

Appendix B

Stage 1 Archaeological Assessment Report



1.0 PROJECT REPORT COVER PAGE

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P058

PROJECT INFORMATION:

Corporate Project Number:

2020996

MHSTCI Project Number:

P058-1818-2020

Investigation Type:

Stage 1 Background Study (Volume 1 of 4)

Project Name:

Nobleton Road Refurbishment

Project Location:

8th Concession Road from King Road to 15th Sideroad,
10th Concession Road from King Road to 15th Sideroad,
15th Sideroad from Highway 27 to 10th Concession
(Geographic Township of King, County of York),
Township of King (Nobleton), R. M. of York

Project Designation Number:

Not Currently Available

MHSTCI FILING INFORMATION:

Site Record/Update Form(s):

N/A

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16 January 2021

Type of Report:

ORIGINAL

2.0 EXECUTIVE SUMMARY

This report describes the results of the 2019 Stage 1 Archaeological Background Research of the Proposed Reconstruction of 8th Concession Road from King Road to 15th Sideroad, 10th Concession Road from King Road to 15th Sideroad, and 15th Sideroad from Highway 27 to 10th Concession, Township of King (Nobleton), formerly within the County of York, now in the Regional Municipality of York. This Stage 1 Archaeological Background Research was conducted by AMICK Consultants Limited. This study was conducted under Professional Archaeologist License #P058 issued to Michael Henry by the Minister of Heritage, Sport, Tourism and Culture Industries for the Province of Ontario. This assessment was undertaken as a requirement under the Environmental Assessment Act (RSO 1990) and the Provincial Policy Statement (2014) as a component study of an Environmental Assessment (EA) for the proposed undertaking of a road widening along the route described as the study area. Within the land use planning and development context, Ontario Regulation 544/06 under the Planning Act (1990b) requires an evaluation of archaeological potential and, where applicable, an archaeological assessment report completed by an archaeologist licensed by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI). Policy 2.6 of the Provincial Policy Statement (PPS 2014) addresses archaeological resources. All work was conducted in conformity with Ontario Ministry of Tourism and Culture (MTC) Standards and Guidelines for Consultant Archaeologists (MTC 2011), the Ontario Heritage Act (RSO 1990a).

AMICK Consultants Limited was engaged by the proponent to undertake a Stage 1 Archaeological Assessment of lands potentially affected by the proposed undertaking and was granted permission to carry out archaeological fieldwork. As this study was undertaken during winter conditions, a Stage 1 Property Inspection was not viable. All records, documentation, field notes, photographs and artifacts (as applicable) related to the conduct and findings of these investigations are held at the Lakelands District corporate offices of AMICK Consultants Limited until such time that they can be transferred to an agency or institution approved by the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) on behalf of the government and citizens of Ontario.

STAGE 1 RECOMMENDATIONS:

The study area has been identified as a property that exhibits potential to yield archaeological deposits of Cultural Heritage Value or Interest (CHVI). The objectives of the Stage 1 Background Study have therefore been met and in accordance with the results of this investigation, the following recommendations are made:

- 1. Further archaeological assessment of the study area is warranted;*
- 2. The Provincial interest in archaeological resources with respect to the proposed undertaking remains to be addressed;*
- 3. The proposed undertaking has a potential for archaeological resources and a Stage 2 Archaeological Assessment is recommended;*

4. *A pedestrian survey at an interval of 5 metres between individual transects is recommended for any areas where ploughing is viable that have been subject to agricultural tillage in the past;*
5. *A test pit survey at 5 metre intervals between individual test pits is recommended in all areas that are not viable to be ploughed and are at a less than (<) 20 degree change in elevation;*
6. *The steepness of any slopes within the study area must be determined through a Property Inspection since slopes at an angle of greater than (>) 20 degrees have low archaeological potential and may be excluded from Stage 2 Property Assessment;*
7. *The footprints of existing or former structures within the study area can only be identified and be excluded from Stage 2 Property Assessment if confirmed by a licensed archaeologist through a Property Inspection and employing the required standards to document such areas;*
8. *Areas of disturbance can only be identified and be excluded from Stage 2 Property Assessment if confirmed by a licensed archaeologist through a Property Inspection and employing the required standards to document such areas;*
9. *Low-lying and wet areas can only be identified and be excluded from Stage 2 Property Assessment if confirmed by a licensed archaeologist through a Property Inspection and employing the required standards to document such areas;*
10. *No soil disturbances or removal of vegetation shall take place within the study area prior to the acceptance of a report recommending that all archaeological concerns for the study area have been addressed and that no further archaeological studies are warranted into the Provincial Registry of Archaeological reports maintained by MHSTCI;*

