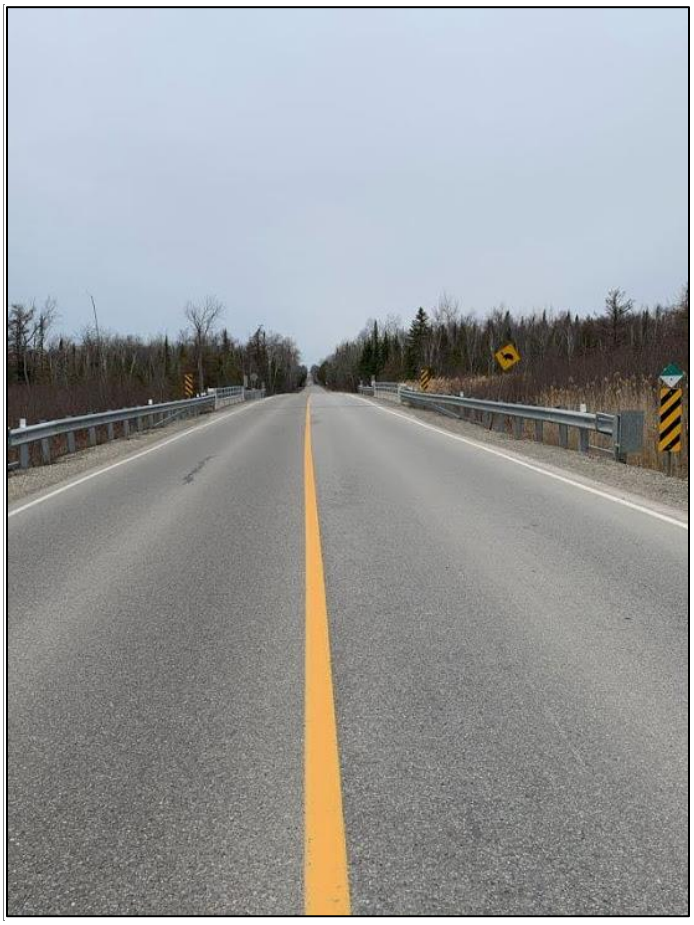
PROJECT FILE REPORT



Schedule "B" Municipal Class Environmental Assessment Study, Winston Churchill Boulevard from Beechgrove Sideroad to Caledon East Garafraxa Town Line, Town of Caledon, Ontario

MP Project No.: CCO-21-4346

Prepared for:

TOWN OF CALEDON

Town of Caledon
6311 Old Church Road
Caledon, Ontario L7C 1J6

Prepared by:

McINTOSH PERRY

McIntosh Perry Consulting Engineers
6240 Highway 7, Suite 200
Woodbridge, ON L4H 4G3

PROJECT FILE REPORT
SCHEDULE "B" MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY, WINSTON CHURCHILL BOULEVARD FROM BEECHGROVE SIDEROAD TO CALEDON EAST GARAFRAXA TOWN LINE, TOWN OF CALEDON, ONTARIO

Prepared for:

TOWN OF CALEDON

Town of Caledon
6311 Old Church Road
Caledon, Ontario L7C 1J6

Prepared by:

McINTOSH PERRY

McIntosh Perry Consulting Engineers Ltd.
6240 Highway 7, Suite 200
Woodbridge, ON L4H 4G3

May 16, 2024

Prepared by:

Nathan Farrell, MCIP, RPP
Senior Environmental Planner

Reviewed and Approved by:

Alex Siciliano, P.Eng.
Project Manager

McINTOSH PERRY

May 16, 2024
MP Project No.: CCO-21-4346

Town of Caledon
6311 Old Church Road
Caledon, Ontario L7C 1J6

Attention: Braydon A. D. Sharer, P.Eng., Project Manager, Capital Infrastructure Engineering Capital Design & Construction Division, Engineering Services Department

RE: Project File Report: Schedule "B" Municipal Class Environmental Assessment Study, Winston Churchill from Beechgrove Sideroad to Caledon East Garafraxa Town Line, Town of Caledon, Ontario.

Dear Mr. Sharer,

McIntosh Perry Consulting Engineers Ltd. (now Egis) is pleased to submit this Project File Report for the Schedule "B" Municipal Class Environmental Assessment to the Town of Caledon.

This Project File Report provides a comprehensive review of the various solutions, the evaluation criteria, and the final recommendation for the technically preferred solution for Winston Churchill Boulevard from Beechgrove Sideroad to Caledon East Garafraxa Town Line. Our team has conducted an in-depth review of the study area, road conditions, servicing needs, and stakeholder/public requirements. In particular, this report is intended to:

- Provide a background to the study;
- Define the nature and extent of the problem and opportunity, and explain the source of the concern or issue and the need for a solution;
- Outline the existing transportation and environmental (natural, social, cultural) conditions within the study area;
- Provide the alternative solutions considered;
- Provide evaluation followed and selection of the technically preferred solution;
- Summarize the public consultation program employed, and
- Define follow-up commitments.

If you have any questions or require any additional information, please contact the undersigned.

Sincerely,

Alex Siciliano, P.Eng.
McIntosh Perry Consulting Engineers Ltd.
Project Manager

EXECUTIVE SUMMARY

The continued growth in the population of Caledon is creating challenges for the Town, including increased wear and tear on existing infrastructure through increased traffic use, the considerable amount of new infrastructure due to growth, and the increased expectations as to the type and quality of services that the Town provides. To address these challenges, the Town has established a Growth-Related Roads program, which includes the following segments of Winston Churchill Boulevard:

- Beechgrove Sideroad to Highpoint Sideroad (3.1 km)
- Highpoint Sideroad to Caledon / East Garafraxa Townline (3.5 km)

The overall objective of this project is to consider reconstruction Winston Churchill Boulevard from Beechgrove Sideroad to the Caledon / East Garafraxa Townline for a total length of 6.6 km. Potential benefits of this reconstruction project include addressing the deteriorating road condition, improving vehicular traffic safety and operations, enhancing safety and connectivity for pedestrians and cyclists, enhancing livability and promoting healthy living in the community, supporting economic vitality and improving environmental sustainability and stormwater management. The project is anticipated to be completed in two consecutive stages, with the 3.1 km long segment from Beechgrove Sideroad to Highpoint Sideroad planned for implementation in the 2024 construction season, and the 3.5 km segment from Highpoint Sideroad to Caledon / East Garafraxa Townline planned for implementation in the 2025 construction season, pending funding and approvals.

Winston Churchill Boulevard is a north-south roadway that predominately forms the western boundary of Peel Region with the eastern boundaries of Halton Region and Wellington County. The road begins at the boundaries of the City of Mississauga and the Town of Oakville, at Lakeshore Road in the south and continues through Caledon where it terminates at the Caledon / East Garafraxa Townline. Winston Churchill Boulevard shares jurisdiction between a number of regions and municipalities, with the northern most segment from Beechgrove Sideroad to Caledon / East Garafaxa Townline falling under joint jurisdiction between the Town of Caledon, Town of Erin and Township of East Garafraxa, where if forms the boundary between any two of these municipalities. The majority of adjacent land in this area is either residential housing, vacant land, natural areas or agricultural property.

Within the study area, Winston Churchill Boulevard is identified as a medium capacity arterial roadway, with a two-lane cross-section and a posted speed of 70 km/h. The existing roadway consists of a 10.7 m - 12.0 m wide rural cross-section with an average annual daily traffic (AADT) volume in the range of 2,500 to 3,200 vehicles per day. The current Pavement Condition Index (PCI) rating for the majority of the roadway is 9 to 12 or “Very-Poor” with a small (500m) section noted at a PCI of 46 or “Poor” under the 2018 Asset Management Plan for the Town of Caledon.

The Town of Caledon (Town) retained McIntosh Perry Consulting Engineers Ltd. (McIntosh Perry) to undertake a Schedule “B” Municipal Class Environmental Assessment (MCEA) study in accordance with the MCEA process (October 2000, amended 2011, 2015 and 2017), approved under the Ontario *Environmental Assessment Act*,

in order to identify recommendations for design of Winston Churchill Boulevard, taking into account various municipal engineering, environmental, socio-economic and cultural impacts.

This Project File Report has been prepared to present the results of the MCEA study and has been prepared to document the consultation program, findings of technical background studies, the evaluation of alternative design solutions and the selected technically preferred alternative design.

This MCEA study considered three (3) alternative design concepts to address the problem opportunity statement:

- **Alternative 1:** Do nothing.
- **Alternative 2:** Rehabilitate the existing Roadway.
- **Alternative 3:** Reconstruct the existing roadway.

Each alternative was reviewed in consideration of the established evaluation criteria, which include the following:

- **Transportation / Technical** – Criteria to evaluate whether the alternative design concept addresses the transportation problems and opportunities identified along the Winston Churchill Boulevard corridor, as well as evaluate the technical suitability and engineering characteristics of the design concept.
- **Natural Environment** – Criteria used to evaluate effects on the natural heritage systems, natural environment and habitats, air, and water quality.
- **Social and Cultural Environment** – Criteria used to evaluate effects on businesses, community and social features, properties, and archaeological, built and cultural heritage features within the study area.
- **Implementation** – Criteria used to evaluate the financial implications and implementation opportunities.

The preferred alternative was selected based on a combination of results from the evaluation criteria scoring matrix, public feedback, and subsequent design discussions with the Town of Caledon.

The preferred alternative includes a modified implementation of Alternative 2, consisting of rehabilitation of the existing roadway with consideration given to improving the existing platform to a consistent width through minor widenings in select areas. The preferred alternative selected for implementation consists of a 9.5 m platform width, including a 1.25 m wide fully paved shoulder, and includes full-depth removal of asphalt, granulars and subgrade material to allow for the placement of the new paving.

Environmental concerns and commitments made during the study were carried forward into detail design of the Contract Tender and Drawings for implementation during construction.

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1.0 INTRODUCTION

The continued growth in the population of Caledon is creating challenges for the Town, including increased wear and tear on existing infrastructure through increased traffic use, the considerable amount of new infrastructure due to growth, and the increased expectations as to the type and quality of services that the Town provides. To address these challenges, the Town has established a Growth-Related Roads program, which includes the following segment of Winston Churchill Boulevard:

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The overall objective of this project is to reconstruct Winston Churchill Boulevard from Beechgrove Sideroad to the Caledon / East Garafraxa Townline for a total length of 6.6 km (**Figure 1**). Potential benefits of this reconstruction project include addressing the deteriorating road condition, improving vehicular traffic safety and operations, enhancing safety and connectivity for pedestrians and cyclists, enhancing livability and promoting healthy living in the community, supporting economic vitality and improving environmental sustainability and stormwater management. The project is anticipated to be completed in two consecutive stages, with the 3.1 km long segment from Beechgrove Sideroad to Highpoint Sideroad planned for implementation in the 2024 construction season, and the 3.5 km segment from Highpoint Sideroad to Caledon / East Garafraxa Townline planned for implementation in the 2025 construction season, pending funding and approvals

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Within the study area, Winston Churchill Boulevard is identified as a medium capacity arterial roadway, with a two-lane cross-section and a posted speed of 70 km/h. The existing roadway consists of a 10.7m - 12.0m wide rural cross-section with an average annual daily traffic (AADT) volume in the range of 2,500 to 3,200 vehicles per day. The current Pavement Condition Index (PCI) rating for the majority of the roadway is 9 to 12 or “Very-Poor” with a small (500m) section noted at a PCI of 46 or “Poor” under the 2018 Asset Management Plan for the Town of Caledon.

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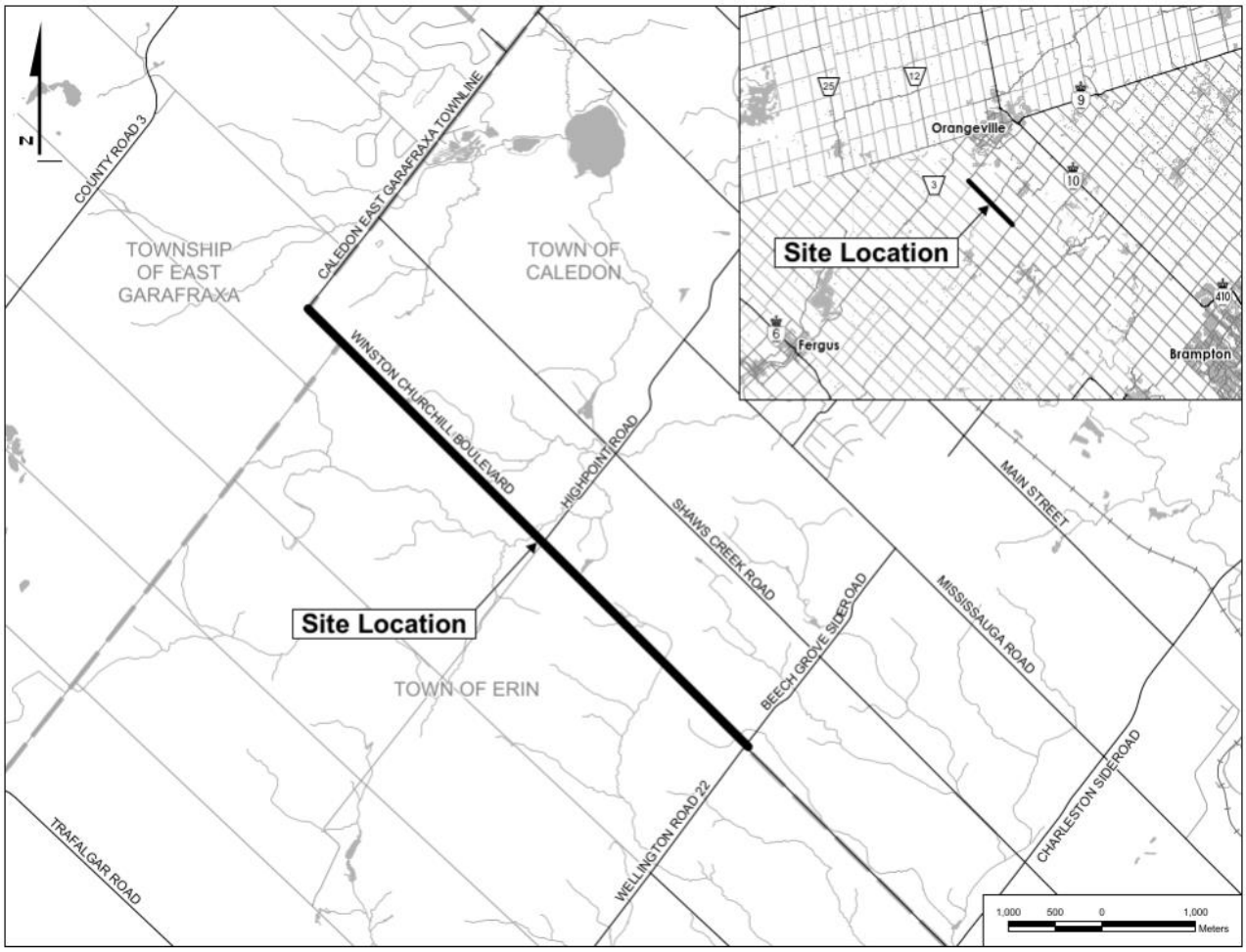


Figure 1: Winston Churchill Boulevard Study Area Key Map

2.0 CLASS ENVIRONMENTAL ASSESSMENT PROCESS

2.1 Ontario's Environmental Assessment Act

Ontario's *Environmental Assessment Act* (EAA) was passed in 1975 and was proclaimed in 1976. The EAA requires proponents to examine and document the environmental effects that could result from major projects or activities and their alternatives. Municipal undertakings became subject to the EAA in 1981. The EAA's comprehensive definition of the environment is:

- Air, land or water;
- Plant and animal life, including human life;
- The social, economic and cultural conditions that influence the life of humans or community;
- Any building, structure, machine or other device or thing made by humans;
- Any solid, liquid, gas, odour, heat, sound, vibration, or radiation resulting directly or indirectly from human activities, and
- Any part of a combination of the foregoing and the interrelationships between any two or more of them, in or of Ontario.

The purpose of the EAA is the betterment of the people as a whole, or any part of Ontario, by providing for the protection, conservation and wise management of the environment (RSO 1990, c.18, s.2). It is the objective of the EAA proponents to ensure that decisions result from a rational, objective, transparent, replicable, and impartial planning process.

To meet the requirements of Ontario's EAA, class environmental assessments were approved by the Minister of the Environment in 1987 as a means of obtaining project-specific approval under the EAA. The Class EA approach streamlines the planning and approvals process for projects that are:

- Recurring;
- Similar in nature;
- Usually limited in scale;
- Predictable in the range of environmental impacts, and
- Responsive to mitigation.

2.2 Municipal Class Environmental Assessment Process

The MCEA, prepared by the Municipal Engineers Association (MEA) (October 2000, amended 2011, 2015 and 2017) outlines the procedures to be followed to satisfy Class EA requirements for water, wastewater, stormwater management and road projects. The MCEA process provides municipalities with a five-phase planning procedure approved under the EAA for proponents to follow to meet Ontario's EA requirements.

- **Phase 1:** Problem or Opportunity Statement
- **Phase 2:** Identification and Evaluation of Alternative Solutions
- **Phase 3:** Examination of Alternative Methods

- **Phase 4:** Documentation of the Class EA Process
- **Phase 5:** Implementation and Monitoring.

Projects subject to the Class EA process are classified into the following four "Schedules" based on the degree of the expected impacts.

- **Schedule "A":** Projects are limited in scale, have minimal adverse effects and include the majority of municipal maintenance and operational activities. These projects are pre-approved and may proceed directly to Phase 5 for implementation without following the other phases.
- **Schedule "A+":** Projects are limited in scale and have minimal adverse effects. These projects are pre-approved and may proceed directly to Phase 5 for implementation without following the other phases. However, the public is to be advised prior to project implementation, though there is no ability for the public to request a Part II Order.
- **Schedule "B":** Projects have the potential for some adverse environmental effects. The municipality is required to undertake a screening process (Phases 1 and 2) involving mandatory contact with directly affected public and relevant review agencies to ensure that they are aware of the project and that their concerns are being addressed. Schedule "B" project require that a Project File report be prepared and submitted for review by the public and review agencies. If there are no outstanding concerns, then the municipality may proceed to Phase 5 for implementation.
- **Schedule "C":** Projects have the potential for significant environmental effects and must proceed under the full planning and documentation procedures specified in the MCEA Document (Phases 1 to 4). Schedule "C" projects require that an Environmental Study Report be prepared and submitted for review by the public and review agencies. If there are no outstanding concerns, then the municipality may proceed to Phase 5 for implementation.

Figure 2 illustrates the MCEA planning and design process with the phases required for each schedule.

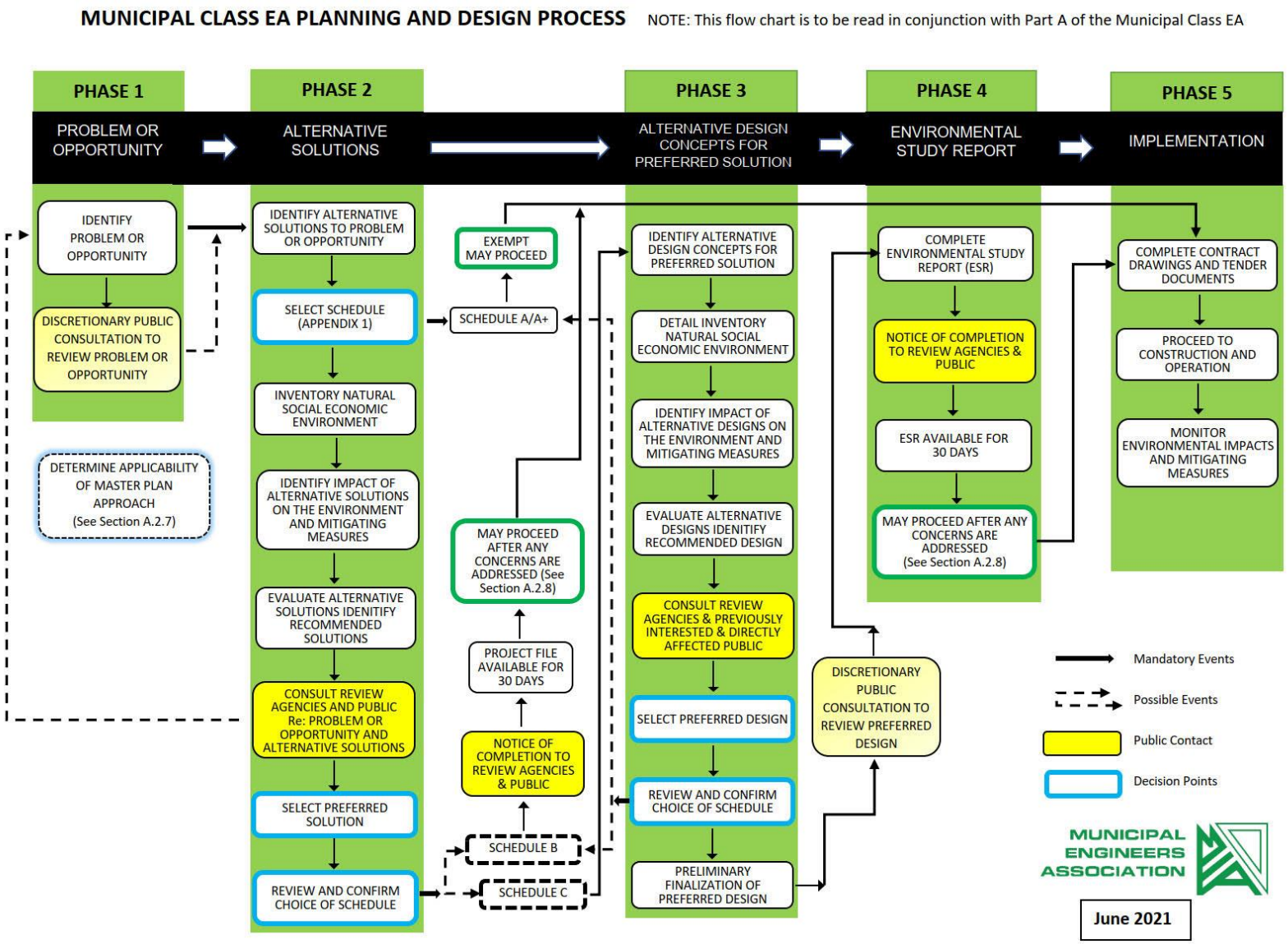


Figure 2: Municipal Class EA Planning and Design Process

2.2.1 Schedule B Classification

The Winston Churchill Boulevard MCEA study is designated as a Schedule "B" undertaking. A Schedule "B" undertaking must fulfill the first two phases of the MCEA process before moving on to the implementation phase. The MCEA planning phases undertaken for this study are listed below.

Phase 1: Identify the Problem / Opportunity
This phase involves identifying the problem/opportunity and describing it in sufficient detail to formulate a clear problem/opportunity statement. It is important that this statement is concise and considers the goals and objectives of the MCEA, as it is used to dictate the scope of the project.

Phase 2: Identify and Evaluate Alternative Solutions to the Problem/Opportunity
This phase involves undertaking the following six steps:

- Identify reasonable alternative solutions to the problem/opportunity statement described in Phase 1;
- Prepare a general inventory of the existing natural, social and economic environments of the study area;
- Identify the net positive and negative effects of each alternative solution including mitigating measures, where possible;
- Evaluate the alternative solutions against a holistic set of criterion;
- Consult with review agencies and the public to solicit comments and input; and
- Select/confirm the technically preferred solution.

2.2.1.1 Mandatory Principles

The planning process followed not only adheres to the guidelines outlined by the MCEA document, but reflects the following five mandatory principles of MCEA planning under the EAA:

- Consultation with affected parties early on and throughout the process, such that the planning process is a cooperative venture;
- Consideration of a reasonable range of alternatives, both functionally different alternative to the project (known as alternative solutions) and alternative methods of implementing the preferred solution;
- Identification and consideration of the effects of each alternative on all aspects of the environment;
- Systematic evaluation of alternatives in terms of their advantages and disadvantages, to determine their net environmental effects; and
- Provision of clear and complete documentation of the planning process followed to allow 'traceability' of decision-making with respect to the project.

Following these five principles ensures that the MCEA process is devoted to the prevention of problems and environmental damage through planning and decision-making, recognizing that research and evaluation of possible impacts have been considered prior to implementation of the project.

2.2.2 Impact Assessment Act

On August 28, 2019, the *Impact Assessment Act* (IAA) replaced the former *Canadian Environmental Assessment Act* (CEEA), 2012. The projects and activities that are subject to the IAA are very similar to those that were subject to an environmental assessment under the CEAA, 2012. However, some changes have been made to the "Project List", such as new thresholds or projects have been introduced or increased. Under the IAA, only those projects designated by the Physical Activities Regulations or designated by the Minister of Environment on a discretionary basis may be subject to federal environmental assessment.

It has been determined that this project does not include physical activities identified on the list and is therefore not subject to the IAA process.

3.0 STUDY OVERVIEW

Phase 1 of the MCEA study requires a clear and concise Problem/Opportunity Statement, followed by Phase 2 Alternative Solutions considered to address the identified Problem/Opportunity. At this point in the study, the details of the Alternative Solutions are considered 'preliminary' until a Preferred Solution is adopted by the Town of Caledon to carry forward into detail design.

3.1 Phase 1 – Problem/Opportunity Statement

The continued growth in the population of Caledon is creating challenges for the Town, including increased wear and tear on existing infrastructure through; increased traffic use, the considerable amount of new infrastructure due to growth, and the increased expectations as to the type and quality of services that the Town provides.

Problem/Opportunity Statement:

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

- Transportation, Traffic Operations and Safety
- Active Transportation (cycling) needs
- Structural culvert rehabilitation requirements
- Roadway drainage and stormwater management

3.2 Phase 2 – Alternative Solutions

To address the Problem/Opportunity Statement the following three (3) Alternative Solutions were developed:

- **Alternative 1:** Do nothing.
- **Alternative 2:** Rehabilitate the existing road.
- **Alternative 3:** Reconstruct the existing road.

