manager, can arrange a call with you to go over the projects and next steps.

Best regards,



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**From:** Tanya Hill-Montour <[tanyahill-montour@sixnations.ca](mailto:tanyahill-montour@sixnations.ca)>  
**Sent:** Wednesday, May 03, 2023 1:44 PM  
**To:** Mishaal Rizwan <[Mishaal.Rizwan@rjburnside.com](mailto:Mishaal.Rizwan@rjburnside.com)>  
**Subject:** RE: Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements

Good afternoon

Most definitely

Kind Regards,

*Tanya Hill-Montour* B.A Hons.

Six Nations of the Grand River - Archaeology Supervisor.

c.226.388.0665

e. [tanyahill-montour@sixnations.ca](mailto:tanyahill-montour@sixnations.ca)

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**From:** Mishaal Rizwan <[Mishaal.Rizwan@rjburnside.com](mailto:Mishaal.Rizwan@rjburnside.com)>

**Sent:** Wednesday, May 3, 2023 1:03 PM

**To:** Tanya Hill-Montour <[tanyahill-montour@sixnations.ca](mailto:tanyahill-montour@sixnations.ca)>

**Subject:** RE: Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements

Good afternoon,

Yes, a Stage 1 Archaeological Assessment was completed for the project. Is SNGREC interested in reviewing the report?

Best regards,



**Mishaal Rizwan**  
Environmental Planner

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292 Speedvale Avenue West, Unit 20, Guelph, Ontario, N1H 1C4  
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**From:** Tanya Hill-Montour <[tanyahill-montour@sixnations.ca](mailto:tanyahill-montour@sixnations.ca)>

**Sent:** Sunday, April 30, 2023 8:18 AM

**To:** Mishaal Rizwan <[Mishaal.Rizwan@rjburnside.com](mailto:Mishaal.Rizwan@rjburnside.com)>

**Subject:** Re: Town of Caledon Notice of Public Information Centre - Municipal Class Environmental Assessment for Structure Improvements

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Kind Regards,

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Project Manager, Engineering Services  
Town of Caledon  
6311 Old Church Road  
Caledon, Ontario L7C 1J6  
T 905-584-2272 x 4523  
[george.golding@caledon.ca](mailto:george.golding@caledon.ca)

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Project Engineer  
R. J. Burnside & Associates Limited  
15 Townline  
Orangeville, ON L9W 3R4  
T 705-797-4310  
[andrew.dawson@rjburnside.com](mailto:andrew.dawson@rjburnside.com)

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**Mishaal Rizwan**  
Environmental Planner

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