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4.0 PROJECT PERSONNEL

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PROJECT REPORT PREPARATION

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PROJECT GRAPHICS

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5.0 PROJECT CONTEXT

5.1 DEVELOPMENT CONTEXT

This report describes the results of the 2019 Stage 1 Archaeological Background Research of the Proposed Reconstruction of 8th Concession Road from King Road to 15th Sideroad, 10th Concession Road from King Road to 15th Sideroad, and 15th Sideroad from Highway 27 to 10th Concession, Township of King (Nobleton), formerly within the County of York, now in the Regional Municipality of York. This Stage 1 Archaeological Background Research was conducted by AMICK Consultants Limited. This study was conducted under Professional Archaeologist License #P058 issued to Michael Henry by the Minister of Heritage, Sport, Tourism and Culture Industries for the Province of Ontario. This assessment was undertaken as a requirement under the Environmental Assessment Act (RSO 1990) and the Provincial Policy Statement (2014) as a component study of an Environmental Assessment (EA) for the proposed undertaking of a road widening along the route described as the study area. Within the land use planning and development context, Ontario Regulation 544/06 under the Planning Act (1990b) requires an evaluation of archaeological potential and, where applicable, an archaeological assessment report completed by an archaeologist licensed by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI). Policy 2.6 of the Provincial Policy Statement (PPS 2014) addresses archaeological resources. All work was conducted in conformity with Ontario Ministry of Tourism and Culture (MTC) Standards and Guidelines for Consultant Archaeologists (MTC 2011), the Ontario Heritage Act (RSO 1990a).

AMICK Consultants Limited was engaged by the proponent to undertake a Stage 1 Archaeological Background Study of lands potentially affected by the proposed undertaking and was granted permission to carry out archaeological fieldwork. As this study was undertaken during winter conditions, a Stage 1 Property Inspection was not viable. All records, documentation, field notes, photographs and artifacts (as applicable) related to the conduct and findings of these investigations are held at the Lakelands District corporate offices of AMICK Consultants Limited until such time that they can be transferred to an agency or institution approved by the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) on behalf of the government and citizens of Ontario.

The proposed development of the study area includes three (3) roads to be reconstructed: 1) 8th Concession Road, from King Road to 15th Sideroad, 2) 10th Concession Road, from King Road to 15th Sideroad, 3) 15th Sideroad, from 10th Concession Road to Highway 27. The proposed development of this study area is included in twenty-two (22) sheets, the 8th and 10th Concession Roads, ascend in sheet number from south to north (sheet 1 at the most southern part, King Road, and the last sheet at the most northern part, around 15th Sideroad). 15th Sideroad ascends in sheet number from west to east (sheet 1 at the most eastern part, Concession Road 10, and sheet 7 at Highway 27). All three roads will be expanded with new ditches created, any driveways effected by the development will be reconstructed, and any road signs will be salvages and repositioned or relocated. A preliminary plan of the proposed development has been submitted together with this report to MHSTCI for review and

reproduced within this report as Maps 9 – 30, located within Project Report Supplementary Documentation: Volume 1.

5.2 HISTORICAL CONTEXT

York County's boundaries were originally from Lake Ontario to Lake Simcoe, until 1834. The County of York was originally comprised of ten townships and the Town of York (now Toronto) until Toronto separated and incorporated in 1834 (Town of Whitchurch-Stouffville 2010).

King Township dates its first European settlement to 1797 and was originally settled by the Mississauga sub-tribe of the Ojibwa First Nations people. There is some evidence of a large Huron encampment at Hackett Lake. Residents in the area in the 1950s and 1960s would discover arrowheads and other archaeological items indicating a Huron presence. Early settlements in the area developed primarily around gristmills and sawmills. These were important economic engines in the region during the 1800s, which resulted in the establishment of other communities and businesses nearby ("King Township History," 2011).

TREMAINE'S MAP OF THE COUNTY OF YORK (1860)

Map 2 is a facsimile segment from Tremaine's Map of the County of York (Tremaine 1860). Map 2 illustrates the location of the study area and environs as of 1860.