3.2.1 Alternative 1 - Do Nothing

Alternative Design Concept 1 is to Do Nothing, as illustrated in **Figure 3**. This alternative is included to provide a base to which other alternatives can be compared.

No measures to improve the condition of the road segment will be considered and therefore the road would remain in its present condition (problems which have been identified will remain unresolved and conditions would continue to deteriorate).

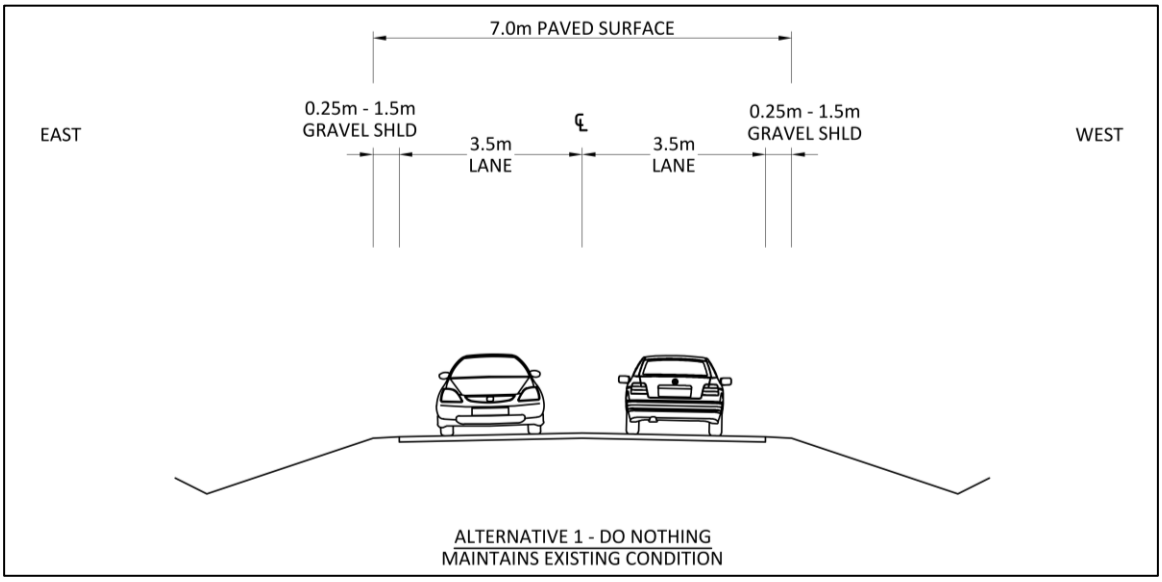


Figure 3: Alternative 1 – Do Nothing

3.2.2 Alternative 2 – Rehabilitate Existing Road

Alternative Design Concept 2 **(Figure 4)** involves Rehabilitation of the road segment including partial depth removal, pavement structure rehabilitation, paved shoulders, drainage improvements, and culvert replacements.

Maintains the current cross-section (+/- 9.0 m road platform) while providing enhanced accommodation for active transportation users through the addition of a paved shoulder.

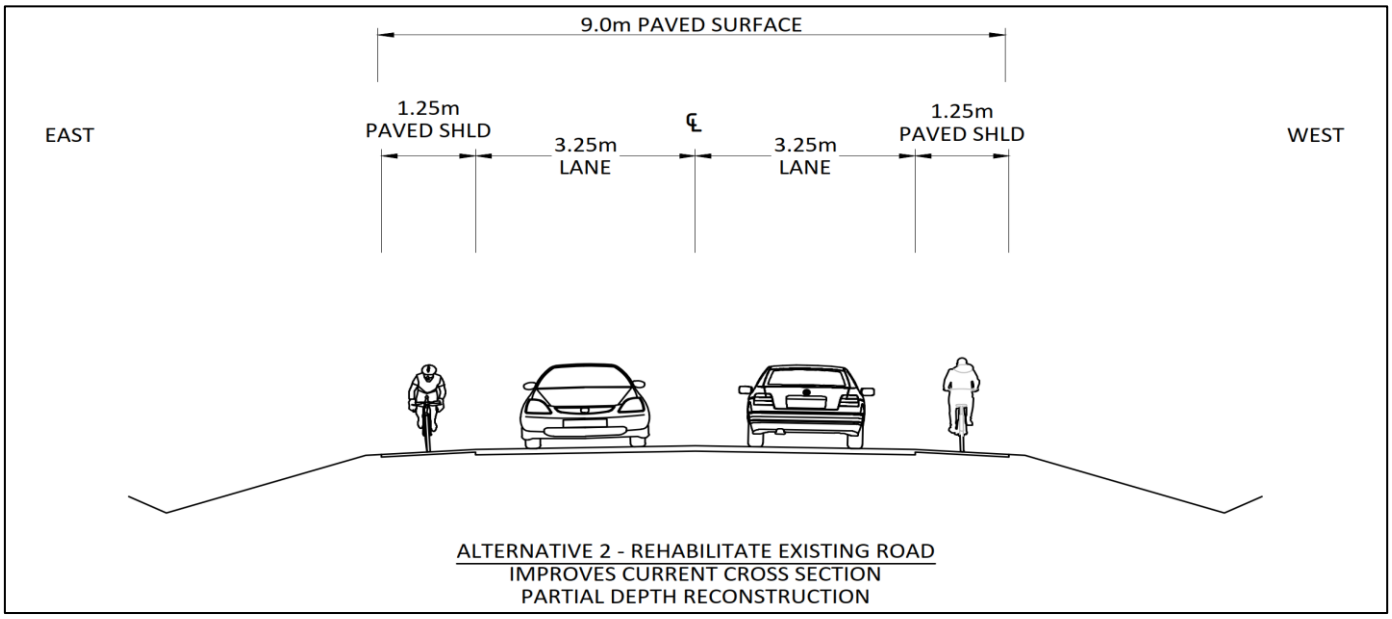


Figure 4: Alternative 2 – Rehabilitate Existing Road

3.2.3 Alternative 3 – Reconstruct Existing Road

Alternative Design Concept 3 **(Figure 5)** involves full depth removal of the road pavement structure and replacement with newly designed pavement structure, culvert replacement, and other items mentioned in Alternative 2.

Implement the preferred Cross-Section (9-10 m Road Platform) and would include cycling facilities to improve road safety for drivers and cyclists.

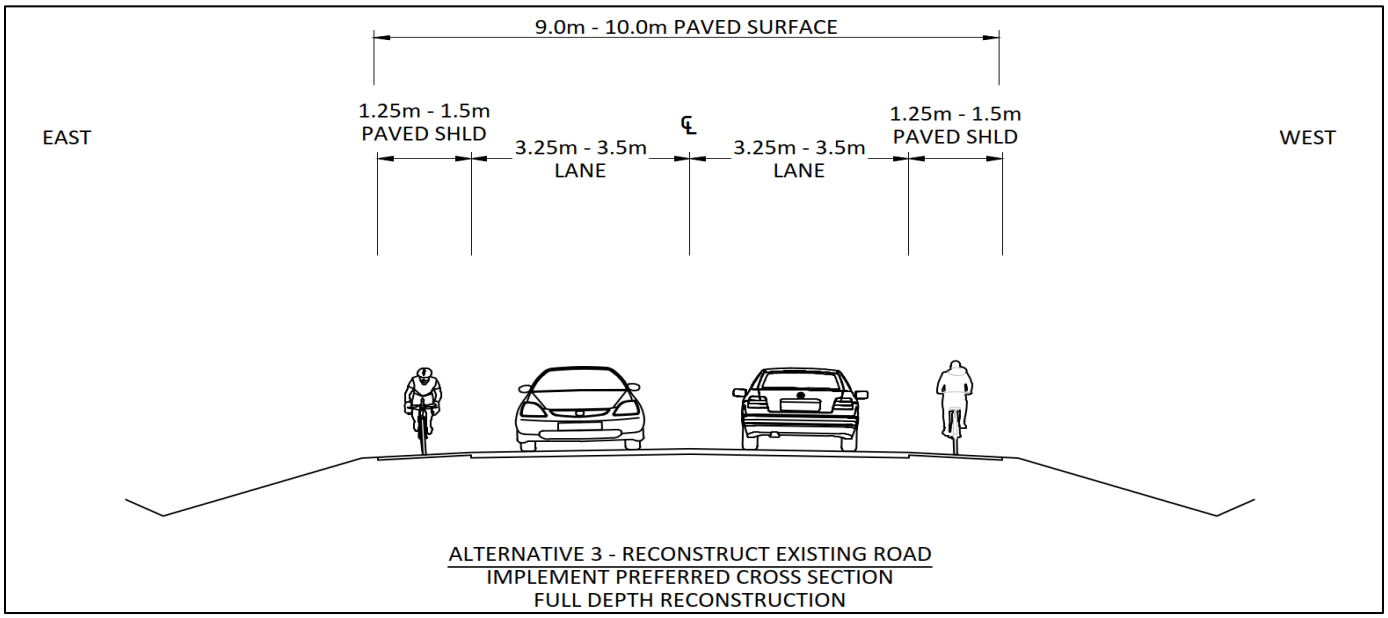


Figure 5: Alternative 3 – Reconstruct Existing Road

4.0 INVENTORY OF EXISTING CONDITIONS

This section presents an overview of the background information (secondary source information) and the results of the field investigations undertaken specifically for this study. The following sections provide a summary of the existing natural, socio-economic, and cultural environments, as well as the existing infrastructure conditions of Winston Churchill Boulevard within the project limits.

4.1 Natural Environmental Conditions

Determining the existing natural environmental conditions of the study area is required to assess the potential impacts of each alternative option considered as part of this MCEA study.

A desktop review was undertaken to collect background data and document all known natural features within the study area, prior to undertaking field investigations. Information was obtained from the following sources during the desktop review:

- Wildlife atlases for birds and herpetofauna, (Bird Studies Canada et al. 2006, Ontario Nature, 2019);
- Ministry of Natural Resources and Forestry (MNRF) Land Information Ontario (LIO) database;
- MNRF Make a Map: Natural Heritage Areas mapping application;
- The Ontario Geological Survey Earth (OGS Earth) geoscience database (MNRF, 2020);
- Department of Fisheries and Oceans (DFO) Aquatic Species at Risk Mapping Tool;
- Fish ON-Line;
- Credit Valley Conservation Authority (CVC);
- Credit Valley Source Protection Authority (CVSPA), and
- Region of Peel Official Plan (2021);
- County of Wellington Official Plan (2021);
- Township of Caledon Official Plan (2018), and
- Town of Erin Official Plan (2021).

Field investigations were conducted by Mcintosh Perry Biologists on September 16, October 20 and December 16, 2021 to collect site-specific information related to terrestrial and aquatic ecosystems within the study area. Field investigations included identification of the following where applicable:

- Existing vegetation communities;
- Wetland areas;
- Existing fish and aquatic habitat;
- Reptiles, amphibians and associated habitat;
- Species at Risk (SAR) and their habitat;
- Resident or migrant bird and wildlife species;
- Critical habitat areas, and
- Existing socio-economic and land uses surrounding the study area.

For detailed information obtained through McIntosh Perry's desktop review and field investigations at the Winston Churchill Boulevard study area, please refer to the *Existing Environmental Conditions Report* available by request from the Town. **Figures 6 & 7** illustrate a summary of Constraints and Opportunities identified within the study area. The following sections summarize the natural environmental conditions of the study area.

4.1.1 Vegetation

The study area is located within the Lake Simcoe-Rideau Ontario Ecoregion (Ecoregion 6E), of the Mixedwood Plains Ecozone within the Great Lakes-St. Lawrence Forest Region (Crins et al., 2009). The region is largely comprised of cropland (57%), pastures (44.4%), and abandoned fields (12.8%). Forested areas of the Lake Simcoe-Rideau Ecoregion are composed primarily of deciduous forest (16%) with some additional coniferous and mixed forests. Typical tree species include green ash (*Fraxinus pennsylvanica*), silver maple (*Acer saccharinum*), red maple (*Acer rubrum*), eastern white cedar (*Thuja occidentalis*), yellow birch (*Betula alleghaniensis*), balsam fir (*Abies balsamea*), black ash (Fraxinus nigra), black spruce (*Picea mariana*), tamarack (*Larix laricina*) and numerous other species (Crins et al., 2009).

The study area is dominated by agricultural land, wetland, forested areas and residential properties. Vegetation species within the study area are representative of roadside corridors in southern Ontario, with a high proportion of non-native species. No species at risk (SAR) or rare vegetation was identified during the field investigations.

4.1.1.1 Tree Inventory and Assessment

Per Section 3.2 EXEMPTIONS, the Woodlands Conservation By-Law does not apply to: "(viii) activities authorized under the Environmental Assessment Act R.S.O. 1990, c. E. 18.". However, the Town elected to conduct a project-specific *Tree Inventory and Assessment* for this study area, prepared by McIntosh Perry, dated November 11, 2022, which available by request from the Town.

The tree inventory and assessment included all trees > 10 cm diameter at breast height (DBH) located within the Right-of-way (ROW) and proposed roadway alignment improvement areas. Trees that were within 2 m of the project area boundaries (i.e., private lands) were also included in this report. Tree health assessment were graded on a scale ranging from Dead, Poor, Fair and Good based on characteristics such as trunk integrity, canopy structure and canopy vigour.

Following a comprehensive examination of the project's detailed design, it has been concluded that there will be a need to undertake the removal of specific existing trees within the Town's ROW to effectively reinstate proper drainage for the roadway and uphold paramount considerations for public safety. The Town is working with their internal departments and the Credit Valley Conservation Authority to offset the loss, in the form of compensation planting elsewhere in the Town, cash in lieu, or a combination thereof.

4.1.2 Wetland Habitat

Two (2) Provincially Significant Wetlands (PSW) are located within the study area. The Alton Hillsburgh Wetland Complex and West Credit River Wetland Complex are evaluated as PSW swamp types.

4.1.3 Wildlife

Characteristic wildlife of the area includes: white-tailed deer (Odocoileus virginianus), northern raccoon (*Procyon lotor*), striped skunk (*Mephitis mepthitis*), woodchuck (*Marmota monax*), red-spotted newt (*Notophthalmus viridescens*), snapping turtle (*Chelydra serpentina*), eastern garter snake (*Thamnophis sirtalis irtalis*) and common watersnake (*Nerodia sipedon*). Representative bird species include field sparrow (*Spizella pusilla*), grasshopper sparrow (*Ammodramus savnnarum*), and eastern meadowlark (*Sturnella magna*) (Crins et al., 2009). A white-tailed deer wintering area (stratum 2) is located south of Beechgrove Sideroad outside of the study area.

During the 2021 field investigations, 48 species of birds were observed within the study area including two (2) species at risk (SAR): Rusty Blackbird (*Euphagus carolinus*) and a Barn Swallow (*Hirundo rustica*).

No migratory or SAR bird nests were observed associated with the culverts during the natural science field investigations.

4.1.4 Fisheries and Aquatic Ecosystems

The watercourses associated with the Winston Churchill Boulevard study area include multiple unnamed tributaries of two (2) branches of the Credit River. Due to their status as unnamed, the watercourses in the study area have been attributed a name based on the branch of the Credit River in which they connect to, Erin Branch or Alton Branch. Land Information Ontario (LIO) and Aquatic Resource Area (ARA) mapping has defined the branches of Credit River as a cold-water watercourse known to contain a range of fish species.

The field investigations were completed using detailed habitat evaluations for approximately 50 m upstream and 150 m downstream of the structures within the study area, where conditions allowed. Due to low water levels or seasonal conditions, assessments were based on observed conditions during the field investigations. As such watercourse habitat information was recorded only.

Centreline Culverts 7, 8 and 10, tributaries of the Credit River, Erin Branch provide seasonal, indirect fish habitat. No fish were observed during the field investigations. Centreline Culverts 1, 2, 3, 5 and 6 were determined not be fish habitat.

Centreline Culvert 4 is a tributary of the Credit River, Alton Branch and consisted of 15% run, 80% pool, 5% riffle with a mean wetted depth of approximately 0.1 m, 0.2 m and 0.1 m respectively. The substrate consisted of silt and muck. The banks were stable and the percentage of the watercourse that was shaded was between 30-60%. In-stream cover consisted of 5% instream and 20% overhanging vascular plants. It was noted the watercourse was mostly groundwater with very little flow. No fish were observed during the field investigations.

Bridge B26002030 is part of the Alton Branch of the Credit River and consisted of 80% run, 20% pool with a mean wetted depth of approximately 0.70 m, and a mean wetted width of approximately 4 m. The substrate consisted of silt and muck. The banks were stable and the percentage of the watercourse that was shaded was between 1-30%. In-stream cover consisted of 5% instream and 15% overhanging of large woody debris and 5%

organic debris. Some watercress was present. Brook trout (*Salvelinus fontinalis*), creek chub (*Semotilus atromaculatus*) and central mudminnow (*Umbra limi*) were observed during the field investigations and provides potential spawning habitat for Brook Trout as well as for specialized baitfish such as creek chub and Central Mudminnow.

Bridge B26002326 is a tributary of the Credit River, Alton Branch and consisted of 40% run, 20% pool, 40% riffle with a mean wetted depth of approximately 0.15 m, 0.5 m and 0.08 m respectively, and a mean wetted width of approximately 3 m, >10 m and 2 m respectively. The substrate consisted of silt, detritus, gravel, with some cobbles and boulders. The banks were stable and the percentage of the watercourse that was shaded was between 60-90%. In-stream cover consisted of 10% undercut banks, 5% boulders, 5% cobble, 30% instream large woody debris, 30% overhanging large woody debris, 10% organic debris and 10% vascular plants. Watercress was abundant. A beaver dam is present approximately 4 m upstream of the bridge. Brook trout, western blacknose dace (*Rhinichthys obtusus*) and lamprey sp. (native) (*Ichthyomyzon/Lampetra sp.*) were observed during the field investigations. There is potential brook trout spawning habitat present, with abundant undercut banks and riffle features.

4.1.5 Species at Risk

Ontario wildlife atlases were reviewed for SAR Element Occurrence (EO) records within 5 km of the study area. The Ontario Reptile and Amphibian Atlas (Ontario Nature, 2021) identified records of:

- Jefferson salamander (*Ambystoma jeffersonianum*);
- Midland painted turtle (*Chrysemys picta marginata*); and
- Snapping turtle (*Chelydra serpentina*).

Potential habitat was identified for Jefferson salamander within the PSW with adequate deciduous and mixed forest habitat. Potential nesting habitat for turtle species was identified within the adequate gravels and sand bars present within the study area.

The Ontario Breeding Bird Atlas (Bird Studies Canada et al., 2006) identified eight (8) SAR birds known to occur within 10 km of the study area:

- Bank swallow (*Riparia riparia)*;
- Barn swallow (*Hirundo rustica)*;
- Bobolink (*Dolichonyx oryzivorus*);
- Canada warbler (*Cardellina canadensis*);
- Chimney swift (Chaetura pelagica);
- Eastern meadowlark (*Sturnella magna*);
- Grasshopper sparrow (*Ammodramus savannarum*), and
- Wood thrush (*Hylocichla mustelina)*.

Potential habitat was identified for barn swallow on the bridge (Structure No. B26002030) and structural culvert (Structure No. B26002326), however, no nests were identified. Due to the lack of nests within the study

area, no suitable nesting habitat is present. The open fields (grassed and agricultural) surrounding the study area may provide habitat for species such as bobolink, eastern meadowlark and grasshopper sparrow. Additionally, the wooded areas surrounding the study area may provide suitable habitat for eastern wood-pewee and wood thrush.

MNRF Make a Map: Natural Heritage Areas (Natural Heritage Information Centre) mapping application identified the following SAR within 5 km of the study area:

- Bobolink;
- Canada warbler;
- Eastern meadowlark, and
- Snapping turtle.

DFO Aquatic SAR mapping tool found no aquatic SAR records within the study area; however, within the Credit River southeast of the study area, the following species is listed:

- Redside dace (*Clinostomus elongatus*).

Correspondence with the MECP indicated the presence of the following species potentially present within the study area:

- Butternut (Juglans cinerea);
- Eastern small-footed myotis (Myotis leibii);
- Little brown myotis (Myotis lucifugus); and
- Northern myotis (Myotis septentrionalis).

During the field investigation one (1) barn swallow was observed flying over the study area, but no nesting was identified. One (1) rusty blackbird was also observed within the study area; however, no suitable habitat is present and was determined to be a fall migrant. Barn swallows are listed as a species of special concern both provincially and federally. Rusty blackbirds are listed as a species concern species both provincially and federally. No other SAR were observed during the field investigation.

It should be noted that the adjacent forested areas, Alton Hillsburgh Wetland Complex and West Credit River Wetland Complex area surrounding the study area, could be potentially used by SAR bats as maternity roosting trees. Furthermore, common milkweed (*Asclepias syriaca*) was observed within the Winston Churchill Boulevard study area and therefore, it is possible that monarch use this area for various life stages.

4.1.6 Groundwater

A search of the publicly accessible MECP well records within 500 m of the study area identified 51 domestic wells, constructed between 1948 and 2020 for a variety of purposes including domestic, livestock, commercial and monitoring (MECP, 2019). Evidence of groundwater seepage was present within the study area at numerous locations, indicated by the presence of watercress and iron staining.

4.1.7 Surface Water

The watercourses within the Winston Churchill Boulevard study area are tributaries of the Credit River. The headwaters of the Credit River flow from the Niagara Escarpment near Orangeville and Caledon East and into Lake Ontario at Port Credit, Mississauga.

4.1.8 Credit Valley Source Protection Area

The study area is located within the Credit Valley Source Protection Area (CVSPA), which is subject to the CVC Source Protection Plan (CVC, 2019). The Winston Churchill Boulevard study area is located within a Significant Groundwater Recharge Area and Highly Vulnerable Aquifers. The study area is also located approximately 600 m west from a Wellhead Protection Area (WHPA) and 900 m west of a Wellhead Protection Area Groundwater Under Direct Influence (WHPA-E).

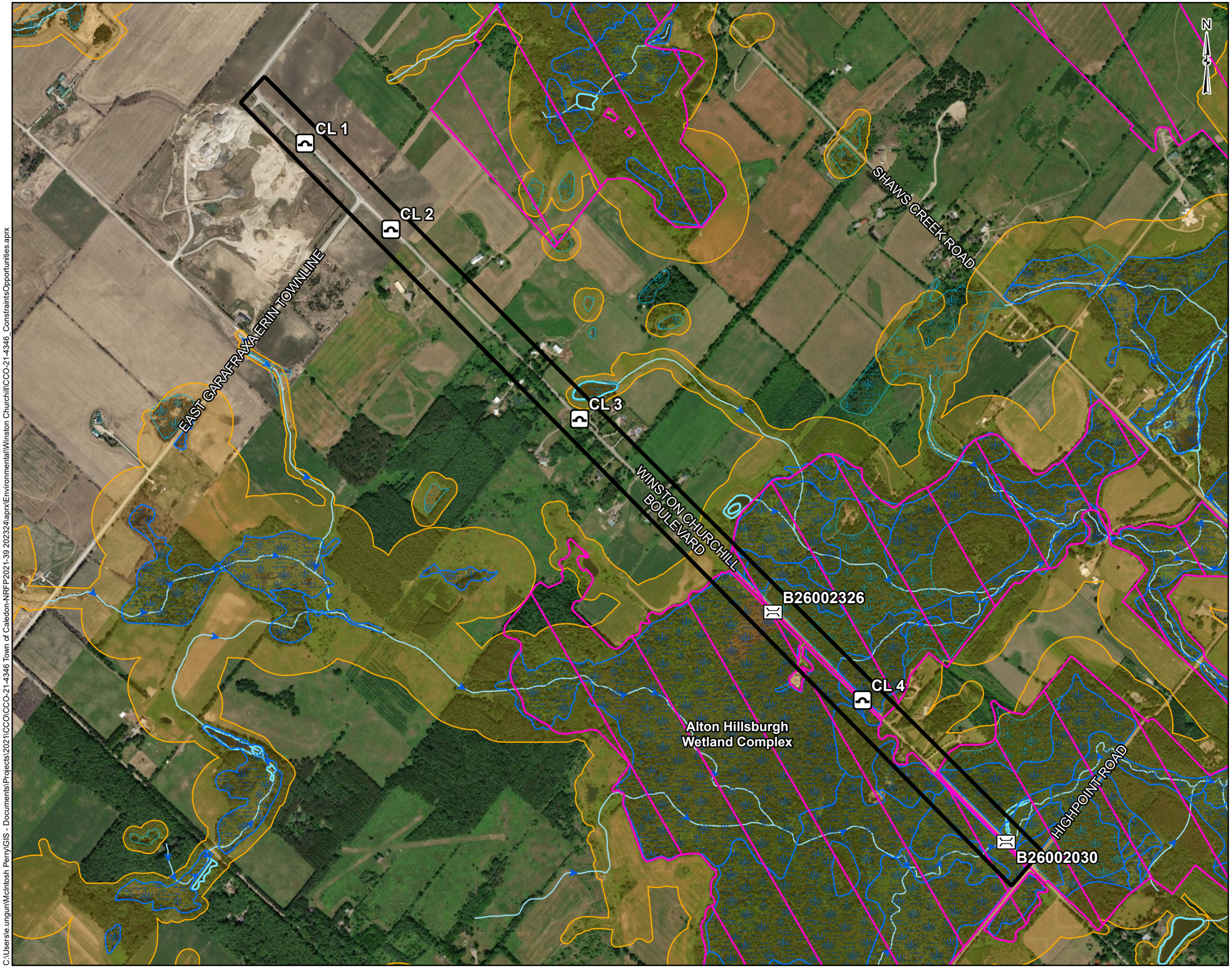
4.1.9 Physiography, Soils and Bedrock

The study area is located within the Lake Simcoe-Rideau Ontario Ecoregion (Ecoregion 6E), of the Mixedwood Plains Ecozone within the Great Lakes-St. Lawrence Forest Region (Crins et al., 2009). Located within the Oak Ridges Moraine, the study area consists of three main geological deposits of ice-contacted stratified drift, Glaciofluvial outwash, and Port Stanley till with some bog deposits. These deposits are made up of sand and gravel including some till or silt, with areas of sandy silt till as well as the occasional peat, muck, and marl in the bog areas. This also includes esker, kame end moraine, ice-marginated delta, and subaqueous deposits also characteristic of the Oak Ridges Moraine. The bedrock underlying the Winston Churchill Blvd study area consists of shale, siltstone, minor limestone, and sandstone from the Queenston formation of the Upper Ordovician with a significant overburden thickness (Ontario Geological Survey, 2011).

4.1.10 Designated Areas

The Winston Churchill Boulevard study area falls within the boundaries of the Alton Hillsburgh PSW Complex, the West Credit River PSW Complex and the Alton Branch Swamp ANSI. Located in proximity to the study area is the Orangeville Moraine and Caledon Lakes Candidate ANSI. Located approximately 870 m south of the southeast edge of the study area is a Stratum 2 White-tailed Deer Wintering Area.

The study area is located within the CVC regulated area, which includes regulated floodplains, unstable slope/soils and wetlands. Any development in the study area is subject to *Ontario Regulation 160/06, Development, Interference with Wetlands and Alterations to Shorelines and Watercourses*.



LEGEND

- Study Area
- Bridge Location
- Culvert Location
- CVC Regulation Limit Boundary
- Watercourse
- Waterbody
- Unevaluated Wetland
- Provincially Significant Wetland
- ANSI - Alton Branch Swamp

REFERENCE

GIS data provided by Government of Canada; Natural Resources Canada; Earth Sciences Sector, 2021.

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Scale 1:12,000 Metres

CLIENT: TOWN OF CALEDON

PROJECT: EXISTING ENVIRONMENTAL CONDITIONS

TITLE: CONSTRAINTS AND OPPORTUNITIES

McINTOSH PERRY
115 Walgreen Road, RR3, Carp, ON K0A1L0
Tel: 613-836-2184 Fax: 613-836-3742
www.mcintoshperry.com

PROJECT NO: CCO-21-4346		FIGURE:
Date	Dec., 21, 2021	6
GIS	EU	
Checked By	JA	

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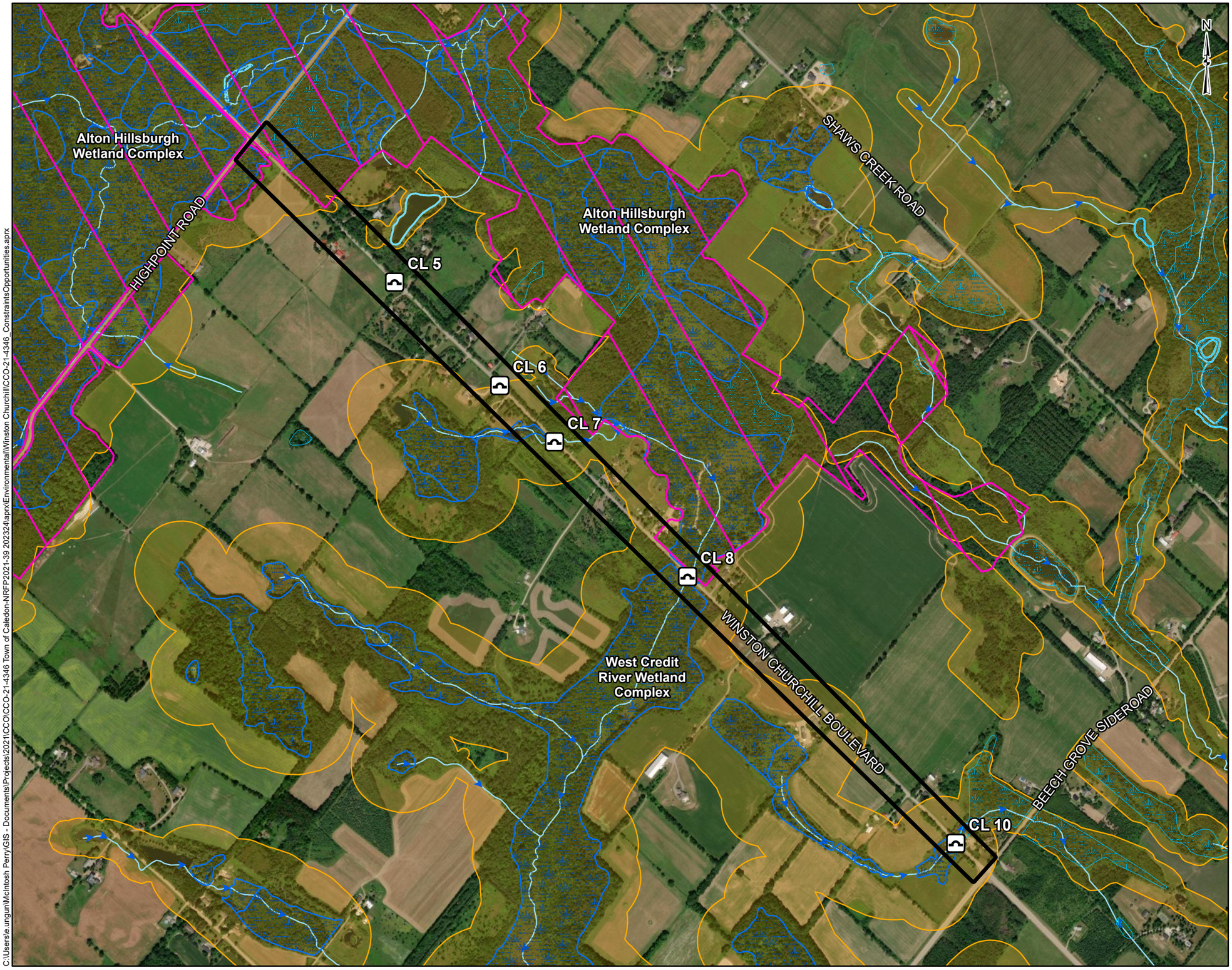

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LEGEND

- Study Area
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PROJECT NO:CCO-21-4346		FIGURE:
Date	Dec., 21, 2021	7
GIS	EU	
Checked By	JA	

4.2 Existing Road Condition

Winston Churchill Boulevard is a north-south roadway that predominately forms the western boundary of Peel Region with the eastern boundaries of Halton Region and Wellington County. The road begins at the boundaries of the City of Mississauga and the Town of Oakville, at Lakeshore Road in the south and continues through Caledon where it terminates at the Caledon East Garafraxa Town Line. Winston Churchill Boulevard shares jurisdiction between a number of regions and municipalities, with the northern most segment from Beechgrove Sideroad to Caledon East Garafaxa Town Line falling under joint jurisdiction between the Town of Caledon, Town of Erin and Township of East Garafraxa, where if forms the boundary between any two of these municipalities.

Within the study area, Winston Churchill Boulevard is identified as a medium capacity arterial roadway, with two lanes (single lane in each direction) and a posted speed of 70 km/h. The existing roadway consists of a 10.7 m - 12.0 m wide rural cross-section with an average annual daily traffic (AADT) volume in the range of 2,500 to 3,200 vehicles per day. The Town of Caledon has assigned the majority of this segment of Winston Churchill Boulevard a very poor to poor rating. The existing condition of the road surface shows noteworthy areas of distress, including wheel truck rutting, distortions, longitudinal wheel path alligator cracking, pavement edge alligator cracking, longitudinal meander, and mid-lane cracking. These types of distresses are typically related to oxidization and freeze-thaw cycles rendering the asphalt stiff or brittle, poor drainage of the base (and subbase) aggregates, and a weak bearing capacity of the underlying subgrade.

The advanced apparent age of the pavement surface and resulting oxidation of the asphalt lends to the deterioration of the pavement surface. It should be noted that multiple patch locations are located along the length of the roadway section, which are visibly in better condition than the original pavement surfaces. Two sections of wet low-lying road were also observed. One area is consistent with organic subgrade soils encountered during subsurface investigations, while the other was observed in an area where topography undulates, and ditching appears to be obstructed. The latter road section has historically exhibited severe pavement deterioration.

Recent bridge replacement (completed in 2016) north of Highpoint Sideroad included pavement rehabilitation from the intersection of Highpoint sideroad to approximately 250 m north. The reconstructed pavement section is in good condition.

4.3 Existing Hydrology and Hydraulic Assessment

McIntosh Perry reviewed the nine (9) existing non-structural centreline culverts and thirty-seven (37) entrance culverts along Winston Churchill Boulevard within the study area. There are two (2) structures; Winston Churchill Boulevard Bridge (Structure No. B26002030), and Winston Churchill Boulevard Culvert (Structure No. B2600236), within the study area, however no proposed works related to drainage at these two structures is anticipated.

Centreline culverts were separated into two categories: culverts on a watercourse and surface drainage culverts. Three (3) of the existing centreline culverts are considered to be on a watercourse and were sized to

meet the Town standard of 25-year design storm and checked for the major event (100-year storm). The remaining six (6) culverts fell into the surface drainage culverts category and were sized for the minor event (10-year storm) as well as checked for the major event (100-year storm).

Based on preliminary hydraulic assessment, centreline culverts that meet or exceed required hydraulic capacity will either be maintained (i.e., no action) or replaced with similar size where required based on existing culvert condition. The remainder will see nominal increases to their diameter, with twinning recommended at locations where minimum cover requirements cannot be achieved with increased pipe diameter.

Existing entrance culverts within the project limits will be replaced in conjunction with proposed ditching and overall drainage improvements. In general, existing culverts will be upgraded to ensure required hydraulic capacity is achieved, and/or to meet Town minimum standards of 450 mm diameter. To improve conveyance within the existing corridor, new entrance culverts will also be installed at several accesses with no existing culverts. Entrance culverts were sized to meet the 5-year event, and checked in the 100-year event to ensure that they do not overtop the entrance by more than 0.30 m. It should be noted that based on preliminary calculations some overtopping of entrances during the 100-year design storm is anticipated, to a maximum of 0.30 m.

While no concerns with regards to hydraulic capacity were identified, twenty-six (26) of the existing entrance culverts are proposed to be upsized to meet Town minimum standards while fifteen (15) replacement entrance culverts are proposed.

4.4 Archaeological Resources

A Stage 1 Archaeological Assessment was conducted by Archaeological Research Associates (ARA) in December 2021. The objective of the Stage 1 Archaeological Assessment was to compile available information known and potential cultural heritage resources within the study area and provide direction for the protection, management and/or recovery of these resources, consistent with the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) Guidelines. For detailed information, please refer to the *Stage 1 Archaeological Assessment Report* completed for this project.

The Stage 1 Archaeological Assessment determined that the study area comprises a mixture of areas of:

1. Areas of archaeological potential;
2. Areas of no archaeological potential, and
3. Lands previously assessed, with no further action/concern.

It was recommended that all areas of archaeological potential be subject to a Stage 2 archaeological assessment. In addition, a cemetery investigation must also be carried out in front of the Ebenezer Congregational Church Cemetery, located at 6130 Winston Churchill Boulevard, to determine whether any burial features extend beyond the property boundary.

The areas of no archaeological potential and the previously assessed lands of no further concern do not require any additional assessment.

In May 2022, Archaeological Research Associates Ltd. carried out Stage 2 and 3 assessments in support of the detailed design of the Growth Related Roads program in the Town of Caledon, Town of Erin and Township of East Garafraxa, Ontario. The Stage 2 assessment did not result in the identification of any archaeological materials. The Stage 3 assessment in front of the Ebenezer Congregational Church Cemetery did not identify any human remains or burial features. The remainder of the 10 m buffer around the legal property boundary comprises a constrained area and lands unlikely to contain deeply buried remains, including the extant roadway and former church frontage.

Recommendations from the Stage 3 Assessment include:

1. Archaeological monitoring be carried out within these areas as per Section 3.3.3 Standard 4 of the 2011 Standards and Guidelines for Consultant Archaeologists (S&Gs).

2. All construction activities must be monitored by a licensed archaeologist, and work must cease if human remains and/or burial features are encountered so that appropriate steps can be taken.

4.5 Cultural Heritage Resources

A Cultural Heritage Assessment Report (CHAR) was conducted by ARA in December 2021. The purpose of this assessment was to identify and evaluate the cultural heritage resources within and adjacent to the study area that may be impacted by the proposed road improvement project. The Cultural Heritage Assessment Report approach included:

- Background research concerning the project and historical context of the study area;
- Consultation with Town of Caledon staff regarding heritage matters in the study area;
- Identification of any designated or recognized properties within and adjacent to the study area;
- On-site inspection and creation of an inventory of all properties with potential Built Heritage Resources and Cultural Heritage Landscapes within and adjacent to the study area;
- A description of the location and nature of potential cultural heritage resources;
- High-level evaluation of each potential cultural heritage resource against the criteria set out in Ontario Regulation 9/06 for determining cultural heritage value or interest;
- Evaluation of potential project impacts; and
- Provision of suggested strategies for the future conservation of identified cultural heritage resources.

In total, eleven (11) Built Heritage Resources and two (2) Cultural Heritage Landscapes within the study area were identified as having potential cultural heritage value or interest.

As a recommendation of the CHAR, McIntosh Perry completed a *Cultural Heritage Impact Memo for 2023/2024 Growth Related Roads Detailed Design, Town of Caledon, Ontario.* The subject Cultural Heritage Impact Memo has been completed to review all previously identified BHRs, CHLs and the rural road character of the study area to evaluate any impact of the proposed design, as well as outline avoidance and mitigation measures to minimize the potential impacts.

The Memo identified the following recommendations:

1. No mitigation approaches are required for BHR – 1 to BHR – 18, CHL-1 or CHL-3, including no additional requirements for heritage reporting.

2. A Stage 3 cemetery investigation is recommended CHL – 2 to determine whether any burial features extend beyond the property boundary into the ROW. ARA is currently undertaking this work. If no archaeological resources are identified during the assessment, a recommendation of no further work will be made to MCM and the BAO.

3. A detailed Documentation and Salvage Report is recommended to be completed for CHL – 5 to document attributes of both historic rural roadscapes where they will be impacted by road improvements. This Documentation and Salvage Report should also make recommendations for the relocation split rail cedar fencing and the replacement of heritage treelines and hedgerows where identified.

4. During subsequent construction phases, Cultural Heritage Resources should be avoided and any construction staging areas are to be located away from any of the BHRs and CHLs identified within this Memo. Heritage features, such as the mature lilac bush, split rail cedar fences, rubble stone walls, historic treelines, and hedgerows will be indicated on the final tender drawings to ensure these areas are avoided during construction.

5. Any integration of new features or elements beyond the existing paved road should be sympathetic to the rural character of the area and be in keeping with the rural character of the roadways.

6. If any changes to the proposed rehabilitation design are made that impact the identified BHRs or CHLs, a revised Cultural Heritage Impact Memo should be completed by a qualified heritage professional.

5.0 CONSULTATION PROGRAM

Consultation is a key component of the MCEA process for Schedule "B" projects. It is important for members of the community and stakeholders to provide balanced and objective information and consulting them to obtain feedback on the study process, alternatives, and preliminary technically preferred solution.

A consultation program was developed specific to this study under the following basis:

- Present clear and concise information at key stages of the study process;
- Solicit community, regulatory and municipal staff input;
- Identify concerns related to the undertaking;
- Consider stakeholder comments when developing the technically preferred solution; and
- Meet MCEA consultation requirements.

Consultation early and throughout the MCEA process attempts to meet the growing expectation on the part of the public that they will be consulted regarding decisions made by public decision-making bodies.

5.1 Project Contact List

A Project Contact List was developed at the initiation of this study and regularly updated throughout the course of the project to add, remove or revise information as necessary. The Project Contact list includes government ministries/agencies, municipal staff, municipal elected officials, emergency services, school boards, student transportation, businesses, potentially affected pubic, member of provincial parliament, Indigenous Communities and key interest groups. The Project Contact List can be found in **Appendix A**.

5.2 Study Commencement

Notice of Study Commencement letters were distributed by McIntosh Perry on July 9th, 2021, to the project Contact List. The Notice of Study Commencement was posted to the Town of Caledon's website. An information bulletin was also provided to the adjacent Municipalities of East Garafraxa, and Erin as well as the County of Wellington and Region of Peel. The Notice of Study Commencement materials can be found in **Appendix A.**

A summary of the comments received from the Notice of Study Commencement is provided in **Table 1** below.

Table 1: Responses to Notice of Study Commencement		
Stakeholder/Agency	**Comments Received**	**How It Was Addressed / Response Sent**
Region of Peel	Please note that although we have no Water/Wastewater infrastructure in the study area the Region would like to be kept informed during this project.	Updates were provided as the project progressed.
Toronto and Region Conservation Authority (TRCA)	The TRCA responded to the Notice of Study Commencement to advise that the study area is not within TRCA's jurisdiction.	Noted, no further response required.
Credit Valley Conservation Authority (CVC)	The CVC responded to the Notice of Study Commencement and provided information on the site characteristics and EA study objectives.	The project team responded to thank the CVC for their comments and information and will confirm additional considerations as design progresses.
Local Property Owner	This stakeholder responded to the Notice of Study Commencement to express concern about the need to improve safety for cyclist.	The project team responded to this stakeholder to thank them for their comments and advise that they will receive notices and study updates.
Local Property Owner	Is the section of road at issues the responsibility of the Town of Caledon alone? Is the Town of Erin involved?	The project team advised that since Winston Churchill Blvd is a boundary road, the east portion of Winston Churchill Blvd is the Town's responsibility and the west portion would be the Town of Erin/Wellington County. However, for consistency, it would be ideal to perform the enhancement for the whole width of the road platform with Town of Erin/Wellington County's involvement.

5.3 Indigenous Community Involvement

Engaging Indigenous Communities is an important way of acknowledging interest in the stewardship of their heritage. The project team engaged with the following Indigenous Communities engaged during the consultation process for this MCEA study:

- Mississauga of the Credit First Nation,
- Six Nations of the Grand River,
- Haudenosaunee Confederacy Chiefs Council, and
- Huron-Wendat Nation.
- The Métis Nation of Ontario (MNO) was also included on the project notification list.

The project team included all of the above-mentioned Indigenous Communities on the distribution of all project notices.

Following the public review period of the Project File Report, the Project Manager for the Town of Caledon will follow-up with the above Indigenous Communities to ensure they received the MCEA documentation and that they have no further concerns pertaining to this assignment.

5.4 Public Information Centre

In compliance with the MCEA process, the Town hosted an Online Public Information Centre (PIC) to elicit input on the study process and the design alternatives. Notice of Public Information Centre (PIC) letters were distributed on September 16, 2021 to the project contact list and properties on the Town of Caledon side of Winston Churchill Boulevard within the study area. The Notice of PIC was posted on the Town of Caledon's website on October 12, 2021 and advertised in the Caledon Enterprise on September 16, 2021 and September 23, 2021. The Notice of PIC materials can be found in **Appendix A**.

Due to ongoing COVID 19-restrictions the PIC was held virtually to adhere to public health regulation. The Online PIC was held on October 14, 2021 via WebEX webinar and a recording of the public meeting was made available on the Town of Caledon's website. Options for voice narration and closed captions were provided to meet the requirements of the Accessibilities of Ontarians with Disabilities Act (AODA, 2005). Visitors were given the opportunity to submit comments and questions through the Town's website, and responses were provided as needed.

Several responses to the PIC were directed to the project team, which have been summarized in **Table 2**. PIC materials including information slides and FAQ's can be found in **Appendix A**.

Table 2: Responses to Online Public Information Centre		
Stakeholder/Agency	**Comments Received**	**How It Was Addressed / Response**
Local Resident	Has concerns with the Alternative Design Concepts 2 and 3 in regards to Safety for Vehicles, Safety for Cyclists, and Cost and Appropriate Use of Taxpayer Funds. **Safety for Vehicles** The north and south sections of the EA study area on Winston Churchill both consist of terrain with short but steep inclines and declines. In these areas, there are numerous driveways that are hidden from view by the crests of the hills for distances of 100 metres or less. The posted speed limit for this part of Winston Churchill is currently 70 km/hr, but nevertheless many vehicles travel at speeds up to and often exceeding 90 km/hr. At these speeds, these hidden driveways pose a serious danger for residents exiting and for motorists transiting. These hilly sections coupled with the narrow lanes creates a tendency among some, but concerningly not all, drivers to moderate their speed. Widening the paved surface of the roadway as is proposed under both Alternative Design Concepts 2 and 3 will most certainly result in drivers feeling comfortable and emboldened to travel at higher speeds. This will result in a significant reduction for vehicular safety in these hilly sections. Most concerningly, it is commonly the case that roadways once widened become redesignated to allow higher speed limits. I am extremely concerned that a road widening could be a precursor to a posted 80 km speed limit, which would be consistent with the posted speed on Winston Churchill south of Beechgrove Sideroad, and immediately north at East Garafraxa Townline. Such a change, if it were to occur, would create very significant safety risks. **Safety for Cyclists** I challenge the assertion as expressed in the presentation materials that widening the paved surface of the roadway will lead to greater safety for cyclists. I am an active cyclist who has logged 10,600 kilometres on the roads of Caledon and the County of Wellington over the last three years, which I believe makes me exceptionally well qualified to comment on what measures will improve or degrade cyclist safety on our community roadways. It is my belief that well-intentioned road designers who believe that a wider paved surface will improve cyclist safety are unaware of the unintended consequences of their design decision. As a case in point, a few years ago the narrow bridge on the road section in question at the intersection of Winston Churchill and Highpoint Sideroad was widened significantly. As in our current situation, one of the project principles supporting this widening was a desire to improve cycling safety. The unintended consequence of the widening was that immediately following the bridge opening, I noted a significant increase in the vehicular speeds through this road section. Additionally, and in spite of the fact that this section of Winston Churchill is posted as not allowing large trucks, there was an immediate increase in large truck traffic on the road which continues to this day. I can state categorically that the bridge widening project degraded cycling safety on this portion of Winston Churchill. It has been my experience while riding narrow country roads in Caledon and Wellington that greater than 99% of the motorists in our community believe in and practice the principle of "sharing the road". Invariably while riding on narrow roads in our community, I encounter situations where I am travelling slowly climbing a hill for which the crest of the hill restricts visibility of oncoming traffic. In the majority of these occasions, vehicles approaching me from behind will reduce their speed to match mine and await certainty that there is no oncoming traffic before passing me safely, providing sufficient space between us. Each and every time	Thank you for your comments. We appreciate your concerns and recognize that speeding was identified by residents as an issue within this section of Winston Churchill Boulevard, therefore the Town will continue monitor traffic speed and collision data into the future. As part of mitigation measures, to increase compliance with the posted speed limit, the Town may consider additional speed (automated and police) enforcements, automated speed management, and improved advanced signage. Also, based on feedback received, the Town is reviewing traffic volumes and speed within the corridor, as well as 5-year collision history. In addition, we would like to thank you for your comments regarding presented Alternative Design Concepts and together with other resident comments/ input received will take it into consideration during design. Based on the many potential benefits outlined below, and in keeping with practices in other municipalities/industry standards, the Town of Caledon recommends implementing paved shoulders as part of all future new construction, rehabilitation, and resurfacing projects on rural roads where it is technically and economically feasible to do so, as determined through an engineering assessment. The paved shoulder width would typically be in the range of 0.5m-1.5 m. Paved shoulders are being implemented and widely adopted by many jurisdictions throughout Ontario and Canada for several reasons and have significant complementary benefits for road users and the Town. Some of these benefits are: • paved shoulder are recognized for their safety impacts (reduced collisions, improved operation at driveways and for oversized vehicles) • reduced maintenance costs and overall contribution to rural road quality • provides space outside of general purpose travel lanes that for cyclists to operate on rural roadways and can improve the comfort and safety of cyclists by reducing their interaction with potentially high speed vehicles • provides space for emergency manoeuvres and serves as a refuge area for vehicles in the case of a collision • supports pedestrian access in rural areas, particularly through rural area with residential and other land uses • contributes to reduced operating costs through improved ease of maintenance (reduced re-grading, re-gravelling and wash-out repairs); • improves lateral roadway support and roadway drainage, which extends pavement life; and • reduces gravel being swept onto paved roadways at gravel driveways. Gravel on the roadway is a safety concern as it can cause skidding and loss of control. On-road paved shoulders in rural areas may contribute to increased safety for pedestrians and cyclists through enhanced accommodation outside of the travelled lane, and have also been shown to reduce the number of run-off-the road single vehicle accidents. In addition, paved shoulders can increase a road's lifespan by encouraging vehicles to travel further away from the asphalt edge. In the case of Winston Churchill Boulevard, it should be noted that no widening of the roadway is proposed; the existing platform, consisting of 3.5 m lanes and +/- 1.25 m shoulders will be maintained. Existing gravel will be replaced with asphalt in consideration of the above noted benefits and in accordance with standard