It must be borne in mind that inclusion of names of property owners and depictions of structures and other features within properties on these maps were sold by subscription. Property owners paid to include information or details about their properties. While information included within these maps may provide information about the occupation of a property at a specific moment in time when the information was collected, the absence of such information does not necessarily indicate that the property was not occupied.

8TH CONCESSION ROAD

Two lots, on Map 2, show evidence of settlement by the time that this atlas data was compiled. One structure is on the property owned by Isaac Smelser, lot 7, concession 8. The other, within lot 8, concession 7, was owned by David Archibald. Both historic settlements are further than 100m from the study area, see Maps 5 and 6 as well as Maps 31 – 44 in the Project Report Supplementary Documentation: Volume 2. No structures nor orchards are shown to be within the study limits. Accordingly, it has been determined that there is potential for archaeological deposits related to early Post-Contact settlement within the study area. In addition, this map illustrates an unnamed stream channel situated immediately east of the study area, and the study area is on top of a settlement road. This road is the current 8th Concession Road, and the stream channel is a tributary stream of the East Humber River. Recent maps show this stream still currently exists (Tremaine 1860).

10TH CONCESSION ROAD

Along 10th Concession Road, there are seven historical structures recorded on Map 2, near the study area. From south to north, they are the following: one house on John Brooks' property, a schoolhouse on John Chamberlin's property (SH. N^o7), a house on John O. Hambly's property, a cottage on William McFall's property, a Catholic Church on Patrick Trainer's property, a blacksmith shop on the Patrick Trainer's property (B.S.S), and a Scotch Church on Elizabeth McCallum and Margaret Bell's property. Therefore, this map shows evidence of settlement in the area by the time that this atlas data was compiled. While, five (5) of these historical settlements are located within 100 metres of the study area, see Maps 5 and 6 as well as Maps 45 - 60 in the Project Report Supplementary Documentation: Volume 2, none of them, nor any orchards lie within the study boundaries. Accordingly, it has been determined that there is potential for archaeological deposits related to early Post-Contact settlement within the study area. In addition, Map 2 illustrates that this section of the study area is on top of a settlement road, this road is currently known as 10th Concession Road. (Tremaine 1860).

15TH SIDEROAD

Only one Historical settlement is identified on Map 2, along the 15th Sideroad study area. It is the blacksmith shop on the Patrick Trainer's property (B.S.S), discussed previously. Therefore, this map shows evidence of settlement in the area by the time that this atlas data was compiled. This building is within 100 metres of the study area boundaries, see Maps 5 and 6 as well as Maps 61 – 74 in the Project Report Supplementary Documentation: Volume 2. No historical boundaries nor orchards are identified within the study boundaries. Accordingly, it has been determined that there is potential for archaeological deposits related to early Post-Contact settlement within the study area. In addition, Map 2 illustrates that this section of the study area is on top of a settlement road, this road is currently known as 15th Concession Road (Tremaine 1860).

MILES AND CO. MAP OF THE COUNTY OF YORK (1878).

Map 3 is a facsimile segment of the Township of King reproduced from The Illustrated Historical Atlas of the County of York (Miles and Co. 1878). Map 3 illustrates the location of the study area and environs as of 1878.

It must be borne in mind that inclusion of names of property owners and depictions of structures and other features within properties on these maps were sold by subscription. Property owners paid to include information or details about their properties. While information included within these maps may provide information about the occupation of a property at a specific moment in time when the information was collected, the absence of such information does not necessarily indicate that the property was not occupied.

8TH CONCESSION ROAD

Map 3 illustrates that this area had become more populated since 1860. Within the 8th Concession Road study area, there are now seven (7) new historic structures near the study area, as well as many orchards. None of these buildings lie within the study boundaries, however, four (4) lie just outside or within 100 metres of the limits of the study, see Maps 5 and 6 as well as Maps 31 – 44 in the Project Report Supplementary Documentation: Volume 2. From south to north, they are as follows: a house with an orchard on David Archibald's property, a house on J.E.'s property, a church (P.M.) on Jno. Archibald's property, and a house and orchard on Johnston Egan's property. Accordingly, it has been determined that there is potential for archaeological deposits related to early Post-Contact settlement within the study area. In addition, this map illustrates that the historical road recorded in 1860 by Tremaine, was still in use (Miles and Co. 1878).

10TH CONCESSION ROAD

Map 3 illustrates that this area had become more populated since 1860. Within the 10th Concession Road study area, there are now six (6) new historic structures near the study area, as well as many orchards. None of these buildings lie within the study boundaries, however, all six (6) lie just outside or within 100 metres of the limits of the study, see Maps 5 and 6 as well as Maps 45 – 60 in the Project Report Supplementary Documentation: Volume 2. From south to north, they are as follows: a house and orchard on Pet. And Thos. Sheardown's property, a house and orchard on Alf. Davis' property, a schoolhouse (S.H.) on the property labeled Angus Wilkie Est., a house on Jno. Chamberlain's property, a house and orchard on Mich. Treanor's property, and a house on Jas. Bell's property. It should be noted that the schoolhouse labeled on Tremaine's map (Tremaine 1960), see Map 2, is now labeled as a church (R.C.) on Miles and Co.'s map. Accordingly, it has been determined that there is potential for archaeological deposits related to early Post-Contact settlement within the study area. In addition, this map illustrates that the historical road recorded in 1860 by Tremaine, was still in use (Miles and Co. 1878).

15TH SIDEROAD

Map 3 illustrates that this area had become more populated since 1860. Within the 15th Sideroad study area, there is now two (2) new historic structures near the study area. None of these buildings lie within the study boundaries, however, both lie just outside or within 100 metres of the limits of the study, see Maps 5 and 6 as well as Maps 61 – 74 in the Project Report Supplementary Documentation: Volume 2. From west to east, they are as follows: a house on Pat. Treanor's property, and a house on Jno. McKenzie's Property. It is indeterminate if the structure illustrated on Pat. Treanor's property is the same one illustrated as a blacksmith shop on Tremaine's map (Tremaine 1960), see Map 2. Accordingly, it has been determined that there is potential for archaeological deposits related to early Post-Contact settlement within the study area. In addition, this map illustrates that the historical road recorded in 1860 by Tremaine, was still in use (Miles and Co. 1878).

DEPARTMENT OF MILITIA AND DEFENCE, BOLTON SHEET M30/13 (1914)

Map 4 is a facsimile segment of Topographic Map of Ontario, Bolton Sheet (Department of Militia and Defence 1914). Map 4 illustrates the location of the study area and environs as of 1914.

8TH CONCESSION ROAD

Map 4 illustrates that this area had not become more populated since 1878. Within the 8th Concession Road study area, there are no new historic structures near the study area, see Maps 5 and 6 as well as Maps 31 – 44 in the Project Report Supplementary Documentation: Volume 2. Accordingly, it has been determined that there is potential for archaeological deposits related to early Post-Contact settlement within the study area. In addition, this map illustrates that the historical road recorded in 1860 by Tremaine, was still in use (Department of Militia and Defence 1914).

10TH CONCESSION ROAD

Map 4 illustrates that this area had become more populated since 1878. Within the 10th Concession Road study area, there are now two (2) new historic structures near the study area. None of these buildings lie within the study boundaries, however, both lie just outside or within 100 metres of the limits of the study, see Maps 5 and 6 as well as Maps 45 – 60 in the Project Report Supplementary Documentation: Volume 2. From south to north, they are as follows: a cemetery and church and a wooden structure. It should be noted that this cemetery and church may be the same one recorded on Tremaine's and Miles and Co.'s maps, see Maps 2 and 3. Accordingly, it has been determined that there is potential for archaeological deposits related to early Post-Contact settlement within the study area. In addition, this map illustrates that the historical road recorded in 1860 by Tremaine, was still in use (Department of Militia and Defence 1914).

15TH SIDEROAD

Map 4 illustrates that this area had become more populated since 1878. Within the 15th Sideroad study area, there is now one (1) new historic structure near the study area. This building does not lie within the study boundaries, however, it lies just outside or within 100 metres of the limits of the study, see Maps 5 and 6 as well as Maps 61 – 74 in the Project Report Supplementary Documentation: Volume 2. It is identified as a stone or brick house. Accordingly, it has been determined that there is potential for archaeological deposits related to early Post-Contact settlement within the study area. In addition, this map illustrates that the historical road recorded in 1860 by Tremaine, was still in use (Department of Militia and Defence 1914).