Stakeholder/Agency	Comments Received	How It Was Addressed / Response
	this occurs, this small act of kindness by the driver in accepting a minor sacrifice to their transit time reaffirms my love for my community and for the residents with whom I share it. However, I have noted that this type of event rarely occurs on wider roads, whether with paved shoulders or not. On wider roads, vehicles travel at higher speeds and are much less likely to moderate and reduce their speed when passing cyclists to ensure that a safe distance of separation can be maintained. I have experienced many more dangerous and very scary events in which vehicles passed me at high speeds leaving insufficient safe space between us on wider roads than on narrow ones. The belief among road designers that having a paved shoulder or designated cycling section will enhance cyclist safety, while true in urban and suburban settings, is erroneous for country roads. On country roads with speed limits of 60 km/hr or greater, the paved shoulders accumulate large amounts of roadside debris such as shards of glass, small wire fragments from tire sidewalls, and small stones. Active cyclists will usually avoid such paved shoulders due to the high incidence of tire punctures, and will instead ride on the right side of the active lane. Where a paved shoulder exists, the vehicles drive much faster and are much less likely to moderate their speed or provide safe passing space when encountering a cyclist, resulting in a degradation of cyclist safety. **Cost and Appropriate Use of Taxpayer Funds** The EA presentation materials do not indicate budget estimates for the Alternative Design Concepts under consideration, but nevertheless it is clear that Alternative Design Concepts 2 and 3 that involve widening the paved surface of the roadway will be much more costly than maintaining the existing paved surface area. As the pavement surface widening design concepts articulated by Alternative Design Concepts 2 and 3 will not achieve the safety benefits that are indicated as a priority of the project, this additional cost is a waste of taxpayer funds for residents of both Caledon and Erin. If the desire is to improve safety for cyclists and pedestrians, the money saved by not selecting the road widening design concepts could be put to much better use by expanding the trailway network in Caledon and Wellington. The Caledon to Terra Cotta trailway and the Cataract to Elora trailway are excellent examples that transit both Caledon and Wellington that increase cyclist and pedestrian safety by giving these users wonderful options for enjoyment while removing them from potential conflict with motorists. **Summary** The EA presentation materials indicate that Alternative Design Concepts 2 and 3, involving a widening of the paved surface of the roadway, are preferred for reasons of safety. As detailed above, this assumption is entirely incorrect and selecting these Alternative Design Concepts will actually reduce safety. I strongly oppose a widening of the paved surface for this section of Winston Churchill, and ask respectfully for my views to be taken into consideration. As I live on the western side of Winston Churchill Boulevard and am a resident of Town of Erin, I cc. Allan Alls (Mayor of Erin) and Michael Robins (Town Councillor of Erin) for their awareness and involvement.	practice in the Town which indicates that resurfacing of collector/arterial roads also include fully-paved shoulders where feasible. This approach is consistent with the Town of Caledon projects/roads and practices of several other area jurisdictions, a few of which are outlined below: Town of Caledon several Town's road segments have adopted the +/- 1.25 paved shoulders similar to Winston Churchill Boulevard design in the past few years, including: • Mississauga Road (from Charleston Sideroad to Queen Steet West) • Castlederg Sideroad (from Centreville Creek to Duffys Lane) • McLaughlin Road (from Olde Base Line to King Street) York Region routinely incorporates paved shoulders into rural road reconstruction projects, based on design guidelines. The Region's Designing Great Streets Guidelines identify cross-sections for rural roads with 2m paved shoulders. These guidelines are applied regardless of whether the roadway is identified in the Region's cycling network. The Region of Waterloo's design guidance for Regional Roads is documented in their Context Sensitive Regional Transportation Corridor Design Guidelines (revised March 2013). The Rural Connector, provides a 2.65 m shoulder (1.0 m paved, 1.65 m gravel). The shoulder can be fully paved if required adjacent to a front lawn, guiderail or steep slope. Optional items in this cross-section include 1.8 m cycling facility (paved shoulder) as per the Active Transportation Master Plan. The Region of Peel's Active Transportation Study (2011) includes a recommendation that paved shoulders be provided on all rural Regional roads where technically feasible (e.g. a structurally adequate subbase can be provided, roadway width not constrained by terrain or environmentally sensitive areas, etc.). Surface-Asphalt and Width Min 1.8 m (Caledon min. 1.5 m; desirable 1.8 m) We recognise that there are additional capital costs associated with the provision of paved shoulders. The cost to provide paved shoulders as part of a road reconstruction project and when they are provided with a capital or rehabilitation project, are significantly less expensive, depending on the available base, existing gravel shoulder width, extent of grading, and/or property requirements. However, studies have shown that the additional capital cost of paving shoulders can be outweighed by the benefits of reduced collisions. Many studies have examined the safety of impacts of shoulder improvements. In addition to reduced collisions, paved shoulders reduce on-going maintenance costs. A review by Lanark County suggested that converting all county roads to paved shoulders would result in an annual reduction of $210,000 in operating costs (due to reduced maintenance costs) and $400,000 in capital costs (due to longer roadway service life) for $10M in capital investment, which suggests a payback period of about 16 years. Grey County approved a policy in 2009 to provide paved shoulders on all reconstructed rural arterials. This decision was made after a study showed that "over a period of fifteen (15) years, paved road shoulders are less costly to install and maintain than gravel shoulders.
Local Resident	Thank you for hosting yesterday's online public information center on the Winston Churchill Blvd EA. I have a few follow up questions / comments. An attendee clearly disagreed with your proposal that adding bike lanes would make it safer for cyclist. This opinion is definitely not shared amongst all residents. We strongly agree that adding the paved lane will not only improve safety for cyclists, but it would invite more cyclists to this space because of the (newly	We appreciate the feedback about bike lanes/cyclists (active transportation) and will take it into consideration during design. The practical lower limit for vehicle traveling lane width for this roadway under current conditions is 3.25 m. Accommodating a cycling buffer would require widening in excess of what is considered feasible. Further reduction in vehicle traveling lane width has not been considered but may be feasible if a reduction in posted speed is pursued.

Stakeholder/Agency	Comments Received	How It Was Addressed / Response
	paved) bike lanes and would allow residents to actually be able to walk on the side of the road with a reduced fear of being hit by a vehicle as currently is the case. As for the concern about increased volume as well as potential increase of speeding, I liked your proposal of keeping the car lanes narrow. What correlation between lane width and traffic speed does the research suggest? That said, would you consider a hybrid plan between solution 2&3: Would it be possible to rehabilitate the road with lanes of 8.5 m (or whichever the minimal required width), while making the bike lanes 1.5-1.75 m wide? This could perhaps translate into a barrier painted on the road separating vehicle from cyclist/pedestrian traffic, which may reduce the invitation for cars to speed. In response to the several concerns about hidden driveways on the hilly terrain of Winston Churchill and the dangers posed by speeding traffic, would you consider installing convex traffic mirrors to provide road users & residents with a view of what is on the other side of the hill and improve the safety of all?	While not standard practice within the Town, this will be considered along with alternatives to improve geometry and sightlines, warning for drivers at blind curves and overall safety improvements. The Town may also consider additional speed (automated and police) enforcements, automated speed management, and improved advanced signage.
Local Resident	I am writing to express my concerns in regards to the proposed road changes along Winston Churchill Blvd. I should preface by saying that I have lived on Winston Churchill Blvd since October 2003. I have noticed a drastic change in the road usage during this time. I was unable to attend the online town meeting. I have recently reviewed the recording of said meeting. It has left me with many unaddressed issues. During the meeting it was stressed that there are 3 potential options to proceed with the development. “Option 1” as I understand was to leave the road as it currently is. We were encouraged to send any comments or concerns prior to Nov. 1st. I am left to wonder, if Option 1 is in fact still a valid option, then why has a construction crew come by within less than a week of the meeting and proceeded to cut off the end of all of the paved driveways along the proposed development site. Could someone please explain why this construction project happened if “Option 1” is still a viable option? After much contemplation, I can not think of ANY possible reason why this occurred if Option 1 still exists. Please clarify if you can. My greatest concern with this project is safety!!! Speed is absolutely a huge issue on this road. It was noted as well by other concerned parties at the meeting. Widening the road with a paved shoulder will only promote excessive speeds. I understand that speed limits are governed by municipalities. Our current speed limit is set at 70km/hr. This is a residential street with family dwellings as well as farmland. Highway 10, classified as a HIGHWAY, has a speed limit of 80 km/hr. It is five lanes wide. That means that our speed limit, on our residential street, is only 10 km less than that of a highway. Rebecca Villman expressed concerns that the limit would eventually be increased. Rightfully so! The segment of road south of the proposed development site is currently set at 80km (highway speed). There is a very real concern that the posted speed limit will increase as a direct result of these development changes. Terrain is a real issue! There are many driveways with limited visibility along the proposed development site. I invite you to park at the end of my driveway and see what the visibility is like. My driveway is at the top of a blind hill. Visibility is extremely limited. It is already dangerous pulling out of my driveway. Providing a paved shoulder and potentially faster speeds will only make this situation more unsafe. The environmental assessment alluded to the fact that there are no proposed increases to the speed limit. The Town of Caledon however has made no guarantee or even commented as to what the posted speed limit will be or if it will be modified.	Thank you for your comments. We appreciate your concerns and recognize that speeding was identified by residents as an issue within this section of Winston Churchill Boulevard, therefore the Town will continue monitor traffic speed and collision data into the future. As part of mitigation measures, to increase compliance with the posted speed limit, the Town may consider additional speed (automated and police) enforcements, automated speed management, and improved advanced signage. Also, based on feedback received, the Town is reviewing traffic volumes and speed within the corridor, as well as 5-year collision history. The need for tree removals, if any, will be determined during detailed design based on the selected alternative. In the case of Winston Churchill Boulevard, it should be noted that no widening of the roadway is proposed; the existing platform, consisting of 3.5 m lanes and +/- 1.25 m shoulders will be maintained. Existing gravel will be replaced with asphalt in consideration of the below presented benefits and in accordance with standard practice in the Town which indicates that resurfacing of collector/arterial roads also include fully-paved shoulders where feasible. This approach is consistent with the Town of Caledon projects/roads and practices of several other area jurisdictions, including Peel Region, York Region, Waterloo Region, and Durham Region. Also, the Town of Caledon has several Town’s road segments that have adopted the +/- 1.25 paved shoulders similar to Winston Churchill Boulevard design in the past few years, including: • Mississauga Road (from Charleston Sideroad to Queen Steet West) • Castlederg Sideroad (from Centreville Creek to Duffys Lane) • McLaughlin Road (from Olde Base Line to King Street) Based on the many potential benefits of paved shoulders, and in keeping with practices in other municipalities/industry standards, the Town of Caledon recommends implementing paved shoulders as part of all future new construction, rehabilitation, and resurfacing projects on rural roads where it is technically and economically feasible to do so, as determined through an engineering assessment. The paved shoulder width would typically be in the range of 0.5m-1.5 m. On-road paved shoulders in rural areas may contribute to increased safety for pedestrians and cyclists through enhanced accommodation outside of the travelled lane and have also been shown to reduce the

Stakeholder/Agency	Comments Received	How It Was Addressed / Response
	I have three young children who ride the school bus. I have seen countless occasions where oncoming traffic unsuccessfully attempts to stop for the bus. In these situations, the bus is already stopped, with the stop sign extended. Although the drivers make an attempt to stop, they are unable to get stopped and just blow through the bus's extended stop sign. For the morning pick up at least my children are not required to cross the street but for the evening drop off they are. There are numerous families using bussing service along this stretch of road as it is a residential area. Widening the paved surface of the road will only aggravate this issue. The excessive use of speed on our road has been an ongoing issue. In the past few years I have had several motor vehicle accidents in front of my home. One of these included an overturned tractor trailer on the property just south of mine. In a separate incident a pickup up truck left the road in front of my house and destroyed my mailbox and the post on which it sat. The 5 inch by 5 inch post was completely severed and the mailbox was found at least 20 feet away in my neighbours yard! The truck failed to remain at the site of the accident. The police were called but the driver was never determined. My children were outside playing in the front yard at the time of the incident. These are but a few examples. As I said previously, I have lived here for almost twenty years. To not seriously consider the increase in speed (legal or not) and heavy transport truck traffic on this residential road, as a direct result of this project, is negligence. The road is already dangerous as it is. To proceed with widening the paved surface of the road will only make the situation worse. From an environmental point of view there are issues as well. Many mature trees line the sides of this street. They are beautiful and have been here far longer than I have. Town of Caledon has posted signage boasting of being "Winner of Greenest Town in Ontario". I ask you how we are being "green" by increasing paved surface area? Not to mention we are removing trees to do the paving. How is this beneficial to the environment? I agree the paving condition of our road is substandard. Is there a reason why improvements can not be made while maintaining the current dimensions of paved surface? This would decrease the overall project cost as compared to widening the paved surface. The road could be redone to it's current paved width rather than widening it. It seems we went from Option 1 which was to "do nothing", to Option 2 which was to pave the shoulder and widen the road. What about improving the road, with a proper base beneath it, without adding paved shoulders? Why was this not even considered as an option?	number of run-off-the road single vehicle accidents. In addition, paved shoulders can increase a road's lifespan by encouraging vehicles to travel further away from the asphalt edge.
Local Resident	Thank you for your time in hosting the WebEx Public Information Centre. I have the following questions / comments regarding the notification process, the Town's plans for Winston Churchill Blvd. ("the road") and the Stakeholder Engagement process as a whole: **1. Notification** As Mr. Cheung is aware, none of the residents on the Erin side of the road initially received the Notice of Online Public Information Centre. Fortunately, I was made aware of the Notice by my Caledon neighbour across the road and I requested that Erin residents be included and informed. Mr. Cheung's comment during the WebEx that the Town did not know who lived on the Erin side of the road is concerning. If someone has a mailbox on the road, I think it's safe to assume that they live on the road. Is the omission an oversight by the Town or intentional to exclude Erin residents from the Stakeholder process? While I did receive a Notice after contacting Mr. Cheung, I would like confirmation that ALL Erin mailboxes received a Notice as well.	The project team thanked this stakeholder for their comments. The Town of Caledon is working with the Town of Erin to correct this and ensure appropriate notice is provided. Also, we encourage you and would appreciate if you can share project details, including project link/website with your neighbours/residents on both side of street/road. We appreciate the feedback and are happy that you like online/virtual meeting format. As indicated above, collecting feedback from the community is vital to the success of this project. 1. Phase 1 of the Municipal Class EA process considers the problem/opportunity to be addressed as identified by the Town. The problem/opportunity statement was presented at the public meeting. Public consultation in Phase 1 is discretionary and did not take place. Public engagement was initiated in Phase 2, as is typical to this type of project. Further information related to the Municipal Class EA process is available at the following website: www.municipalclassea.ca.

Stakeholder/Agency	Comments Received	How It Was Addressed / Response
	I ask this because, when it was decided that the single lane concrete bridge at Highpoint Sideroad be replaced with a two lane bridge, we (on the Erin side) were only made aware of the fact when we were informed that the bridge would be closed for this reason. We were never informed or consulted prior to this time. **2. Hosting the PIC Virtually** Hosting the meeting using WebEx was good because having everyone muted allowed for uninterrupted delivery of the material. Once unmuted, participants were able to talk individually and without interruption. This virtual platform was better than a town hall meeting for this reason but also prevented open and honest discussion with and between residents and the Town. **3. The EA Process and Stakeholder Engagement** 1. I understand that we are in Phase II of the EA. When did Phase I take place? Who identified the problems / opportunities for the road? What "discretionary public consultation" took place, with whom and when? 2. In Slide 12 of your Presentation, "Alternative 3 – Reconstruct Existing Roadway" is defined as the "Implement **preferred** Cross-Section (9-10 m Road Platform)". Why is this the **preferred** alternative, why and by whom? 3. Expanding the road platform from 7 metres to 10 metres will result in the need for significant land from residential properties. How will this occur? Expropriation? Will the Expropriation occur on the Caledon side? On the Erin side? Or both? 4. In Slide 14, it indicates that each alternative design concept will be evaluated based on the associated impacts and benefits it provides. With respect to Safety / Traffic Operations and Support for Active Transportation, who is this referring to? Additional and special consideration should be given to the residents on this road who use the road most often, have the difficult challenge of entering the roadway without getting hit by a speeding vehicle and ultimately, whose taxes will go towards the payment for this road. 5. Alternative Design Concept 1 - Do Nothing is an exaggeration. The Town must provide some upkeep of the road including pot hole filling, shoulder grading, etc. And, that is currently a very viable solution to prevent increased speeds on the road. The road is in such terrible condition because, although there are posted "No Trucks Allowed on this Road" signs both northbound at Beechgrove Sideroad AND southbound at the Erin-East Garafraxa Townline, the volume, size and speed of transport trucks, dump trucks, straight trucks and other large trucks continues to increase, thanks, largely to the new two lane bridge at Highpoint Sideroad. 6. Slide 17 indicates that Alternative 3 would include cycling facilities to improve road safety for drivers and cyclists. I think that the opposite will, in fact, be true. There will be increased vehicle traffic, faster speeds, larger vehicles and increased risk to the safety of cyclists in particular and motorists in general. It is also the most costly and invasive Alternative. 7. In Slide 18, you refer to the Transportation / Technical Criteria to evaluate whether the alternative design concept addresses the transportation problems and opportunities identified along the road. What exactly are the Transportation problems that you have identified? And, what are the opportunities? 8. In Slide 19, you compare all three potential Alternatives. Alternative 1 - Do Nothing, apparently does not conform to the Town of Caledon's Transportation Master Plan and Asset Management Strategy.	2. This is in reference to the Town's preferred cross-section for arterial roads, as identified by the Town's Road Characterization Matrix in the Transportation Master Plan. Implementing this cross-section is not the technically preferred alternative. 3. Details of any property acquisition/land use agreements etc. (if required) will be determined during detailed design, upon selection of the preferred alternative. 4. Consideration in determining and preferred alternative is given to all road users, including residents and the general travelling public. 5. As typical for this type of projects and recommended by Municipal Class EA process, the Do-Nothing option is provided as a baseline alternative to which other alternatives can be compared. 6. Impacts of Option 3 noted will be considered in review of alternatives. 7. The problem identified is poor condition of the roadway. Opportunity to address active transportation needs as identified in the Town's Transportation Master Plan (TMP) is also being considered, however this corridor is not identified as part of the town/regional active transportation network. 8. The current cross-section does not meet the preferred cross-section per the Town's Road Characterization Matrix in the TMP. 9. Stakeholder Survey refers to the opportunity to submit comments. All comments will be considered in selection of the preferred alternative. However, it should be noted that public and all stakeholders can provide comments and input at any time during this project. Therefore, as indicated above all details including latest updates about project are available at the Town's project website: https://www.caledon.ca/en/news/winston-churchill-ea.aspx Thank you for your comments. We appreciate your concerns and recognize that speeding was identified by residents as an issue within this section of Winston Churchill Boulevard, therefore the Town will continue monitor traffic speed and collision data into the future. As part of mitigation measures, to increase compliance with the posted speed limit, the Town may consider additional speed (automated and police) enforcements, automated speed management, and improved advanced signage. Also, based on feedback received, the Town is reviewing traffic volumes and speed within the corridor, as well as 5-year collision history. As indicated above, the Public information Centre was opportunity to present project, share project information with residents/public, and receive input from public on the key issues and constraints within the study area. During the virtual public meeting and after the project team received valuable input on the existing issues/condition and preliminary recommended solution. Also, the Town of Caledon is working with the Town of Erin to correct this and ensure appropriate notice is provided to all area residents. Also, we continue to encourage all those interested in the project to provide feedback and ideas. All details including latest updates about project are available at the Town's project website: https://www.caledon.ca/en/news/winston-churchill-ea.aspx. In addition, we would like to thank you for your comments regarding presented Alternative 1 and together with other residents comments/ input received will take it into consideration during design.

Stakeholder/Agency	Comments Received	How It Was Addressed / Response
	What is the Town's Plan and Strategy for the road? When reviewing the Town of Caledon Transportation Master Plan and Asset Management Strategy, there was no reference to Winston Churchill being reconstructed between Beechgrove and Townline. 9. On your final slide, it indicates that the project team will include stakeholder survey results in design alternative evaluation criteria. Can you please tell me where this survey can be found and how I can participate in it? **4. The Road in General** The posted speed of 70 km/hr is rarely adhered to. I have the misfortune of driving to and from work on Winston Churchill daily and there is seldom a day that goes by when I am not passed by someone going excessively fast or under dangerous conditions (i.e. fog, ice, hills, etc.). In situations where they cannot or do not pass me, they tailgate and flash their headlights. Please keep in mind that I drive at 80 km/hr to avoid this behaviour and yet it still happens and is increasing in frequency. Widening and / or reconstructing the road will encourage higher speeds and more dangerous maneuvers since there is more and better pavement to use. I believe that Shaws Creek Road is defined as being the same type of arterial road as Winston Churchill. Neither were designed for or meant to permit large, heavy truck traffic. Shaws Creek Road has fewer large vehicles travelling on it. Additionally, the corresponding section of Shaws Creek is significantly flatter and has much less terrain and elevation change. Lastly, the posted speed on Shaws Creek is 60 km/hr which is strictly enforced. Why is the speed limit lower than on WInston Churchill. The road is used by school buses, couriers making local deliveries, Canada Post mail carriers, brave cyclists, trucks delivering oil or natural gas to residents, and large, slow-moving farm vehicles and machinery. Residents on the Erin side must cross the street daily to get our mail. And, this is becoming increasingly dangerous with the greater volume, size and speed of the vehicles. Vehicles crest the rolling hills at high velocity to surprise unsuspecting residents attempting to get their mail. I have had it many times. Additionally, under similar conditions, school buses with the lights flashing are passed while children get onto the bus. Since the pavement was resurfaced in a few places last week, the increased confidence (aka speed) has increased in those sections. Reconstructing and widening the road will encourage this behaviour. **5. Summary** I would like another meeting to be scheduled in early November to discuss the concerns of EVERY resident on Winston Churchill based on my email and those of others you may have received. And, for complete transparency ALL residents should be made aware of and invited to attend, not just those on the Caledon side of the road. The speed limit should be reduced in keeping with that on Shaws Creek Road. And I am very much in favour of a modified Alternative 1 in which the road's paved surface remains at 7 metres but that sections of the road be repaved or resurfaced as needed. This solution will be the most cost effective and will have the least impact on taxpayers, will be the least invasive solution from an environmental perspective and will satisfy the needs of those using the road. Thank you for your time and consideration. I look forward to continuing to discuss this further.	
	Thank you for your detailed response to all of my questions, comments and concerns. I recognize that you likely received numerous communications from the Stakeholders that required careful and consistent responses. And, it’s very timely since I just received a Project Notice letter in the mail recently.	This is in reference to the Town's preferred cross-section for arterial roads, as identified by the Town's Road Characterization Matrix in the Transportation Master Plan. Implementing this cross-section is not the technically preferred alternative.

Stakeholder/Agency	Comments Received	How It Was Addressed / Response
	I do have some follow-up questions in response to your email: 1. You have made reference to the requirement to address active transportation needs as identified in the Town's Transportation Master Plan (TMP). In my review of the TMP, I could not identify the section(s) that describe the active transportation needs as would be applicable to Winston Churchill Boulevard. Could you please identify for me the specific sections of the TMP document that are providing the basis for your answer? 2. You indicated that the current cross-section of Winston Churchill does not meet the preferred cross-section per the Town's Road Characterization Matrix in the TMP. However, in an email to my neighbour, you indicated that "no widening of the roadway is proposed; the existing platform, consisting of 3.5 m lanes and +/- 1.25 m will be maintained." What other aspects of the Road Characterization Matrix does Winston Churchill not meet? 3. In my previous email, I had commented on the posted speed limit of 70 km/hr and the fact that it is rarely adhered to. I understand that your objective is not to enforce speed limits or other traffic laws. However, reviewing traffic volumes and 5 year collision data does not tell the entire story. Collision data only includes actual reported or attended collisions. Near misses, property damage, aggressive driving, etc. are not included in those data. A few years ago, we had a significant portion of a large cedar hedge destroyed by a pickup truck that went off the road. In the last year or so, someone ran into and destroyed our mailboxes and kept driving. I've had countless near misses with oncoming traffic that thinks it's okay to pass on a blind hill. These things will not be part of your dataset and do not paint a valid and complete picture. 4. Also included in my previous email was a question about Shaws Creek Road. Is it defined as the same type of arterial road as Winston Churchill? If so, why does Shaws Creek not see the volume of traffic, particularly transport truck, that we do? Why is the posted speed on Shaws Creek Road 60 km/hr from Bush to Townline? And, the corresponding distance on Winston Churchill is 70 km/hr and 80 km/hr? I continue to be in favour of Alternative 1 and would like to be made aware of and included in subsequent PICs, postings, etc. Thank you again for your time and continued patience in this process.	The Town's TMP Road Characterization Matrix summarizes the recommended roadway cross-section elements and dimensions for different street types within the Town. In addition to lane/shoulder widths, guidance is provided for various street design elements to be included in the preferred cross-section including areas for pedestrians and other facilities. In the case of Winston Churchill Blvd. the characterization matrix recommends the preferred cross-section include bicycle facilities on the roadway shoulder which is currently not met. The preferred design alternative considers the addition paved shoulder as a hard-surface facility for cyclists in place of existing granular shoulders. As noted in our previous response, the Town is aware of your concerns and recognize that speeding was identified by residents as an issue within this section of Winston Churchill Boulevard, therefore the Town will continue monitor traffic speed and collision data into the future. As part of mitigation measures, to increase compliance with the posted speed limit, the Town may consider additional speed (automated and police) enforcements, automated speed management, and improved advanced signage. Also, based on feedback received, the Town is reviewing traffic volumes and speed within the corridor, as well as 5-year collision history. Shaws Creek Road is a truck restricted road (See attached photos). The Town had retained a consultant to review the speed limit on Town Roads based on Transportation Association of Canada (TAC) guidelines, which is an industry-standard and follow by the majority of municipalities to set the speed limit with respect to the road geometry, conditions, land use, etc. it was also approved by Council.
Local Resident	In response to the public information meeting regarding Winston Churchill Blvd., I offer this feedback: The comprehensive study that was conducted of this area was a positive and informative beginning. For that I am grateful. The public meeting of the residents was a smart move. I would recommend allowing more time for questions at future meetings. And that does not mean shortening the presentations of the facts. Every street has two sides and it was unfortunate that my neighbours on the Erin side were not notified at the same time as we were. I hope that was an oops. Regarding the road itself, I think there is merit in all the options. My choices would be: to upgrade the base of the road; to not widen the road, and to have paved shoulders but not bicycle width shoulders. I would consider it high priority to not remove trees. I would highly recommend reducing the speed limit. I would also strongly recommend installing Automated License Plate Readers and use them all the time. (As an aside, this might offer an opportunity to fund the project!) I hope that Council will approach this project in a wise, responsible and apolitical manner.	We appreciate the feedback and providing additional questions/comments; however, it should be noted that public and all stakeholders can provide comments and input at any time during this project. Therefore, as indicated above all details including latest updates about project are available at the Town's project website: https://www.caledon.ca/en/news/winston-churchill-ea.aspx The Town of Caledon is working with the Town of Erin to correct this and ensure appropriate notice is provided. Also, we encourage you and would appreciate if you can share project details, including project link/website with your neighbours/residents on both side of street/road. Thank you for your comments. We appreciate the feedback and will take it into consideration during design. We recognize that speeding was identified by residents as an issue within this section of Winston Churchill Boulevard, therefore the Town will continue monitor traffic speed and collision data into the future. As part of mitigation measures, to increase compliance with the posted speed limit, the Town may consider additional speed (automated and police) enforcements, automated speed management, and improved advanced signage.