5.2.3 CURRENT CONDITIONS

The present use of the study area is as active roads, ditches, driveways, agricultural land, lawn, and forested areas. The study area is roughly 15 hectares in area. From current satellite imagery, the study area appears to be mainly paved roads, with many probable disturbed

areas (driveways), with some ploughable lands. Three cemeteries lie along the boundary of the proposed study area, along the 10th Concession Road. Two of the cemeteries, Chamberlain Burying Ground and St. Andrews Presbyterian Cemetery, are listed as heritage sites. The third cemetery is known as Saint Mary's Roman Catholic Church Cemetery. Based on data provided by the Ministry of Natural Resources and Forestry (2020) and Google Maps (2020), there are many areas that may be low-lying and wet. These areas have been identified in Maps 7 and 8 as well as Maps 75 – 118 in the Project Report Supplementary Documentation: Volume 3. The study area is bounded agricultural land, lawn, forests and houses. The study area is approximately 2 kilometres to the north, west and east of the intersection of the Highway 27 and King Road, approximately the middle of Nobleton. The plans of the study area is included within the Project Report Supplementary Documentation: Volume 1, as Maps 9-30. Current conditions visible from satellite imagery (Google Earth 2020; Google Maps 2020) and data provided by the Ministry of Natural Resources and Forestry (2020) encountered during the Stage 1 Archaeological Background Research are illustrated in Maps 7 and 8 as well as Maps 75 – 118 in the Project Report Supplementary Documentation: Volume 3. As a Property Inspection has not been undertaken as a component of this study, the presence of any disturbances, or low-lying wet areas must be confirmed through a Property Inspection undertaken by a licensed archaeologist before they can be deemed of low archaeological potential and/or not viable to assess and therefore, excluded from Stage 2 Property Assessment.

5.2.4 SUMMARY OF HISTORICAL CONTEXT

The brief overview of readily available documentary evidence indicates that the study area is situated within an area that was on a historic transportation routes and in an area well populated during the nineteenth century and therefore has potential for sites relating to early Post-Contact settlement in the region. However, it also appears that while the area was moving toward urban development by the fourth quarter of the 19th century, it was still predominantly rural in character and the likelihood of locating significant Post-Contact archaeological deposits of cultural heritage value or interest (CHVI) on a very small parcel of the original township lot is not likely. Background research indicates the property has potential for significant archaeological resources of Native origins based on proximity to a natural source of potable water in the past. Still evident today, there was an unnamed tributary stream of the East Humber River in close proximity to the study area. This stream is depicted on Maps 1-4.

5.3 ARCHAEOLOGICAL CONTEXT

The Archaeological Sites Database administered by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) indicates that there are thirty (30) previously documented sites within 1 kilometre of the study area. However, it must be noted that this is based on the assumption of the accuracy of information compiled from numerous researchers using different methodologies over many years. AMICK Consultants Limited assumes no responsibility for the accuracy of site descriptions, interpretations such as cultural affiliation, ~~or location information derived from the Archaeological Sites Database administered by~~

MHSTCI. In addition, it must also be noted that a lack of formerly documented sites does not indicate that there are no sites present as the documentation of any archaeological site is contingent upon prior research having been conducted within the study area.

Background research shows that no previous studies have taken place within 50m of the study area. For further information see:

Data contained in previous archaeological reports in close proximity to the study area that is relevant to Stage 1 Background Study is defined within the Standards and Guidelines for Consultant Archaeologists in Section 7.5.8 Standard 4 as follows:

*“Provide descriptions of previous archaeological fieldwork carried out within the limits of, or immediately adjacent to the project area, **as documented by all available reports that include archaeological fieldwork carried out on the lands to be impacted by this project, or where reports document archaeological sites immediately adjacent (i.e., within 50 m) to those lands.**”*

(MTCS 2011: 126 Emphasis Added)

In accordance with data supplied by MHSTCI for the purposes of completing this study, there are no previous reports detailing, *“archaeological fieldwork carried out on the lands to be impacted by this project”*.

In addition, archaeological sites data is also used to determine if any archaeological resources had been formerly documented within or in close proximity to the study area and if these same resources might be subject to impacts from the proposed undertaking. This data was also collected in order to establish the relative significance of any resources that might be encountered during the conduct of the present study. For example, the relative rarity of a site can be used to assign an elevated level of significance to a site that is atypical for the immediate vicinity. The requisite archaeological sites data of previously registered archaeological sites was collected from the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) and the corporate research library of AMICK Consultants Limited. The Stage 1 Background Research methodology also includes a review of the most detailed available topographic maps, historical settlement maps, archaeological management plans (where applicable) and commemorative plaques or monuments. When previous archaeological research documents lands to be impacted by the proposed undertaking or archaeological sites within 50 metres of the study area, the reports documenting this earlier work are reviewed for pertinent information. AMICK Consultants Limited will often modify this basic methodology based on professional judgment to include additional research (such as, local historical works or documents and knowledgeable informants).