5.5 Study Completion

A Notice of Study Completion was distributed on May 16, 2024, to the project contact list. The Notice of Study Completion was posted on the Town of Caledon's website and advertised in the Caledon Enterprise eNews. The Notice of Study Completion can be found in **Appendix A**.

The purpose of the Notice of Study Completion is to advise of the commencement of the public review period for the Project File Report prepared as part of this MCEA. The Notice of Study Completion advises that Interested persons may provide comment to the project team within the public review period (i.e., May 16, 2024, to June 21, 2024).

In addition, the letter advises that a request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e., requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g., require further studies), only on the grounds that the request order may prevent, mitigate or remedy adverse impacts to constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered.

6.0 EVALUATION OF ALTERNATIVE SOLUTIONS

An evaluation of Alternative Solutions was undertaken to address the problem and opportunity statement identified for this project (**Section 3.1**), considering all aspects of the MCEA study. The overall assessment and evaluation process followed two basic concepts:

1. Assessment of Alternatives: the potential benefits of each alternative are assessed against a comprehensive set of criteria for Structural Integrity/Public Safety, Natural Environment, Socio-economic and Implementation factor groups.

2. Evaluation of Alternatives: A comparative evaluation of alternatives to identify a preliminary technically preferred design alternative.

Evaluation criteria was developed by the Project Team, including technical considerations that address the broad definition of the environment as described in the EAA and those based on comments received from stakeholders. **Table 3** provides descriptions of the Evaluation Criteria.

The evaluation of Alternative Solutions considers the positive and negative potential impacts associated with each of the design alternatives in consideration of the criteria. This evaluation is a relative comparison to be used to determine which alternative is technically preferred.

As illustrated in **Figure 8**, each criterion was given a score on a scale from least preferred (empty circle) to most preferred (solid circle).

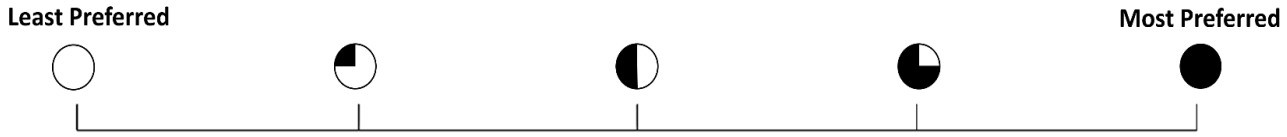

Figure 8: Evaluation of Alternative Solutions Scale of Preference

The evaluation of alternatives was carried out using the Reasoned Argument method of comparing differences in impacts and providing a clear rationale for the selection of the technically preferred alternative. **Table 4** identifies the evaluation criteria and rationale, as well as the criteria measures and corresponding descriptions. A Summary of Evaluation and Selection of Technically Preferred Alternative is included in **Table 5**.

Table 3: Evaluation Criteria			
Evaluation Criteria	**Description of Criteria**	**Measures**	**Description of Measures**
Transportation/ Technical	Criteria to evaluate whether the alternative design concept addresses the transportation problems and opportunities identified along Winston Churchill Blvd corridor; as well as evaluate the technical suitability and engineering characteristics of the design concept	- Transportation/Infrastructure Plans and Policies	- Compatibility with Town of Caledon Transportation Master Plan, Town of Caledon Asset Management Strategy, Town of Caledon 2019 Development Charge (DC) Background Study
		- Vehicular Capacity/Traffic Operations	- Potential to address existing and future capacity issues along the corridor, and intersection Levels of Service (LOS) deficiencies, delays and other operational needs
		- Safety	- Potential to address safety considerations related to traffic collisions, roadway geometrics, roadside features, intersection design, and signalization
		- Active Transportation	- Potential to address pedestrian and cyclist needs, and provide safety and connectivity to the Town / Regional active transportation network
		- Transit	- Potential to address transit needs and accommodate future transit network/improvements
		- School Transportation	- Potential Impacts on school bus routes within the study area
		- Emergency Services	- Potential Impacts on emergency services for the study area (fire, EMS, police)
		- Access Considerations	- Potential impacts on existing commercial/industrial/ business driveways and accesses along the corridor
		- Utilities	- Potential impacts on existing utilities within study are and ability to accommodate future utility needs
		- Stormwater/Drainage	- Requirements for stormwater management practices and accommodation of future municipal initiatives
Natural Environment	Criteria to evaluate the alternative design concept's effects on the natural heritage systems, natural environment and habitats, air and water quality.	- Environmentally Sensitive Areas	- Proximity, size, characteristics and sensitivity of significant natural areas and potential impacts on these natural systems
		- Wildlife Habitats (Terrestrial)	- Presence of terrestrial wildlife habitat areas and potential impacts
		- Fisheries/Aquatic Impacts	- Presence of fish communities and aquatic habitats; and potential impacts, including to water quality
		- Species at Risk	- Presence of SAR and potential impacts/opportunities for mitigation
		- Existing Watercourses	- Proximity, size, characteristics and sensitivity of existing watercourses, and potential impacts
		- Ground and Surface Water Quality/Quantity	- Potential impacts to surface water and ground water resources and quality
		- Air Quality	- Number, location and characteristics of sensitive receptors; and potential impacts
Social and Cultural Environment	Criteria to evaluate the alternative design concept's effects on businesses, community and social features, properties, and archaeological, built and cultural heritage features within the study area.	- Land Use / Socio-Economic Conditions	- Presence, number and characteristics of residences, community facilities, public parks, institutions or businesses within or adjacent to the study corridor.
		- Property Impacts	- Potential impacts to existing properties and planned developments, including property requirements
		- Archaeological, Built Heritage and Cultural Heritage Features	- Presence and characteristics of registered archaeological resources and designated built heritage resources under the Heritage Act; as well as potential impacts on archaeological/built and cultural heritage resources within study area
		- Noise Levels	- Number, location and characteristics of sensitive receptors; and potential impacts
		- Construction Impacts	- Duration of construction, staging options and potential for construction-related impacts on traffic circulation, access, noise and dust.
Implementation	Criteria to evaluate the financial implications and implementation opportunities of the alternative design concept.	- Capital Costs	- Capital cost of proposed improvement
		- Operation and Maintenance Costs	- Operation and maintenance costs of proposed improvement over life cycle
		- Phasing Opportunities	- Potential for phased implementation which addresses interim and future requirements

Table 4: Reasoned Argument Evaluation of Alternative Solutions			
Criteria Measures	**Alternative 1** (Do Nothing)	**Alternative 2** (Rehabilitate the Existing Road)	**Alternative 3** (Reconstruct the Existing Road)
	This alternative is included to provide a base to which other alternatives could be compared. Under this alternative, no measures to improve the condition of the road segment will be considered and therefore the road would remain in its present condition. This means that problems which have been identified will remain unresolved and conditions would continue to deteriorate.	This alternative involves rehabilitation of the road segment including partial depth removal, pavement structure, shoulders, driveway culverts and entrances.	This alternative involves full depth removal of the road pavement structure and replace with new designed pavement structure, culvert replacement, and other items mentioned in Alternative 2.
Transportation/Technical			
Transportation / Infrastructure Plans and Policies	Does not conform to Town of Caledon's Transportation Master Plan. Does not conform to Town of Caledon's Asset Management Strategy. Does not conform to the Town of Caledon's 2019 Development Charge (DC) Background Study.	Partially conforms to the Town of Caledons Transportation Master Plan. Meets the objectives of the Town of Caledon's Asset Management Plan. Conforms to the Town of Caledon's 2019 Development Charge (DC) Background Study	Conforms to the Town of Caledon's Transportation Master Plan. Exceeds the objectives of the Town of Caledon's Asset Management Plan. Conforms to the Town of Caledon's 2019 Development Charge (DC) Background Study
Vehicular Capacity / Traffic Operations	Low potential to improve vehicular capacity and traffic operations. Maintains existing conditions.	Low potential to improve vehicular capacity. Improves traffic operations via enhanced driver comfort through improved surface. Improved Level of Services (LOS) compared to Do Nothing alternative.	Moderate potential to improve vehicular capacity. Operational improvements may provide better potential to accommodate future multi-modal travel demands and multi-modal connectivity in the study area. Improves traffic operations via enhanced driver comfort through improved surface. Significantly improved Level of Services (LOS) compared to Do Nothing alternative.
Safety	Low potential to improve traffic safety. Maintains existing conditions.	Moderately improves driver safety. Improved driving surface will improve friction coefficient and reduce braking distance, crossfall corrections will improve surface drainage, reduced accumulation of precipitation, ice and snow in winter months and reduce the potential for collisions.	Moderately improves driver safety. Improved driving surface will improve friction coefficient and reduce braking distance, crossfall corrections will improve surface drainage, reduced accumulation of precipitation, ice and snow in winter months and reduce the potential for collisions. Increased lane width improves separation between opposing lanes of traffic and provides enhanced accommodation for larger vehicles.
Active Transportation	Low potential for improvements to Active Transportation. Existing roadway does not provide adequate accommodation for pedestrians/cyclists.	Provides opportunity to incporate improvements to for cyclists in the form of enhanced on-road facilities (paved shoulders). Provides opportunity to improve connectivity between Town / Regional cycling networks.	Provides opportunity to incporate improvements to for cyclists in the form of enhanced on-road facilities (paved shoulders). Potential for increased separation between cyclists and vehicular traffic through platform widening. Provides opportunity to improve connectivity between Town / Regional cycling networks.
Transit	Not on transit route.	Not on transit route.	Not on transit route.
School Transportation	Low potential for improvements to school bus service.	Potential improvements to school bus service with improved driving surface, improved Level of Service (LOS) when compared to Do Nothing alternative.	Potential improvements to school bus service with improved driving surface, improved Level of Service (LOS)when compared to Do Nothing alternative.

Criteria Measures	**Alternative 1** (Do Nothing)	**Alternative 2** (Rehabilitate the Existing Road)	**Alternative 3** (Reconstruct the Existing Road)
Emergency Services	Low potential for improvements to emergency response times.	Potential reduction to emergency service response times with improved driving surface, improved Level of Service (LOS) when compared to Do Nothing alternative. Paved shoulder provides additional hard surface for vehicles pulling over to allow emergency vehicles to pass.	Potential reduction to emergency service response times with improved driving surface, improved Level of Service (LOS) when compared to Do Nothing alternative. Paved shoulder and potential for increased platform width provides additional area for vehicles pulling over to allow emergency vehicles to pass.
Access Considerations	No impact to adjacent property access within the study area.	Potential for minor impacts to adjacent property access with resurfacing and possible grade raise.	Potential for impacts to adjacent property access with resurfacing and possible grade raise and possible widening.
Utilities	Does not impact existing utilities within the study area. No opportunity for utility upgrades.	Low potential for impacts to utilities within the study area. Provides opportunity for localized utilitiy / servicing upgrages.	Potential for implacts to utilities, possible accomodation/relocation of above and below ground utilities. Potential for utility pole relocations to facilitate modified road platform. Provides opportunity for utility / servicing upgrades.
Stormwater/ Drainage	No impact to existing stormwater management / drainage.	Opportunity for improved surface drainage through cross-fall correction. Improved roadside ditching and opportunity for culvert replacement/upsizing improve overall stormwater management within study area. Low potential to impact runoff volumes through increased hard surface area (paved shoulders).	Opportunity for improved surface drainage through cross-fall correction. Improved roadside ditching and opportunity for culvert replacement/upsizing improve overall stormwater management within study area. Low potential to impact runoff volumes through increased hard surface area (wider platform, paved shoulders).
Natural Environment			
Environmentally Sensitive Areas	No impacts to environmentally sensitive areas.	No impacts on wildlife habitats, as the paved shoulders would not increase the existing roadway footprint.	Minor impacts on environmentally sensitive areas due to the necessary ditching and culvert replacements associated with this option.
Wildlife Habitats (Terrestrial)	No impacts to wildlife habitats (terrestrial).	No impacts to wildlife habitats (terrestrial).	Minor, temporary impacts on wildlife habitats associated with construction, including: disturbances to vegetation, noise, dust and human presence.
Fisheries/Aquatic Impacts	No impacts to fisheries/aquatic habitat.	No impacts to fisheries/aquatic habitat.	Minor, temporary impacts on fish and aquatic habitats due to ditchline regrading and culvert replacements.
Species at Risk	No SAR or SAR habitat were identified within the study area.	No SAR or SAR habitat were identified within the study area.	No SAR or SAR habitat were identified within the study area.
Existing Watercourses	No impacts to existing watercourses.	No impacts to existing watercourses.	Minor, temporary impacts on existing watercourses as a result of ditchline regrading and culvert replacements.
Ground and Surface Water Quality/Quantity	No impacts on ground and surface water quality/quantity.	No impacts on ground and surface water quality/quantity.	Minor, temporary impacts to surface water quality during construction (sediment).
Air Quality	No impacts on air quality.	No impacts on air quality.	No impacts on air quality.

Criteria Measures	**Alternative 1** (Do Nothing)	**Alternative 2** (Rehabilitate the Existing Road)	**Alternative 3** (Reconstruct the Existing Road)
Social and Cultural Environment			
Land Use / Socio-Economic Conditions	No change to existing land use/socio-economic conditions, however with the roadway deteriorating over time there may be long-term impacts.	Land Use / Socio-Economic Conditions are expected to improve due to a safer roadway platform as a result of a wider driving lane and accommodation for cyclists.	Land Use / Socio-Economic Conditions are expected to improve due to a safer roadway platform as a result of a wider driving lane and accommodation for cyclists.
Property Impacts	No impacts to property.	No impacts to property.	Potential for property acquisition associated with grading required to accommodate wider platform.
Archaeological, Built Heritage and Cultural Heritage Features.	No impacts on archaeology, built heritage or cultural heritage features.	No impacts on archaeology, built heritage or cultural heritage features.	Potential archaeological and heritage impacts associated with work in previously undisturbed areas outside existing ROW.
Noise Levels	No impacts on noise levels.	No impacts on noise levels.	No impacts on noise levels.
Construction Impacts	No construction impacts.	Construction impacts expected to be minor, road closures and detours for one construction season. Temporary impacts to residential driveway access.	Construction impacts expected to be minor, road closures and detours for one construction season. Temporary impacts to residential driveway access.
Implementation			
Capital Costs	Lowest capital cost of alternatives.	Maintains status quo Moderate to high capital cost.	Highest anticipated capital cost.
Operational and Maintenance Costs	Highest operation and maintenance costs, anticipated to increase with continued deterioration of the road surface and subgrade over time.	Low operational and maintenance cost associated with improvements, maintenance activities in later stages of lifecycle. Opportunity for significant lifecycle extension at highest overall lifecycle cost-benefit.	Low operational and maintenance cost associated with improvements; maintenance not anticipated until later stages of lifecycle. Highest overall lifecycle extension, moderate lifecycle cost-benefit when compared to rehabilitation option.
Phasing Opportunities	Does not present any phasing opportunities.	Presents phasing opportunities. Rehabilitation works can be phased by dividing roadway into sections and completing as separate projects. Phasing will allow project to move forward with limited guarantee of funding, with lower initial investment and less initial risk associated with securing funding for remaining segments.	Presents phasing opportunities. Rehabilitation works can be phased by dividing roadway into sections and completing as separate projects. Phasing will allow project to move forward with limited guarantee of funding, with lower initial investment and less initial risk associated with securing funding for remaining segments.

Table 5: Summary of Evaluation and Selection of Technically Preferred Alternative			
Criteria Measures	**Alternative 1** (Do Nothing)	**Alternative 2** (Rehabilitate the Existing Road)	**Alternative 3** (Reconstruct the Existing Road)
Transportation/Technical	○	◕	●
Natural Environment	◑	◕	◔
Social and Cultural Environment	◔	◕	◑
Implementation	○	◕	◑
Overall	○	●	◑
Summary	- Does not conform to Town of Caledon Transportation Master Plan and Asset Management Strategy - Low potential for improvements to Active Transportation - No change to existing land use - No impacts to existing natural environment - Lowest capital cost of alternatives. Maintains status quo. - Highest operation and maintenance costs anticipated to increase with continued deterioration of the road surface over time	- Partially conforms to Town of Caledon Transportation Master Plan and Asset Management Strategy - Moderately improves driver safety - Provides opportunity to incorporate improvements for cyclists - Improvements to existing land-use - No impacts to existing natural environment - Moderate to high capital cost - Low operation and maintenance costs.	- Conforms to Town of Caledon Transportation Master Plan and Asset Management Strategy - Moderately improves driver safety - Provides enhanced accommodation of cyclists with increased separation distance - Improvements to existing land-use - Potential minor impacts to existing natural environment - Highest anticipated capital cost - Low operation and maintenance cost
Conclusion	Not Technically Preferred Alternative	**Technically preferred alternative**	Not Technically Preferred Alternative

7.0 RECOMMENDED TECHNICALLY PREFERRED ALTERNATIVE SOLUTION

The alternatives were assessed against the evaluation criteria as described above. The overall comparative evaluation of alternatives was based on a qualitative methodology and did not include the assignment of factor significance weightings, however transportation/operational, technical/structural, and implementation considerations were considered to be the three most important criteria groupings.

The selection of the recommended alternative solution involved identifying and making trade-offs among the advantages and disadvantages of the alternatives. The alternative that had the most overall advantages was recommended as the technically preferred alternative.

Based on the above evaluation the Technically Preferred Alternative Solution (TPA) is **Alternative 2: rehabilitate the existing road,** as shown in the Summary of Evaluation and Selection of Technically Preferred Alternative **Table 5**.

The recommended TPA allows the Town to improve driver safety and provides an opportunity to incorporate improvements for cyclists on Winston Churchill Boulevard. This option was determined to have the best balance of benefits for transportation/technical while having minimal impacts to the socio-economic and natural environment. This option has moderate to high capital costs (i.e., ~$5.2 M for the north segment East Garafraxa Townline to Highpoint Sideroad and ~$4.3 M for the south segment Highpoint Sideroad to Beechgrove Sideroad); however, this alternative is the more economical solution based on the anticipated extension of service life. The anticipated lifecycle for this alternative is 20+ years.

The TPA includes a modified implementation of Alternative 2, consisting of rehabilitation of the existing roadway with consideration given to improving the existing platform to a consistent width through minor widenings in select areas. The preferred alternative selected for implementation consists of a 9.5 m platform width, including a 1.25 m wide fully paved shoulder, and includes full-depth removal of asphalt, granulars and subgrade material to allow for the placement of the paving strategy. This alternative will also include full depth removal in existing poorly performing asphalt and poor quality granular base materials while maintaining the existing roadway profile, eliminating concerns with implementing a grade raise to avoid impacts to adjacent entrances and driveways. Minor cross-section modifications will include a wider paved platform with the addition of fully paved shoulders throughout the project limits. This will allow for the incorporation of an appropriate facility for cyclists while utilizing available platform while avoiding the need for more extensive widening that would require additional disturbances to the natural environment and would trigger the need for utility relocations and property acquisition. This alternative considers minor changes to the existing road profile but generally does not include a grade raise.

8.0 SUMMARY AND CONCLUSIONS

Based on the review and evaluation of three (3) alternative solutions against a comprehensive evaluation criterion, **Alternative Solution 2 - rehabilitate the existing road**, has been identified as the TPA as it addresses the problem statement for this study.

The TPA offers the best asset value to the Town of Caledon from an operations, maintenance and lifecycle perspective, whilst having minimal overall impact to the natural environment.

8.1 Public Review Period

This Project File Report meets the requirements of a Schedule "B" Municipal Class EA study. The Project File Report has been filed for public reviewing and comment from May 16, 2024, to June 21, 2024.

During the Public Review Period, a request may be made to the Ministry of Environment, Conservation and Parks for an order requiring a higher level of study, or that conditions may be imposed, only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Request on other grounds will not be considered.

Requests should specify what kind of order is being requested, how an order may prevent, mitigate or remedy those potential adverse impacts, and any information in support of the statements in the request. The request should be sent in writing or by email to the proponent and the following:

Minister of the Environment, Conservation and Parks
Ministry of Environment, Conservation and Parks
77 Bay Street, 5th Floor
Toronto, ON M7A 2J3
Minister.mecp@ontario.ca

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

Provided no comments or Part II Orders are received during the review process, it is recommended that the Town of Caledon proceed with detail design and implementation.

8.2 Permitting and Approvals

No additional permitting and approvals are anticipated to be required during the construction phase.

8.3 Commitments

During this study, the following commitments were identified for consideration:

- During the subsequent construction phase, Cultural Heritage Resources should be avoided and any construction staging areas are to be located away from any of the BHRs and CHLs identified. Heritage features, such as the mature lilac bush, split rail cedar fences, rubble stone walls, historic treelines, and hedgerows will be indicated on the final tender drawings to ensure these areas are avoided during construction

- Archaeological monitoring to be carried out within the area of the Ebenezer Congregational Church Cemetery as per Section 3.3.3 Standard 4 of the 2011 Standards and Guidelines for Consultant Archaeologists (S&Gs). Any construction activities in this area must be monitored by a licensed archaeologist, and work must cease if human remains and/or burial features are encountered so that appropriate steps can be taken.

APPENDIX A – CONSULTATION MATERIALS

Project Contact List

Town of Caledon
Winston Churchill Boulevard - Project Contact List

Agency	Contact	Title	Email	Address	Phone
Provincial Ministries, Agencies and Departments					
Ministry of the Environment, Conservation and Parks (MECP)	Central Region		eanotification.cregion@ontario.ca	Suite 300, 4145 North Service Road, Burlington ON L7L 6A3	1-800-335-5906
Ministry of the Environment, Conservation and Parks (MECP)	General (Notices)		MEA.Notices.EAAB@ontario.ca		
Ministry of the Environment, Conservation and Parks (MECP)	Trevor Bell	Environmental Resource Planner / EA Coordinator	trevor.bell@ontario.ca	5775 Yonge Street, 8th Floor Toronto, ON	416-326-3469
Ministry of the Environment, Conservation and Parks (MECP)	Aurora McAllister	Management Biologist	hotosp@hydroone.com	50 Bloomington Road, Aurora, Ontario L4G 0L8	905-713-7732
Ministry of the Environment, Conservation and Parks (MECP)	Tina Dufresne	Manager, Halton Peel District Office	Tina.Dufresne@ontario.cs	4145 North Service Rd, Suite 300 Burlington, ON L7L 6A3	
Ministry of Heritage, Sport, Tourism, Culture Industries (MHSTCI)	Laura Hatcher	Heritage Planner	laura.e.hatcher@ontario.ca	Ministry of Tourism, Culture and Sport 401 Bay Street, Suite 1700 Toronto ON M7A 0A7	
Ministry of Heritage, Sport, Tourism, Culture Industries (MHSTCI)	Dan Minkin	Heritage Planner (Culture Services Unit)	Dan.Minkin@ontario.ca	Suite 1700, 401 Bay Street, Toronto, ON M7A 0A7	416-314-7147
Ministry of Heritage, Sport, Tourism, Culture Industries (MHSTCI)	Rosi Zirger	Heritage Planner (Culture Services Unit)	rosi.zirger@ontario.ca	Suite 1700, 401 Bay Street, Toronto, ON M7A 0A7	416-314-7159
Infrastructure Ontario	Frank Dieterman		Frank.Dieterman@infrastructureontario.ca	1 Dundas Street West, Suite 2000, Toronto, Ontario M5G 2L5	(416) 212-3768
Ministry of Transportation	Jason White	Manager	jason.white@ontario.ca	1201 Wilson Avenue, 5th Floor Downsview, ON	
Northern Development, Mines, Natural Resources and Forestry (NRF)	Dan L Thompson	District Manager	dan.l.thompson@ontario.ca	50 Bloomington Road Aurora, ON	
Ministry of Natural Resources and Forestry (MNRF)	Bohdan Kowalyk, R.P.F.	District Planner, Aurora District, Ontario Ministry of Natural Resources and Forestry	Bohdan.Kowalyk@Ontario.ca	50 Bloomington Road, Aurora, Ontario L4G 0L8	905-713-7387
Ministry of Indigenous Affairs		Consultation Unit	moeccpermissions@ontario.ca	160 Bloor Street East, 4th Floor Toronto, ON	416-326-4740
Ministry of Aboriginal Affairs	Camille Assam	Executive Assistant to ADM	camille.assam@ontario.ca	160 Bloor Street East, 4th Floor, Toronto ON M7A 2E6	416-26-4772
Ministry of Aboriginal Affairs	Karly Jennings	Administrative Assistant to ADM	karly.jennings@ontario.ca	160 Bloor Street, East, 4th Floor, Toronto ON M7A 2E6	416-314-0603
Ministry of Municipal Affairs and Housing (EA Policy)	Audrey Bennett	Central Municipal Services Office	Audrey.bennett@ontario.ca	College Park, 13th Floor, 777 Bay Street, Toronto ON M5G 2E5	416-585-6063
Ministry of Agriculture, Food and Rural Affairs	Jackie Van de Valk	Rural Planner - Environmental and Land Use Policy	jackie.vandevalk@ontario.ca	Elora Resource Centre, unit 10, 6484 Wellington Road 7, Elora ON N0B 1S0	519-846-3415
Environmental Assessment and Permissions Branch		Director	enviropermissions@ontario.ca	135 St. Clair Avenue West, 1st Floor, Toronto ON M4V 1P5	
Federal Agencies					
Fisheries and Oceans Canada	Dan Thompson	Team Leader - Triage and Planning	dan.thompson@dfo-mpo.gc.ca	867 Lakeshore Road, PO Box 5050, Burlinton, ON L7R 4A6	519-688-3897
Fisheries and Oceans Canada			FisheriesProtection@dfo-mpo.gc.ca	867 Lakeshore Road Burlington, Ontario	
Environment Canada	Rob Dobos	Manager, Environmental Assessment Section	rob.dobos@ec.gc.ca	PO Box 5050, 867 Lakeshore Road, Burlington, ON L7S 1A1	905-336-4953
GO Transit	Elise Croll	Director, Environmental Programs and Assessments	elise.croll@gotransit.com	20 Bay Street, Suite 600, Toronto ON M5J 2W3	416-869-3600 ext. 5520
Municipal Departments, Committees and Services					
Region of Peel	Sally Rook	Manager, Engineering and Infrastructure Planning	sally.rook@peelregion.ca	10 Peel Centre Drive, Brampton, ON	905-791-7800
Region of Peel	Kealy Dedman	Commissioner of Public Works	kealy.dedman@peelregion.ca	10 Peel Centre Drive, Brampton, ON	905-791-7800
Region of Peel	Sean Carrick	Manager, Traffic and Sustainable Transportation	sean.carrick@peelregion.ca	10 Peel Centre Drive, Brampton, ON	905-791-7800
Region of Peel	Neal Smith	PM - Sustainable Transportation	neal.smith@peelregion.ca	10 Peel Centre Drive, Brampton, ON	905-791-7800
Region of Peel	Asha Saddi	Technical Analyst, Infrastructure Programming & Studies	asha.saddi@peelregion.ca	10 Peel Centre Drive, Brampton, ON	905-791-7800 x7794
Caledon OPP	Mike Garant		Mike.Garant@opp.ca		
Caledon Fire & Emergency	Darryl Bailey	Fire Chief	darryl.bailey@caledon.ca		905-584-2272, 4330
Town of Caledon	Heather Haire	Acting Director, Finance	heather.haire@caledon.ca	6311 Old Church Road Caledon, ON	905.584.2272 x4185

Town of Caledon
Winston Churchill Boulevard - Project Contact List

Agency	Contact	Title	Email	Address	Phone
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Town of Caledon	Ryan Grodecki	Manager of Engineering	Ryan.Grodecki@caledon.ca	6311 Old Church Road Caledon, ON	905.584.2272 x4101
Town of Caledon	Ed Sajecki	Acting Director, Planning/Chief Planner	ed.sajecki@caledon.ca	6311 Old Church Road Caledon, ON	905-584-2272 x4172
Town of Caledon	Kant Chawla	Senior Transportation Planner, Development Approval and Planning Policy Department	kant.chawla@caledon.ca	6311 Old Church Road Caledon, ON	905-584-2272 x4293
Town of Caledon	Arash Olia	Manager, Transportation Engineering	arash.olia@caledon.ca	6312 Old Church Road Caledon, ON	905-584-2272 x4073
Town of Caledon, Heritage Resoures Office	Douglas McGlynn	Heritage Urban Design Planner	douglas.mcglynn@caledon.ca		905.584.2272 x4232
Town of Caledon - Heritage Committee	Sally Drummond	Heritage Resource Officer	sally.drummond@caledon.ca	6311 Old Church Road Caledon, ON	905.584.2272 x4243
Wellington County	Joe de Koning	Manager of Roads	joedk@wellington.ca	74 Woolwich Street, Guelph, ON	(519) 837-2601 x2270
Township of East Garafraxa	Dave Menary (Retiring)	Director of Public Works	dmenary@eastgarafraxa.ca	065371 Dufferin County Road 3, Unit 2, East Garafraxa, ON	(226) 259-9400
Township of East Garafraxa	Dave Knight (New)	Director of Public Works	dknight@eastgarafraxa.ca	065371 Dufferin County Road 3, Unit 2, East Garafraxa, ON	(226) 259-9400
Town of Erin	Nick Colucci	Director of Infrastructure Services	nick.colucci@erin.ca	5684 Trafalgar Road, Hillsburgh, ON	(519) 855-4407 x227
School Boards					
Peel District School Board	Stan Cameron	Trustee - Caledon	stan.cameron@peelsb.com	5650 Hurontario Street Mississauga, ON	
Peel District School Board	Suzanne Blakeman	Manager, Planning & Enrolement / Planning & Accomodation Support Services	suzanne.blakeman@peelsb.com	5650 Hurontario Street Mississauga, ON	905-890-1010 ext. 2216
Peel District School Board	Bianca MV Bielski	Manager, Planning & Enrollment	bianca.bielski@peelb.com	5650 Hurontario Street, Mississauga, ON L5R 1C6	905-890-1010 ext. 2221
Dufferin-Peel Catholic District School Board	Frank Di Cosola	Trustee - Caledon/Dufferin	frank.dicosola@dpcdsb.org	40 Matheson Boulevard West Mississauga, ON	
Dufferin-Peel Catholic District School Board	Krystina Koops	Planner	krystina.koops@dpcdsb.org	40 Matheson Boulevard West Mississauga, ON	
Conservation Authority					
Credit Valley Conservation Authority (CVC)	Liam Marray	Senior Manager, Planning Ecology	liam.murray@cvc.ca	1225 Derry Road Mississauga, ON	905-670-1615 x 239
Credit Valley Conservation Authority (CVC)	Tyler Slaght	Regulations Officer	tyler.slaght@cvc.ca	1225 Derry Road Mississauga, ON	905-670-1615 x406
Niagara Escarpment Commission	Rick Watt	Senior Planning Coordinator	rick.watt@ontario.ca	232 Guelph St, Georgetown, ON L7G 4B1	519-599-3740
Toronto and Region Conservation Authority (TRCA)	Sharon Lingertat	Senior Planner	slingertat@trca.on.ca		416.661.6600 ext. 5717
Toronto and Region Conservation Authority (TRCA)	Annette Lister	Planner	annette.lister@trca.ca	101 Exchange Avenue, Vaughan, ON, L4K 5R6	(416) 661-6600 ext. 6443
Utilities					
TransCanada Pipelines Inc.	Darlene Quilty	Project & Planning Coordinator	dquilty@mhbcplan.com	86 Healey Road, Bolton ON L7E 5A7	705-727-0663 x21
Hydro One Networks			secondarylanduse@hydroone.com	483 Bay Street, North Tower, 15th Floor Toronto, ON	
Hydro One Networks	Matt Casey		matthew.casey@hydroone.com		519-939-8729
Hydro One Networks		Planning and Scheduling Department	westcentralzonescheduling@HydroOne.com OR Zone2Scheduling@HydroOne.com	185 Clegg Rd, Markham, ON L6G 1B7 or 40 Olympic Drive, Dundas, ON L9H 7P5	905-627-6050
Hydro One Networks	Diana Coulas	Distribution Planning Technician	diana.coulas@hydroone.com	763 Athlone Avenue, 2nd Floor, Woodstock, ON	226-705-5000 x4768

Town of Caledon
Winston Churchill Boulevard - Project Contact List

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Hydro One Telecom	Nadeen Wajdi-Houjeily	Senior Technical Specialist: OPE	Nadeen.Wajdi-Houjeily@HydroOne.com	65 Kelfield Street Rexdale, ON M9W 5A3	416-246-7407
Bell Canada	Jack Malcolmson	Specialist-Network Access Provisioning	jack.malcolmson@bell.ca		365-355-5425
Bell Canada	Diego Tobias	GT Fiber Services Inc.	PUCC.circulations.GT@bell.ca	5025 Creekbank Road Mississauga, ON L4W 0B6	905-614-6820
Bell Canada Municipal Operations Centre	Diana Velez	c/o Netricom	bell.moc@netricom.com	200 Town Centre Bvd, Suite 300 Markham, ON L3R 8G5	905-470-2112 ext. 40309
Cogeco Cable Systems Inc.	Craig Krueger	System Planner	cdkrueger@cogeco.ca		
Rogers	Roy Holland		Roy.Holland@rci.rogers.com		
Rogers	Graham McPherson	System Planner (Bloton Area)	Graham.McPherson@rci.rogeres.com	244 Newkirk Road, Richmond Hill, ON L4C 3S5	(705) 896-9608
Rogers Telecon			Rogers.MOC@telecon.ca		
Rogers Cable TV Limited	Marian Wright	Planning Coordinator	marian.wright@rci.rogers.com	3573 Wolfdale Road Mississauga, ON	647-771-9327
Rogers Cable TV Limited	Travis Graham	Municipal & Utility Relations GTA West	travis.gragam@rci.rogers.com	3573 Woldedale Road	416-913-1243
Rogers Cable	Richard Humpage	EA Coordinator - Region Representative East of Centreville Creek Road	richard.humpage@rci.rogers.com	244 Newkirk Road, Richmond Hill, ON L4C 3S5	905-780-7014
Rogers Cable			GTAW.Markups@rci.rogers.com	3573 Wolfdale Road Mississauga, ON	
Enbridge Gas Distribution Incorporated	Emilio Labra	Advisor Planning – Central Region West	Emilio.labra@enbridge.com	500 Consumers Road North York, ON	905-458-3811
Enbridge Gas Distribution Incorporated	Meetpal Chhina	Planning Technical Specialist	meetpal.chhina@enbridge.com	6 Colony Court, Brampton ON L6T 4E4	905-458-2159 905-867-9329
Enbridge Gas Distribution Incorporated			markups@enbridge.com		
Alectra	Paul Sidhu	Senior Manager, Systems Planning	paul.sidhu@alectrautilities.com	3240 Mavis Road Mississauga, ON	905-566-2738
Student Transportation of Peel Region	Marcy Macina	Operations Officer, East Area	marcy.macina@dpcdsb.org	Keaton Centre, 5685 Keaton Crescent Mississauga, ON L5R 3H5	905-890-6000
MTS Allstream	Ian Fleming	EA Coordinator	utility.circulations@zayo.com utility.circulations@mtsallstream.com	50 Worcester Road Toronto, ON M9W 5X2	416-345-3406
Group Telecom	Telecon		Gt.Moc@telecon.ca		
Indigenous Groups					
Metis Nation of Ontario	Linda Norheim	Director, Lands, Resources and Consultations	lindan@metisnation.org	75 Sherbourne St. Suite 311 Toronto, ON M5A 2P9	(416) 977-9881
Metis Nation of Ontario			consultations@metisnation.org	Métis Consultation Unit Métis Nation of Ontario Head Office Suite 1100 – 66 Slater Street Ottawa, ON K1P 5H1	613-798-1488
Mississaugas of the New Credit First Nation	Fawn Sault	Consultation Manager	Fawn.Sault@mncfn.ca	Mississauga of the New Credit First Nation 2789 Mississauga Road R.R. #6 Hagersville, Ontario N0A 1H0	(905)768-1133
Mississaugas of the New Credit First Nation		Department of Consultation & Accommodation	doca@mncfn.ca		

Town of Caledon
Winston Churchill Boulevard - Project Contact List

Agency	Contact	Title	Email	Address	Phone
Mississaugas of the New Credit First Nation	Megan DeVries	Archaeological Operations Supervisor Department of Consultation and Accommodation (DOCA)	Megan.DeVries@mncfn.ca	4065 Highway 6 North, Hagersville, ON N0A 1H0	P: 905-768-4260 | M: 289-527-2763
Six Nations of the Grand River	Lonny Bomberry	Lands & Resource Director	lonnybomberry@sixnations.ca	Six Nations of the Grand River Consultation and Accommodations Team 2498 Chiefswood Rd. P.O. Box 5000 Ohsweken, ON N0A 1M0	
Six Nations of the Grand River	Robbin Vanstone	Land Use Office, Lands and Research	rlinn@sixnations.ca	Six Nations of the Grand River Consultation and Accommodations Team 2498 Chiefswood Rd. P.O. Box 5000 Ohsweken, ON N0A 1M0	
Haudenosaunee Confederacy Chiefs Council			hdi2@bellnet.ca	Haudenosaunee Development Institute 16 Sunrise Court – Suite 600 P.O. Box 714 Ohsweken, Ontario N0A 1M0	519-445-4222
Huron-Wendat Nation			administration@cnhw.qc.ca	Nation Huronne-Wendat 255, place Chef Michel Laveau Wendake (Québec) G0A 4V0 Canada	
Huron-Wendat Nation	Maxime Picard	Coordinateur de projets - Ontario	maxime.picard@cnhw.qc.ca	Nation Huronne-Wendat 255, place Chef Michel Laveau Wendake (Québec) G0A 4V0 Canada	418-843-3767 x2105
Elected Officials					
Ontario Government	Sylvia Jones	MPP - Dufferin Caledon	sylvia.jonesco@pc.ola.org	180 Broadway, 3rd Floor, Suite A, Organville ON L9W 1K3	519-941-7751
Federal Government	Kyle Seeback	MP - Dufferin Caledon	kyle.seeback@parl.gc.ca	229 Broadway, Unit #2, Orangville ON L9W 1K4	
Town of Caledon	Allan Thompson	Mayor	allan.thompson@caledon.ca	6311 Old Church Road Caledon, ON	416-319-6543
Town of Caledon	Ian Sinclair	Ward 1 Regional Councillor	ian.sinclair@caledon.ca	6311 Old Church Road Caledon, ON	647-542-0261
Town of Caledon	Lynn Kiernan	Ward 1 Area Councillor	lynn.kiernan@caledon.ca	6311 Old Church Road Caledon, ON	416-578-9156
Other					
Caledon Cycling Club			caledoncyclingclub@gmail.com		

Notice of Study Commencement

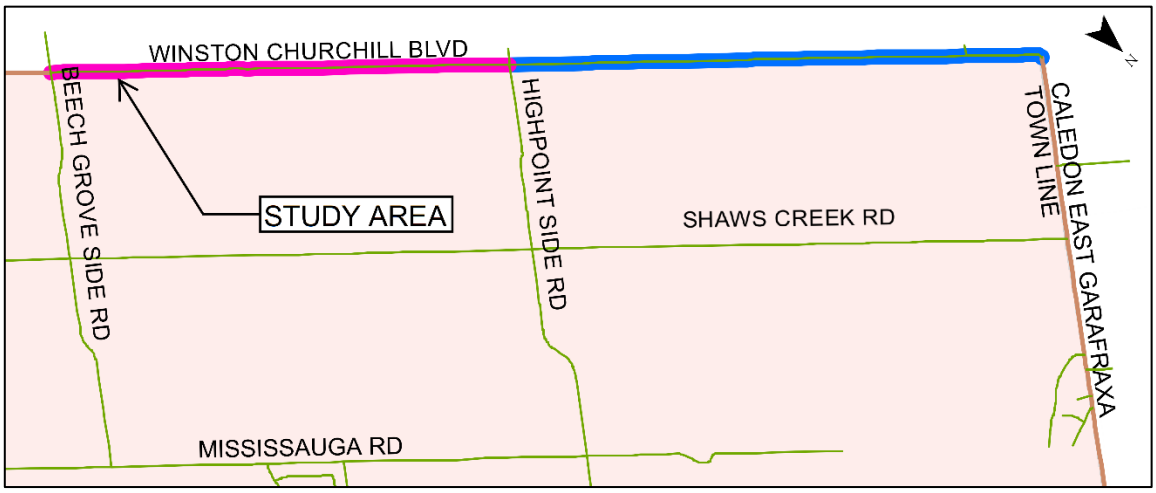
TOWN OF CALEDON

NOTICE OF STUDY COMMENCEMENT

WINSTON CHURCHILL BOULEVARD CLASS ENVIRONMENTAL ASSESSMENT STUDY BEECHGROVE SIDEROAD TO CALEDON EAST GARAFRAXA TOWN LINE

The Study

In response to continued population growth and increased traffic volumes, the Town of Caledon has identified a need for improvements to Winston Churchill Boulevard, from Beechgrove Sideroad to Highpoint Sideroad in 2023, and from Highpoint Sideroad to Caledon East Garafraxa Town Line in 2024. Subsequently, the Town has initiated a Municipal Class Environmental Assessment (Class EA) to review and identify required road, intersection and drainage improvements along these corridors. Within the study limits, Winston Churchill Boulevard will retain the existing two-lane configuration, however various options will be evaluated to enhance safety, improve traffic operations and to better accommodate road users of all types.



The Process

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

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

Contact

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

Town of Caledon
Shun H. Cheung, P.Eng., PMP
Project Manager, Engineering Services
Tel: 905.584.2272 x 4040
E-mail: shun.cheung@caledon.ca

McIntosh Perry Consulting Engineers Ltd.
Mehemed Delibasic, P.Eng., M.Sc.
Project Manager
Tel: 289.319.3112
E-mail: m.delibasic@mcintoshperry.com

This notice was first issued July 9, 2021.

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

Notice of Online Public Information Centre

Resident / Homeowner Project Notice

TOWN OF CALEDON

January 24th, 2022

RE: Winston Churchill Boulevard Class Environmental Assessment Study
From Beechgrove Sideroad to Caledon-East Garafraxa Townline

Dear Town of Erin Resident/ Home Owner:

With Town of Erin's residential addresses now available electronically to the Town, this notice is to provide you with information/update regarding to the ongoing Class Environmental Assessment (EA) Study for Winston Churchill Boulevard:

- The road improvements for Winston Churchill Boulevard, from Beechgrove Sideroad to Highpoint Sideroad is anticipated for 2023, and from Highpoint Sideroad to Caledon-East Garafraxa Town Line is anticipated for 2024
- The Notice of Study Commencement was mailed on July 9, 2021 to the nearby residents (See attached)
- A virtual Public Information Centre (PIC) was held on October 14, 2021 to present the preliminary recommended solution. The public notice was hand delivered on September 16, 2021 (See attached). The presentation materials and the meeting recording can be found: https://www.caledon.ca/en/news/winston-churchill-ea.aspx
- The Town is currently reviewing stakeholder's comments and working toward completing the EA.

For any questions/comments, please contact:

Town of Caledon
Shun H. Cheung, P.Eng., PMP
Project Manager, Engineering Services
Tel: 905.584.2272 X.4040
E-mail: shun.cheung@caledon.ca

McIntosh Perry Consulting Engineers Ltd.
Mehemed Delibasic, M.Sc., P.Eng.
Project Manager
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E-mail: m.delibasic@mcintoshperry.com

TOWN OF CALEDON

NOTICE OF STUDY COMMENCEMENT

WINSTON CHURCHILL BOULEVARD CLASS ENVIRONMENTAL ASSESSMENT STUDY BEECHGROVE SIDEROAD TO CALEDON EAST GARAFRAXA TOWN LINE

The Study

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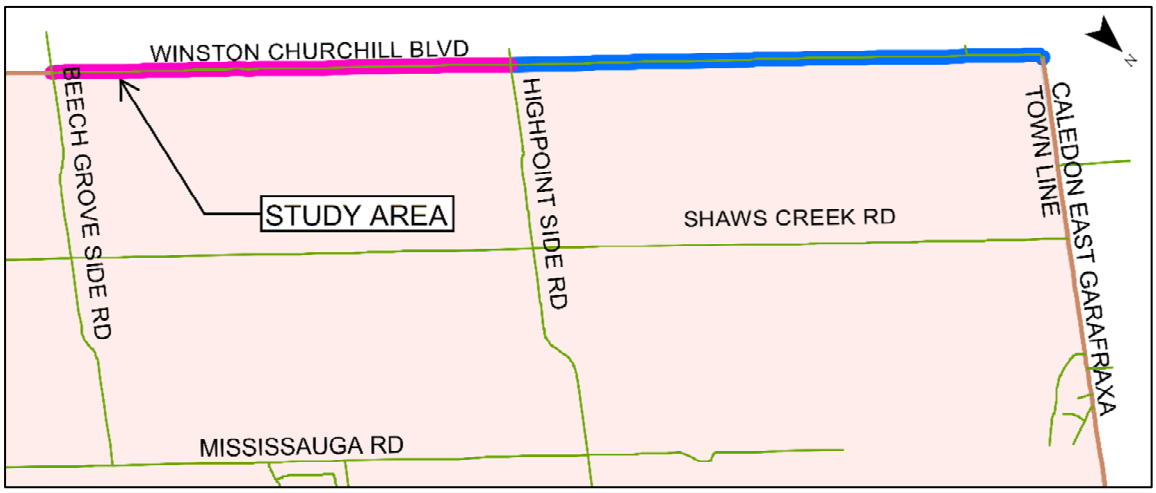

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TOWN OF CALEDON

NOTICE OF ONLINE PUBLIC INFORMATION CENTRE

WINSTON CHURCHILL BOULEVARD CLASS ENVIRONMENTAL ASSESSMENT STUDY
BEECHGROVE SIDEROAD TO CALEDON EAST GARAFRAXA TOWN LINE

The Study

The Town of Caledon is currently assessing improvements to Winston Churchill Boulevard, from Beechgrove Sideroad to Caledon East Garafraxa Town Line.

The purpose of this Schedule "B" Municipal Class Environmental Assessment is to identify the required improvements to the roadway including considerations for pedestrians, cyclist activities and drainage.

As part of the study, a Public Meeting will be held to present and obtain information on the key issues and constraints within the study area. Subsequent to a review of comments received during and after the Public Meeting, the Town will move forward with the development and evaluation of alternative solutions and the determination of a preferred solution.

Online Public Information Centre

Due to continuing efforts to contain the spread of COVID-19 and to protect individuals, we invite you to join us for an Online Public Information Centre on **Thursday, October 14 at 6 p.m**. via WebEx webinar. The webinar will allow the project team to share information and receive input from the public on the study to date, including the problem / opportunity, existing conditions, alternative solutions, and the preliminary recommended solution. A Question-and-Answer period will follow to conclude at 7 p.m.

To listen to the Meeting, you may call **1-416-216-5643**, Meeting Access Code: **2632 270 5945**

To watch the meeting through WebEx online and to learn more about the project, visit: caledon.ca/notices.

Contact

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McIntosh Perry Consulting Engineers Ltd.
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E-mail: m.delibasic@mcintoshperry.com

This notice was first issued September 16, 2021.

PUBLIC NOTICE

NOTICE OF ONLINE PUBLIC INFORMATION CENTRE

Winston Churchill Boulevard Class Environmental Assessment Study
Beechgrove Sideroad to Caledon East Garafraxa Town Line

THE STUDY

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E-mail: m.delibasic@mcintoshperry.com

This notice was first issued September 16, 2021.

TOWN OF CALEDON
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Caledon, ON L7C 1J6
www.caledon.ca
T. 905.584.2272 | 1.888.225.3366 | F. 905.584.4325

Size: 1/2 Vertical
Color: YES
Date: September 23, 2021
Distribution: Caledon Enterprise
Department: Engineering & Capital Projects
Account#: 02-09-265-21048-090-69001

Run X2

PUBLIC NOTICE

HAVE YOUR SAY

NOTICE OF ONLINE PUBLIC INFORMATION CENTRE

Winston Churchill Boulevard Class Environmental Assessment Study
Beechgrove Sideroad to Caledon East Garafraxa Town Line

THE STUDY

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Department: Engineering & Capital Projects
Account#: 02-09-265-21048-090-69001

PUBLIC NOTICE

HAVE YOUR SAY

NOTICE OF ONLINE PUBLIC INFORMATION CENTRE

Winston Churchill Boulevard Class Environmental Assessment Study Beechgrove Sideroad to Caledon East Garafraxa Town Line

THE STUDY

The Town of Caledon is currently assessing improvements to Winston Churchill Boulevard, from Beechgrove Sideroad to Caledon East Garafraxa Town Line.

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Run X2

PUBLIC NOTICE

HAVE YOUR SAY

NOTICE OF ONLINE PUBLIC INFORMATION CENTRE

Winston Churchill Boulevard Class Environmental Assessment Study
Beechgrove Sideroad to Caledon East Garafraxa Town Line

THE STUDY

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Public Information Centre Presentation Boards

PUBLIC INFORMATION CENTRE (PIC)

Winston Churchill Boulevard

Beechgrove Sideroad to Caledon East Garafraxa Townline

Schedule “B” Municipal Class Environmental Assessment

October 14, 2021

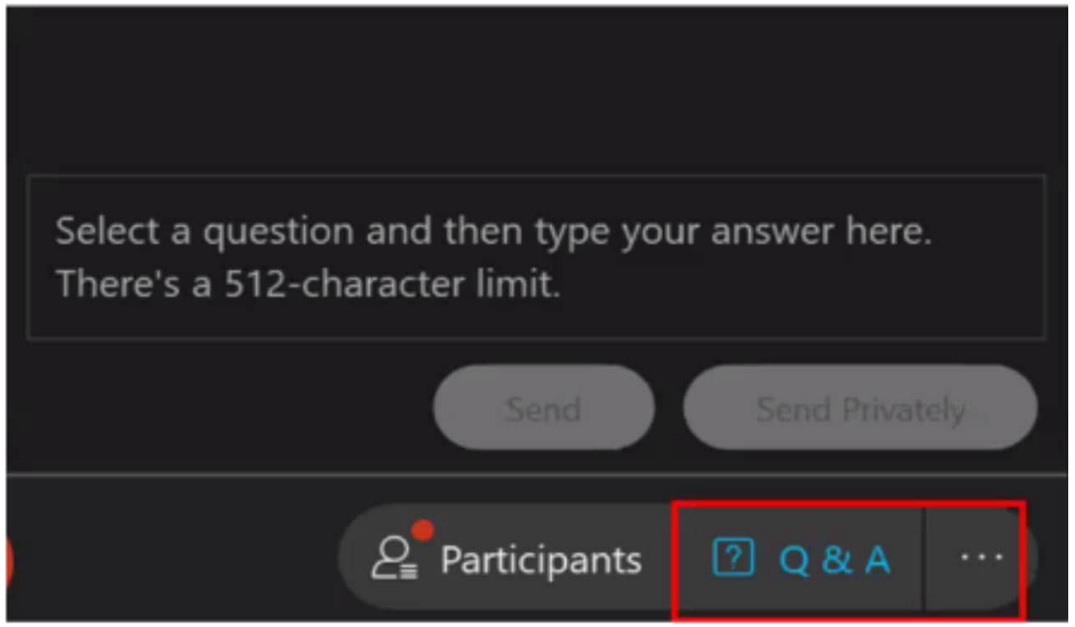
TOWN OF CALEDON

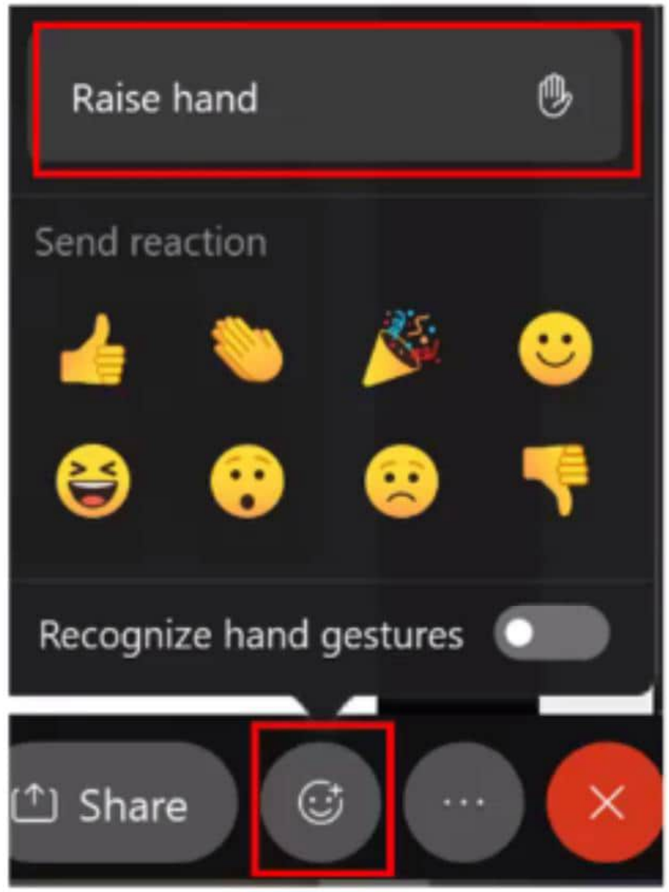
McINTOSH PERRY

HOW TO PARTICIPATE - Q&A

Following the presentation, a Question-and-Answer period will be held, concluding at 7:00 pm.

- Please submit any questions you may have, using the Q & A feature
- If you would like to speak, raise your hand using the “Raise hand” button under the “Reactions” window and you will be unmuted by a member of the project team
- Phone-in participants can raise their hand by dialing *3





TOWN OF CALEDON

McINTOSH PERRY

PURPOSE OF THIS PIC

Present the Study Area, Purpose & Objectives

Outline the EA Process

Review existing conditions including Transportation, Natural and Socio-Economic Environments

Identify the preferred option for rehabilitation based on technical assessment and consultation activities

Seek <u>public input / comments</u> & provide opportunities for public to <u>ask questions</u>

After review of this Public Information Centre, please participate in the associated survey and provide any additional comments or questions you may have to the project team members

More details about the project are available on the project website:
https://www.caledon.ca/en/news/winston-churchill-ea.aspx

TOWN OF CALEDON

McINTOSH PERRY

STUDY OVERVIEW

This project will follow the Municipal Class Environmental Assessment (EA) process to facilitate road rehabilitation works on Winston Churchill Boulevard, from Beechgrove Sideroad to Caledon East Garafraxa Townline

The EA process will include the following:

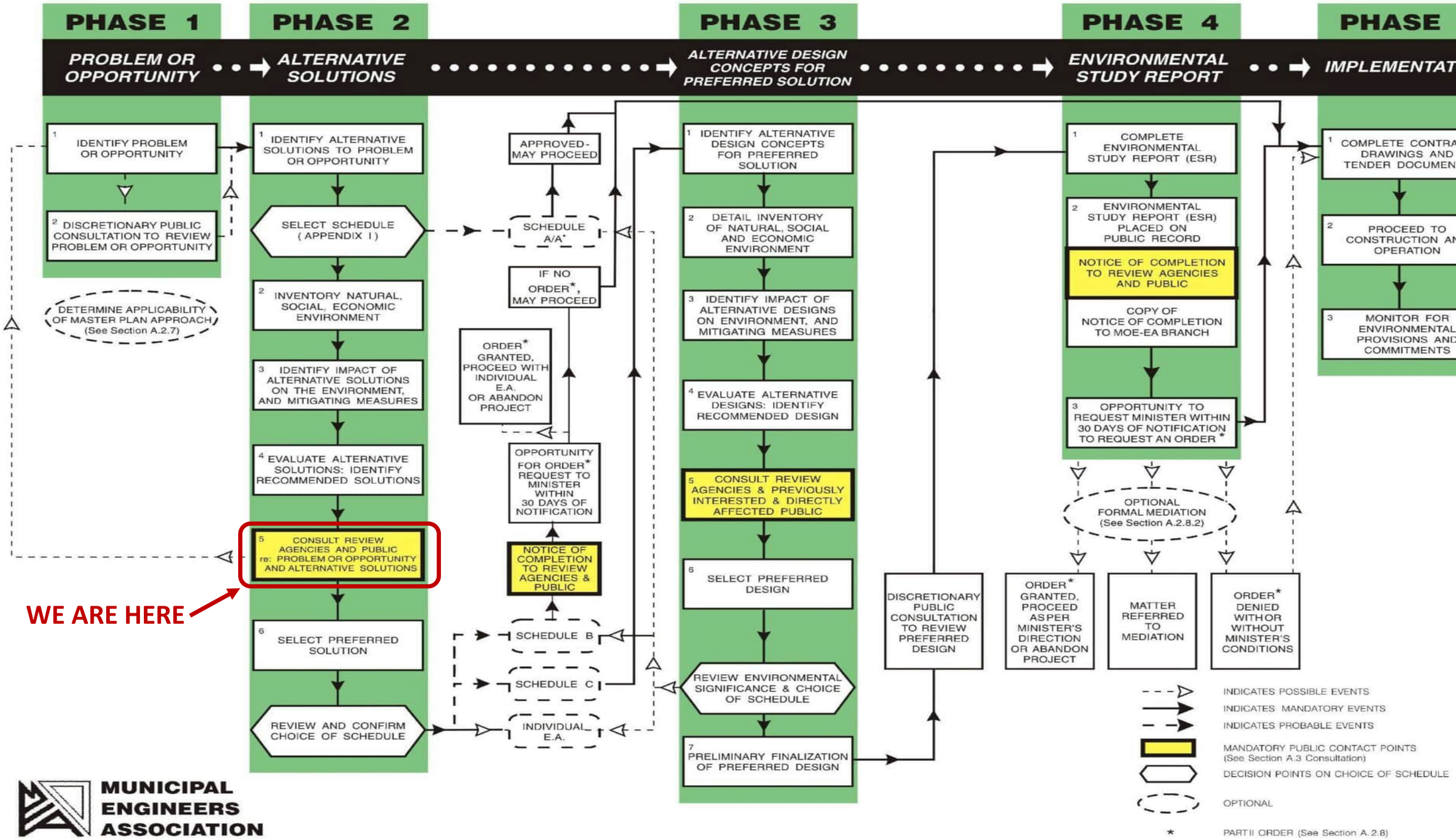
- Problem/opportunity statement
- Generate and assess alternative planning options (rehabilitation and reconstruction)
- Document the natural, historical, technical, socio-economic, and cultural environments in the study area
- Identify the preferred alternative based on technical assessment and input received through public and stakeholders/ agency consultation

TOWN OF CALEDON

McINTOSH PERRY

MUNICIPAL CLASS EA PROCESS

This project is classified as a Schedule 'B' Municipal Class EA



MUNICIPAL ENGINEERS ASSOCIATION

Source: The process flow chart was adapted from the Municipal Class Environment Assessment documentation at www.municipalclassea.ca.

Note: The current step of the Class EA process is highlighted in red.

TOWN OF CALEDON

McINTOSH PERRY

STUDY OBJECTIVES, PURPOSE & ORGANIZATION

Schedule 'B' projects require that Phases 1 and 2 of the Class EA planning process be followed and a project file report be prepared and submitted for review by the Public. If no concerns are raised, the proponent may proceed to project implementation.

Study Objective:

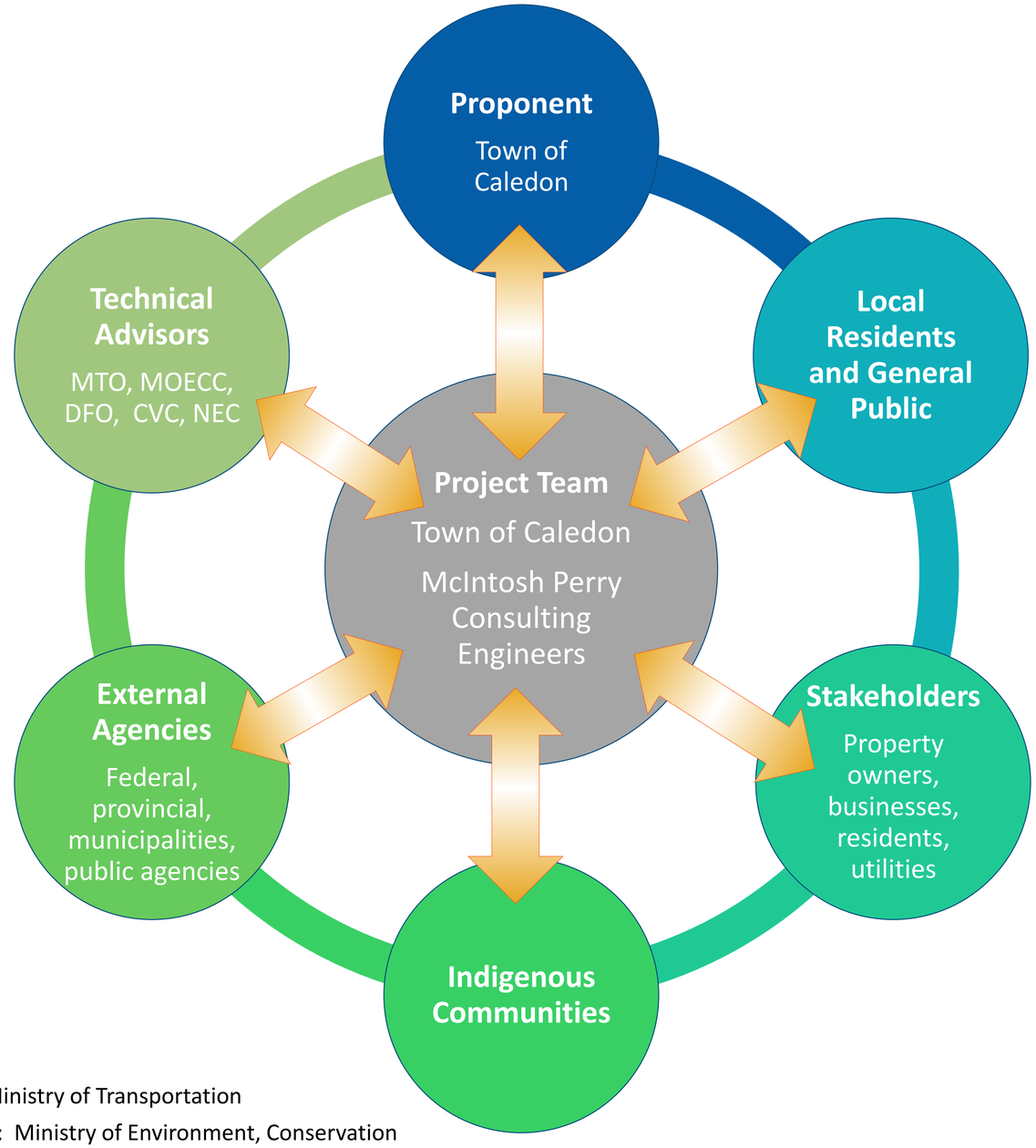
- Complete Phases 1 & 2 of the Municipal EA Process for Winston Churchill Boulevard from Beechgrove Sideroad to Caledon East Garafraxa Townline.
- Identify, evaluate, and select infrastructure improvements

Study Purpose:

- Develop **alternative design concepts**, review and document **effects on existing environments**, evaluate **alternative design concepts**, gather **input from public and stakeholders**, propose **mitigation measures** for potential environmental impacts, identify p**referred design concept**.

Study Organization:

- All reasonable alternatives including 'Do Nothing' are considered.
- Evaluation of alternatives ensures that the preferred alternative will have minimal impact on the natural, cultural, social and economic environments
- Input from the public, stakeholders and technical agencies is essential.



MTO: Ministry of Transportation

MOECP: Ministry of Environment, Conservation and Parks

DFO: Fisheries and Oceans Canada

CVC: Credit Valley Conservation Authority

NEC: Niagara Escarpment Commission

TOWN OF CALEDON

McINTOSH PERRY

EXISTING CONDITIONS

Transportation / Technical

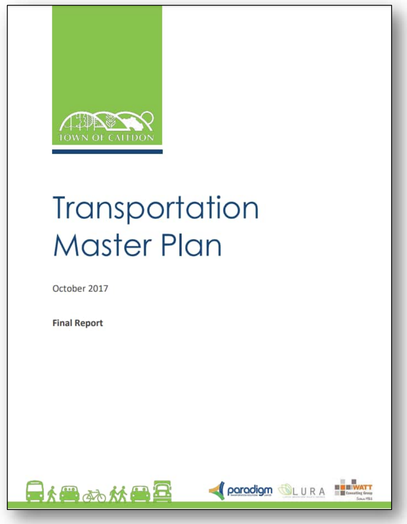
- Asphalt surface in poor condition
- Narrow Road allowance / cross-section
- School bus route
- Gravel shoulder, no support for Active Transportation
- Structural rehabilitations (Bridges, Structural culverts)
- Drainage improvements, ditching and culvert replacements
- Utilities present, potential conflicts

Archaeological & Cultural Heritage

- Proximity to known archaeological sites, water sources, historic settlements and historic transportation routes
- Stage 1 Archaeological Assessment underway
- Study area is within the Far North West Corner Cultural Heritage Landscape
- Heritage Assessment underway

Natural Environment

- Habitat that supports a variety of wildlife species
- Forested area adjacent to roadway, young and mature trees close to the road edge
- Watercourses and wetlands present, potential fish habitat
- Within Credit Valley Conservation Regulated Area
- Natural Sciences Investigation and Species at Risk (SAR) Survey Completed



Social Environment

- Residential properties adjacent to study corridor
- Potential impacts to adjacent properties and driveways
- Construction-related impacts on traffic circulation, access, noise and dust

TOWN OF CALEDON

McINTOSH PERRY

EXISTING CONDITIONS – ROADWAY CHARACTERISTICS

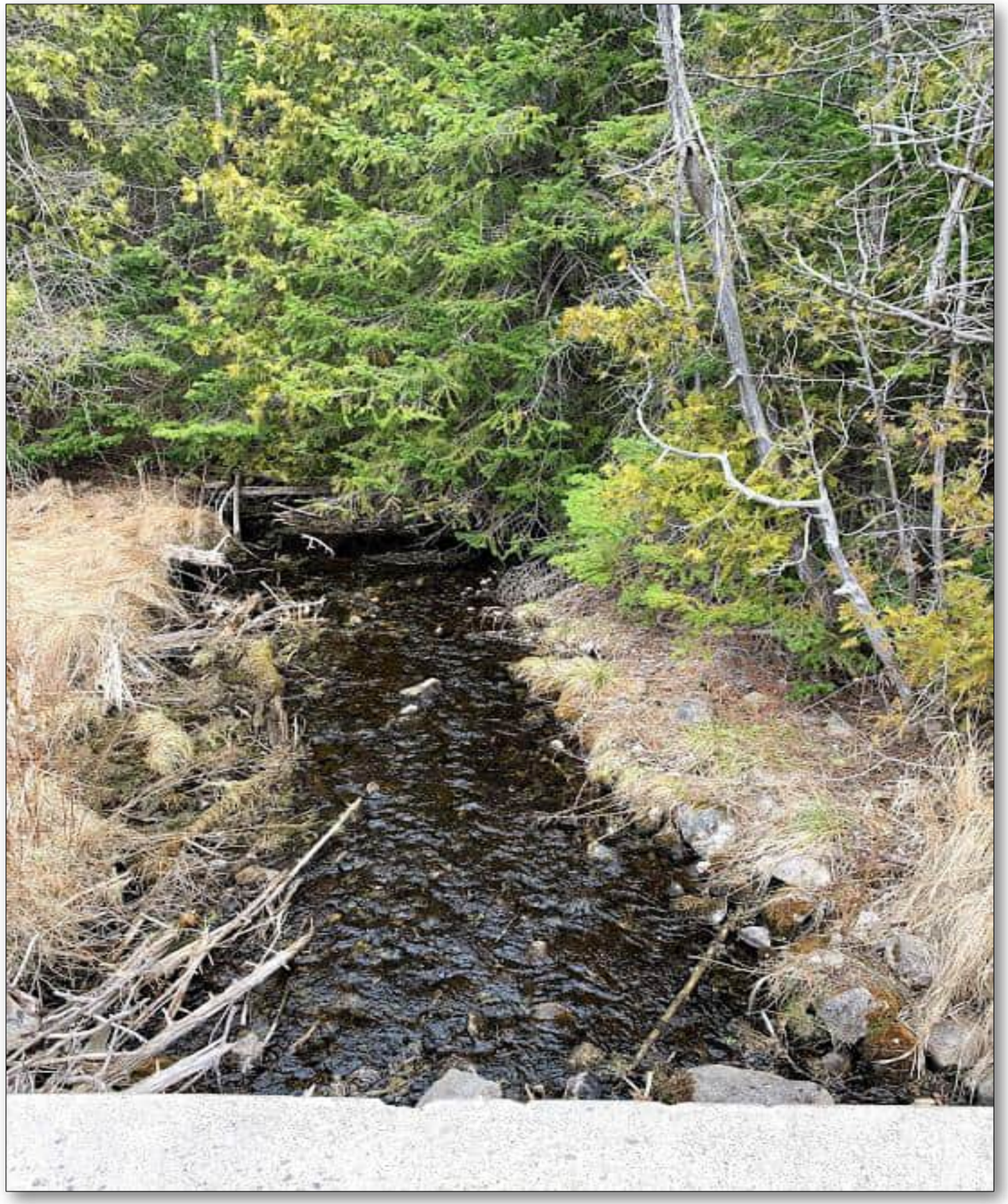
- 2-Lane Arterial Roadway with a Rural Cross-Section and gravel shoulders
- Current Pavement Condition: Very Poor
- 70 km/h posted speed limit
- 2,500 – 3,200 vehicles per day (both directions)
- Drainage via roadside ditches and culverts
- Two bridge structures
- Adjacent land is residential housing or agricultural land
- Stop controlled intersections at:
  - Beechgrove Road
  - Highpoint Sideroad
  - Erin Garafraxa Townline

TOWN OF CALEDON

McINTOSH PERRY

EXISTING CONDITIONS – NATURAL ENVIRONMENT

- West Credit River Wetland Complex, Alton Hillsburgh Wetland Complex, and Alton Branch Swamp
- Watercourses having cold-water thermal regime that may provide habitat for a number of fish species
- Significant wildlife habitat, wildlife concentration, and travel corridors
- No Species-at-Risk (SAR) observed within the project limits



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PHASE 1 – PROBLEM & OPPORTUNITIES

The continued growth in the population of Caledon is creating challenges for the Town, including increased wear and tear on existing infrastructure through; increased traffic use, the considerable amount of new infrastructure due to growth, and the increased expectations as to the type and quality of services that the Town provides.

Problem / Opportunity Statement:

- This EA study was initiated to review opportunities within the study area to address:
- Transportation, Traffic Operations and Safety
- Active Transportation (cycling) needs
- Structural culvert rehabilitation requirements
- Roadway drainage and stormwater management

TOWN OF CALEDON

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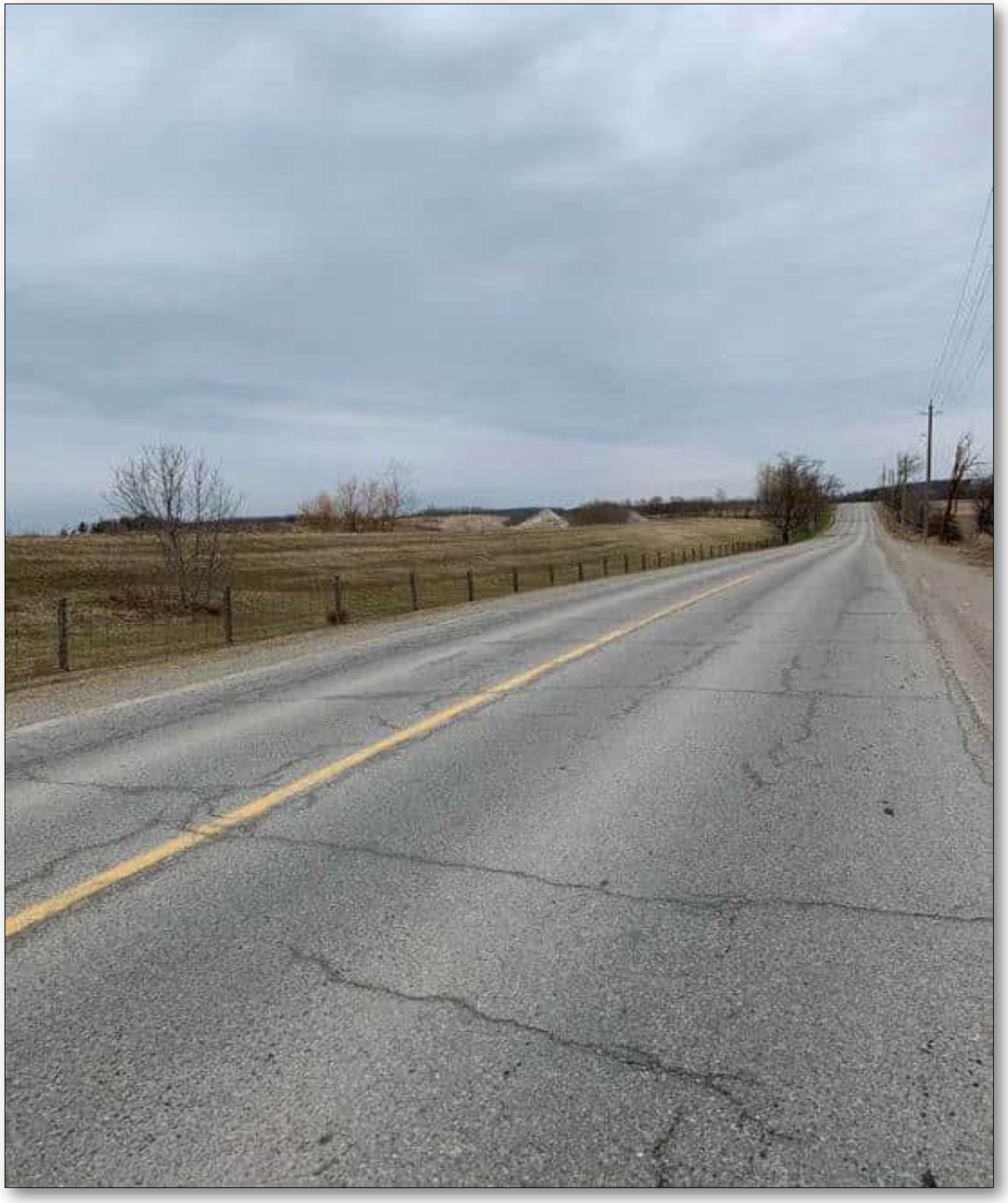
PHASE 2 – ALTERNATIVE SOLUTIONS

Alternative solutions are developed to address the problem and opportunity statement with a specific focus on improving the roadway and minimizing impacts to safety and traffic operations on Winston Churchill Boulevard.

- In addition to the “Do Nothing” alternative, specific alternatives were developed.

- Rehabilitation of the existing roadway will be considered along with full-depth reconstruction and platform widening .



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ALTERNATIVE DESIGN SOLUTIONS

Alternative 1 – Do Nothing

A base to which other alternatives could be compared. Under this alternative, no measures to improve the condition of the road segment will be considered and therefore the road would remain in its present condition. This means that problems which have been identified will remain unresolved and conditions would continue to deteriorate.

Alternative 2 – Rehabilitate Existing Roadway

Maintain current Cross-Section (9 m Road Platform)

Rehabilitation of the road segment including partial depth removal, pavement structure, shoulders, driveway culverts and entrances.

Alternative 3 – Reconstruct Existing Roadway

Implement preferred Cross-Section (9-10 m Road Platform)

Full depth removal of the road pavement structure and replacement with newly designed pavement structure, culvert replacement, and other items mentioned in Alternative 2 above.

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PROJECT STUDIES

The following project studies have been undertaken within the **Winston Churchill Boulevard** study area as part of this EA Study:

- Transportation – Traffic Operations & Safety
- Natural Environment – Terrestrial & Aquatic Ecosystem
- Socio-Economic Environment – Public Consultation & Land Use Review
- Geotechnical & Hydrogeological Assessment
- Stage 1 Archaeological Assessment
- Structural Assessment – Condition Survey & Lifecycle Cost Analysis
- Cultural and Built Heritage – Resource Evaluation & Impact Assessment
- Drainage and Stormwater Management – Hydrology & Hydraulics

EVALUATION CRITERIA

Each Alternative Design Concept will be evaluated based on the associated impacts and benefits it provides, as it relates to the following criteria:

Transportation / Technical	Natural Environment
• Safety / Traffic Operations • Support for Active Transportation • Stormwater / Drainage • Construction Staging/Duration, and Extension of Service Life	• Environmentally Sensitive Areas • Wildlife Habitats (Terrestrial) • Fisheries/Aquatic Impacts • Species at Risk
Social and Cultural Environment	**Implementation**
• Land Use / Socio-Economic Conditions • Archaeological, Built Heritage and Cultural Heritage Features • Construction Impacts • **Public Input / Stakeholder Consultation**	• Capital Costs • Operation and Maintenance Costs • Phasing opportunities

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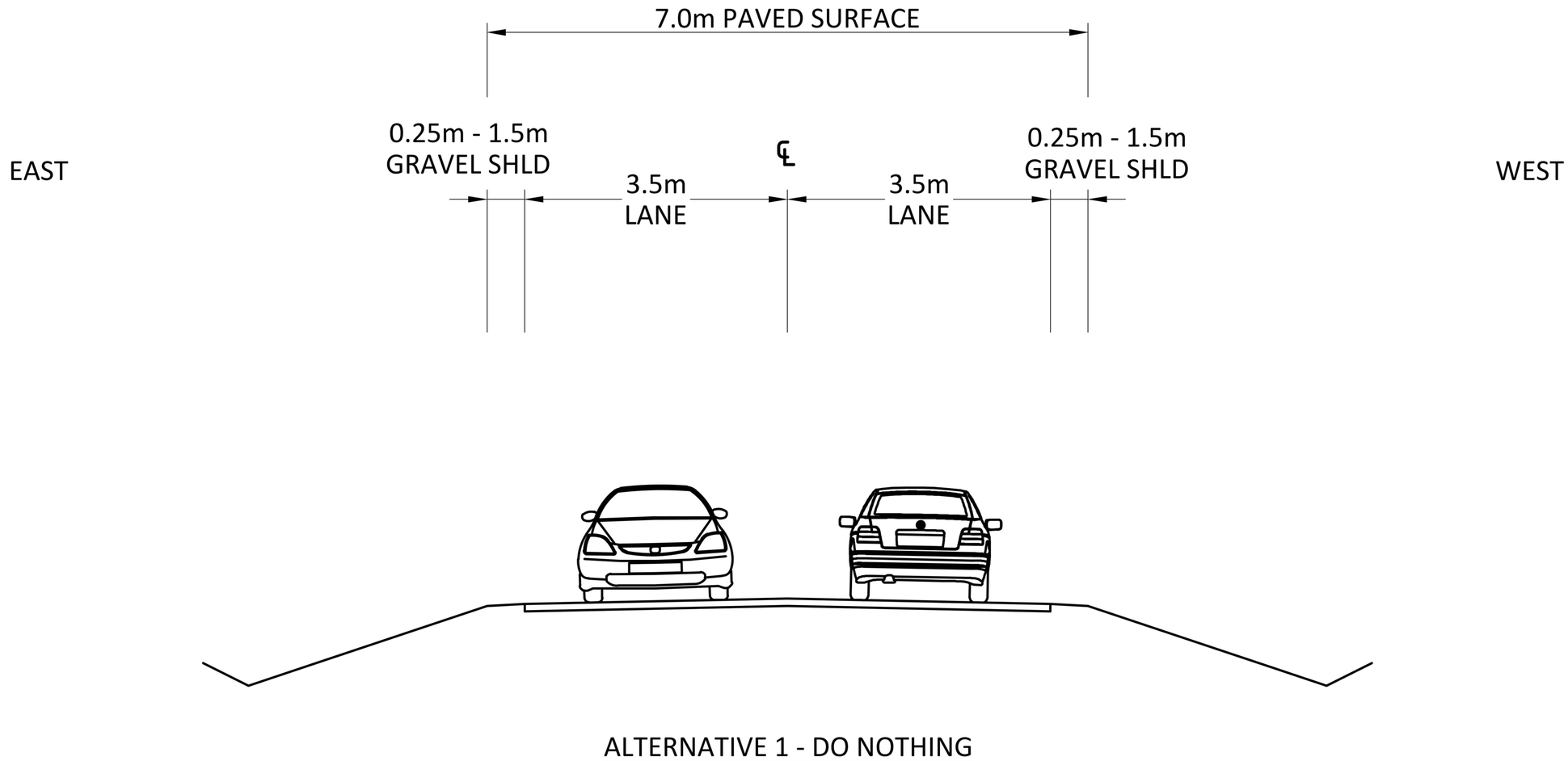
ALTERNATIVE DESIGN CONCEPT 1

Alternative Design Concept 1 is to Do Nothing. This alternative is included to provide a base to which other alternatives can be compared.

- **No measures to improve the condition of the road segment** will be considered and therefore the road would remain in its present condition (problems which have been identified will remain unresolved and conditions would continue to deteriorate)



ALTERNATIVE 1 - DO NOTHING
MAINTAINS EXISTING CONDITION

TOWN OF CALEDON

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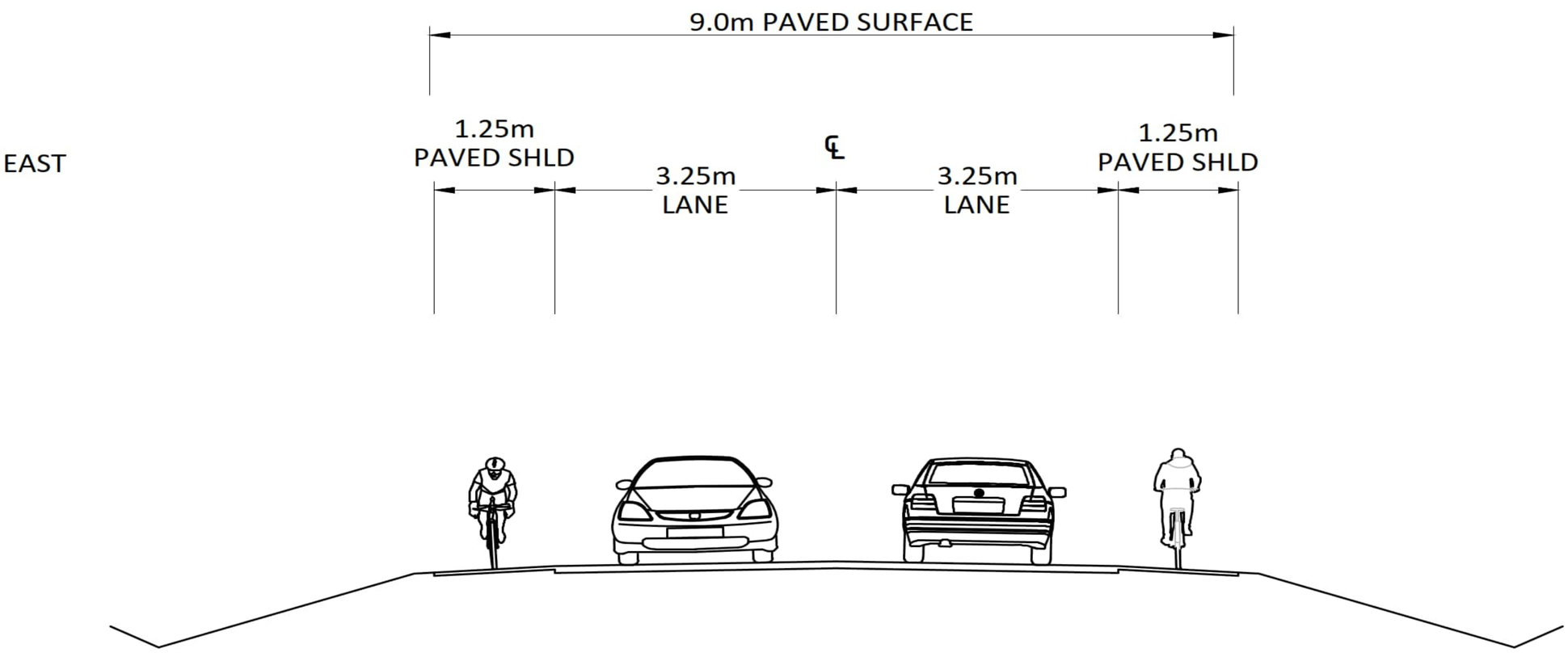
ALTERNATIVE DESIGN CONCEPT 2

Alternative Design Concept 2 involves Rehabilitation of the road segment including partial depth removal, pavement structure rehabilitation, paved shoulders, drainage improvements, and culvert replacements.

- **Maintains the current cross-section** (+/- 9.0 m road platform) while providing enhanced accommodation for active transportation users through the addition of a paved shoulder.

- Improves road safety for drivers and cyclists and would also lessen environmental impacts and costs when compared to Alternative 3.



ALTERNATIVE 2 - REHABILITATE EXISTING ROAD
IMPROVES CURRENT CROSS SECTION
PARTIAL DEPTH RECONSTRUCTION

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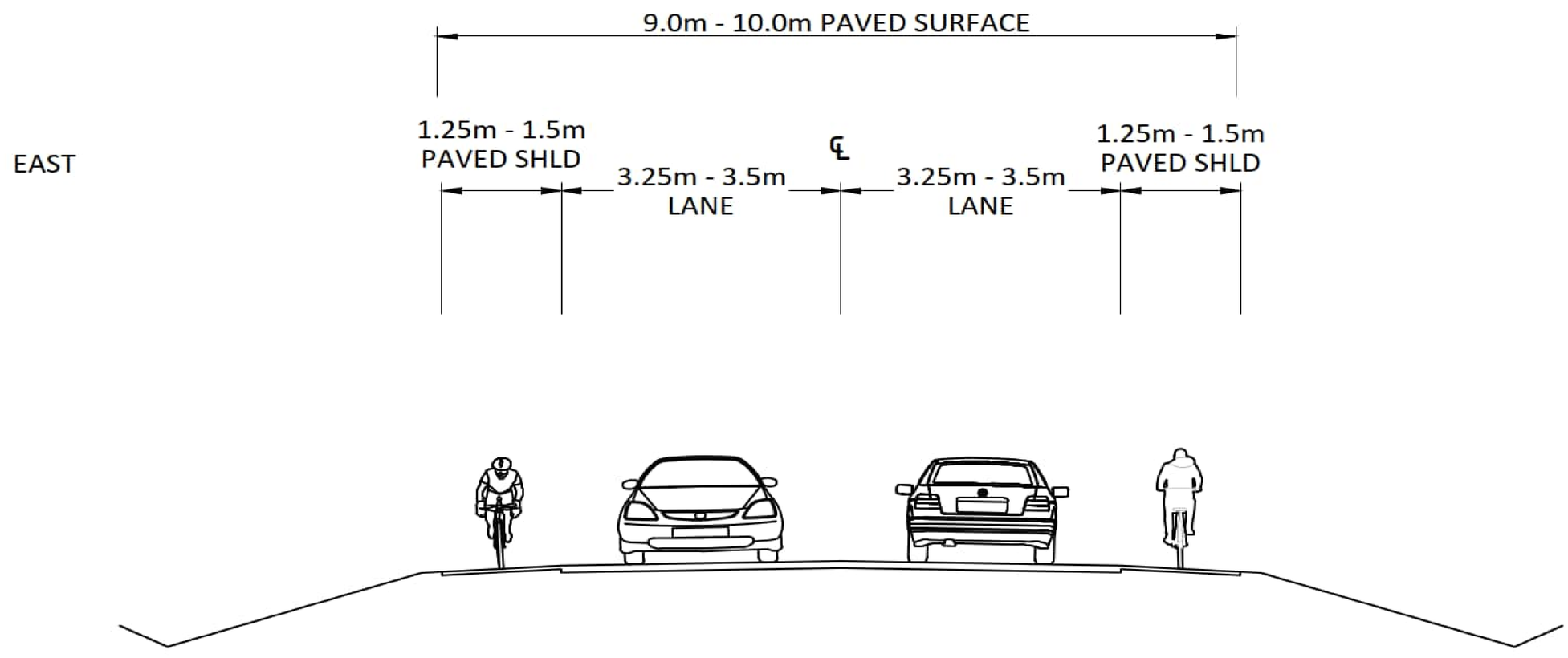
ALTERNATIVE DESIGN CONCEPT 3

Alternative Design Concept 3 involves full depth removal of the road pavement structure and replacement with newly designed pavement structure, culvert replacement, and other items mentioned in Alternative 2.

- **Implement the preferred Cross-Section** (9-10 m Road Platform) and would include cycling facilities to improve road safety for drivers and cyclists.

- Provides the highest level of safety but would also have the highest environmental impact and cost between the 3 alternatives.



ALTERNATIVE 3 - RECONSTRUCT EXISTING ROAD
IMPLEMENT PREFERRED CROSS SECTION
FULL DEPTH RECONSTRUCTION

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EVALUATION CRITERIA

Evaluation Criteria	Description of Criteria	Measures
Transportation / Technical	Criteria to evaluate whether the alternative design concept addresses the transportation problems and opportunities identified along Winston Churchill Blvd corridor; as well as evaluate the technical suitability and engineering characteristics of the design concept.	Transportation / Infrastructure Plans and Policies Vehicular Capacity / Traffic Operations Safety Active Transportation Transit School Transportation Emergency Services Access Considerations Utilities Stormwater/Drainage
Natural Environment	Criteria to evaluate the alternative design concept's effects on the natural heritage systems, natural environment and habitats, air and water quality.	Environmentally Sensitive Areas Wildlife Habitats (Terrestrial) Fisheries/Aquatic Impacts Species at Risk Existing Watercourses Ground and Surface Water Quality/Quantity Air Quality
Social and Cultural Environment	Criteria to evaluate the alternative design concept's effects on businesses, community and social features, properties, and archaeological, built and cultural heritage features within the study area.	Land Use / Socio-Economic Conditions Property Impacts Archaeological, Built Heritage and Cultural Heritage Features Noise Levels Construction Impacts
Implementation	Criteria to evaluate the financial implications and implementation oppportunities of the alternative design concept.	Capital Costs Operation and Maintenance Costs Phasing Opportunities

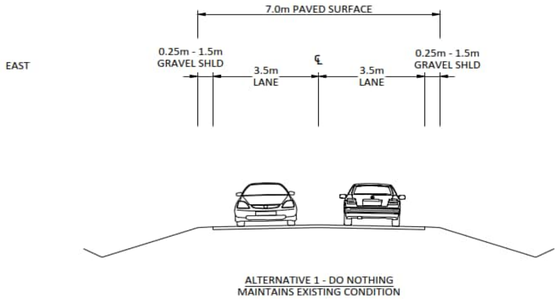
EVALUATION CRITERIA

Alternative Evaluation Table

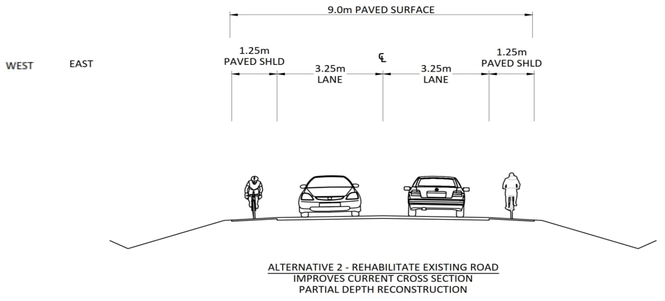
Winston Churchill Blvd - Beechgrove Sdrd. to Caledon East Garafraxa TL

Legend

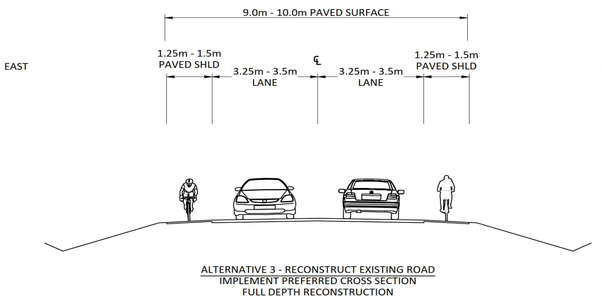
Score	Symbol	
1	○	Least Preferred
2	◔	
3	◑	
4	◕	
5	●	Most Preferred



ALTERNATIVE 1 - DO NOTHING
MAINTAINS EXISTING CONDITION



ALTERNATIVE 2 - REHABILITATE EXISTING ROAD
IMPROVES CURRENT CROSS SECTION
PARTIAL DEPTH RECONSTRUCTION



ALTERNATIVE 3 - RECONSTRUCT EXISTING ROAD
IMPLEMENT PREFERRED CROSS SECTION
FULL DEPTH RECONSTRUCTION

	Alternative 1 Do Nothing	Alternative 2 Rehabilitate Existing Road	Alternative 3 Reconstruct Existing Road
	Base to which other alternatives can be compared	Implement Reduced Cross Section (Paved Shoulders, 9m Road Platform)	Implement Preferred Cross Section (Paved Shoulders, 10m Platform)
Transportation / Technical	○	◕	●
Natural Environment	◑	◕	◔
Social & Cultural Environment	◔	◕	◑
Implementation	○	◕	◑
Overall	○	●	◑
Summary	• Does not conform to Town of Caledon Transportation Master Plan and Asset Management Strategy • Low potential for improvements to Active Transportation • No change to existing land use • No impacts to existing natural environment • Lowest capital cost of alternatives, maintains status quo • Highest operation and maintenance costs anticipated to increase with continued deterioration of the road surface over time	• Partially conforms to Town of Caledon Transportation Master Plan and Asset Management Strategy • Moderately improves driver safety • Provides opportunity to incorporate improvements for cyclists • Improvements to existing land-use • No impacts to existing natural environment • Moderate to high capital cost • Low operation and maintenance costs **Technically preferred alternative**	• Conforms to Town of Caledon Transportation Master Plan and Asset Management Strategy • Moderately improves driver safety • Provides enhanced accommodation of cyclists with increased separation distance • Improvements to existing land-use • Potential minor impacts to existing natural environment • Highest anticipated capital cost • Low operation and maintenance cost

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NEXT STEPS & YOUR INPUT

Following this Online PIC, the project team will:

- Review and respond to comments received prior to November 1, 2021
- Include stakeholder survey results in design alternative evaluation criteria
- Evaluate alternative design concepts and identify a recommended design
- Present findings and recommended design to Town council for direction
- Select a Technically Preferred Solution

Your Input is Important to Us!

Thank you for participating in the Online PIC. We welcome your comments. Information is being collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If you have any questions, comments, require additional information, wish to be added to the project contact list, or have accessibility requirements in order to participate in this project, please contact one of the project team members listed below:

Shun Cheung, P.Eng., PMP
Town of Caledon
Project Manager
Tel: 416-436-0910
Email: Shun.Cheung@Caledon.ca

Mehemed Delibasic, M.Sc., P.Eng.
McIntosh Perry Consulting Engineers Ltd.
Assistant Vice President
Tel: 289-319-3112
Email: M.Delibasic@McIntoshPerry.com

TOWN OF CALEDON

McINTOSH PERRY

Notice of Study Completion & 30-day Public Review Period

Notice of Study Completion & Public Review Period

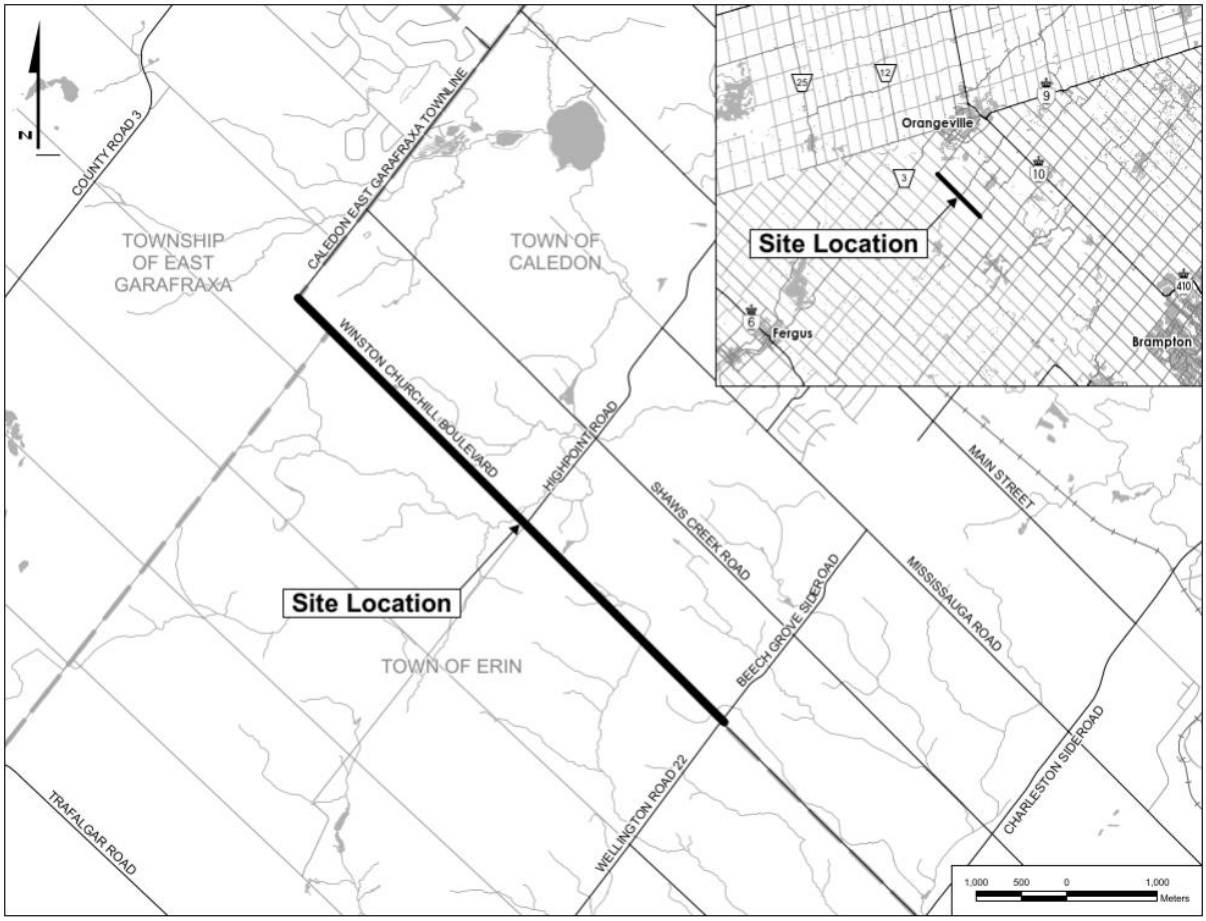
TOWN OF CALEDON

NOTICE OF STUDY COMPLETION

WINSTON CHURCHILL BOULEVARD CLASS ENVIRONMENTAL ASSESSMENT STUDY
BEECHGROVE SIDEROAD TO CALEDON EAST GARAFRAXA TOWN LINE

THE STUDY

In response to continued population growth and increased traffic volumes, the Town of Caledon has identified a need for improvements to Winston Churchill Boulevard, from Beechgrove Sideroad to Highpoint Sideroad in 2023, and from Highpoint Sideroad to Caledon East Garafraxa Town Line. Subsequently, the Town initiated a Municipal Class Environmental Assessment (Class EA) to review and identify necessary road, intersection and drainage improvements along these corridors. Within the study limits, Winston Churchill Boulevard will retain the existing two-lane configuration, however various options were evaluated to enhance safety, improve traffic operations and to better accommodate road users of all types.



STUDY RECOMMENDATIONS

Through a rigorous evaluation process that included public engagement with local residents, the Town recommends rehabilitation of the existing roadway with consideration given to improving the existing platform to a consistent width through minor widenings in select areas. The preferred alternative selected for implementation consists of a 9.5 m platform width, including a 1.25 m wide fully paved shoulder.

THE PROCESS

The study was undertaken in accordance with all of the requirements of the Class EA process (October 2000, as amended in 2007, 2011, 2015 and 2017) for Schedule 'B' projects. The Class EA process included public and agency review at key milestones to elicit input, as well as one Public Information Centre.

A Project File Report (PFR) has been prepared to document the planning and decision-making process for this study. By this Notice, the PFR is being placed on the public record for a 30-day review period from May 16, 2024 to June 21, 2024. The PFR is available for review through the Town of Caledon website at:

https://www.caledon.ca/en/news/winston-churchill-ea.aspx

If you have any questions, comments or concerns regarding this study, please contact one of the Project Team members below by June 21, 2024:

Braydon A. D. Sharer, P.Eng. (he/him)
Project Manager, Capital Infrastructure
Engineering Capital Design & Construction Division
Engineering Services Department
Phone: 905.584.2272 x.4244
Email: braydon.sharer@caledon.ca

Alex Siciliano, P.Eng.
Manager, Municipal Engineering
Egis (formerly McIntosh Perry)
North America
Phone: 613.903.4428
Email: alex.siciliano@egis-group.com

In addition, a request may be made to the Ministry of Environment, Conservation and Parks for an order requiring a higher level of study, or that conditions may be imposed, only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Request on other grounds will not be considered. Requests should include the requesters contact information and full name for the ministry. Requests should specify what kind of order is being requested, how an order may prevent, mitigate or remedy those potential adverse impacts, and any information in support of the statements in the request. The request should be sent in writing or by email to the project contacts noted above and the following:

Minister of the Environment, Conservation and Parks
77 Bay Street, 5th Floor
Toronto, ON M7A 2J3
Email: Minister.mecp@ontario.ca

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

Comments submitted to the Town of Caledon for the purpose of providing feedback regarding this Municipal Class Environmental Assessment are collected under the authority of the *Environmental Assessment Act.* With the exception of personal information, all comments will become part of a public record in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. If you have accessibility requirements in order to participate in this project, please contact one of the project team members listed above.

Please visit the ministry's website for more information on requests for orders under section 16 of the Environmental Assessment Act at: https://www.ontario.ca/page/class-environmental-assessments-section-16-order

This notice was first issued on May 16, 2024