5.3.1 PRE-CONTACT REGISTERED SITES

A summary of registered and/or known archaeological sites within a 1-kilometre radius of the study area was gathered from the Archaeological Sites Database, administered by

MHSTCI. As a result, it was determined that sixteen (16) archaeological sites relating directly to Pre-Contact habitation/activity had been formally registered within the immediate vicinity of the study area. All previously registered Pre-Contact sites are briefly described below in Table 1:

TABLE 1 PRE-CONTACT SITES WITHIN 1KM

Site Name	Borden #	Site Type	Cultural Affiliation
	AlGv-285	Findspot	
	AlGv-284	Findspot	
	AlGv-283	Findspot	
	AlGv-282	Findspot	
	AlGv-281	Findspot	
	AlGv-280	Findspot	
	AlGv-279	Findspot	Late Archaic
	AlGv-278	Findspot	
	AlGv-277	Findspot	
	AlGv-276	Scatter	
	AlGv-275	Findspot	
	AlGv-274	Scatter	
	AlGv-270	Scatter	
	AlGv-265	Findspot	Late Paleo-Indian
	AlGv-264	Scatter	
Nobleton 3	AlGv-133	Findspot	

Several of the above noted archaeological sites are situated within 300 metres of the study area. Therefore, they demonstrate archaeological potential for further archaeological resources related to Pre-Contact activity and occupation with respect to the archaeological assessment of the proposed undertaking.

The study area lies approximately 300 metres east of a tributary channel of the East Humber River, which is a source of potable water. The distance to water criteria used to establish potential for archaeological sites suggests potential for Pre-Contact occupation and land use in the area in the past. This stream is depicted on the Maps 1-4 (Google Maps 2020; Tremaine 1860; Miles and Co. 1878; Department of Militia and Defence 1914). The presence of this stream prior to urban development in the vicinity of the study area indicates that there was potential for First Nations occupation and land use activities in the immediate vicinity in the past and therefore, there is potential for associated archaeological resources to be encountered within the study area.

Table 2 illustrates the chronological development of cultures within southern Ontario prior to the arrival of European cultures to the area at the beginning of the 17th century. This general cultural outline is based on archaeological data and represents a synthesis and summary of research over a long period of time. It is necessarily generalizing and is not necessarily ~~representative of the point of view of all researchers or stakeholders. It is offered here as a~~

rough guideline and as a very broad outline to illustrate the relationships of broad cultural groups and time periods.

TABLE 2 PRE-CONTACT CULTURAL CHRONOLOGY FOR SOUTHERN ONTARIO

Years ago	Period	Southern Ontario
250	Terminal Woodland	Ontario and St. Lawrence Iroquois Cultures
1000 2000	Initial Woodland	Princess Point, Saugeen, Point Peninsula, and Meadowood Cultures
3000 4000 5000 6000	Archaic	Laurentian Culture
7000 8000 9000 10000 11000	Palaeo-Indian	Plano and Clovis Cultures
		(Wright 1972)

5.3.2 POST-CONTACT REGISTERED SITES

A summary of registered and/or known archaeological sites within a 1-kilometre radius of the study area was gathered from the Archaeological Sites Database, administered by MHSTCI. As a result, it was determined that fourteen (14) archaeological sites relating directly to Post-Contact habitation/activity had been formally registered within the immediate vicinity of the study area. All previously registered Post-Contact sites are briefly described below in Table 3:

TABLE 3 POST-CONTACT SITES WITHIN 1KM

Site Name	Borden #	Site Type	Cultural Affiliation
13735 Highway 27 H1	AlGv-428	Homestead	Post-Contact
H3	AlGv-403	Homestead	Post-Contact
H2	AlGv-402	House	Post-Contact
AlGv-382	AlGv-382	Homestead	Post-Contact
Pringle Site	AlGv-303	Homestead	Post-Contact
	AlGv-287	Unknown	Post-Contact
	AlGv-286	Other Church/ Chapel	Post-Contact
	AlGv-273	Unknown	Post-Contact
	AlGv-272	Unknown	Post-Contact
	AlGv-271	Unknown	Post-Contact
	AlGv-269	Unknown	Post-Contact
	AlGv-268	Unknown	Post-Contact

	AlGv-267	Unknown	Post-Contact
	AlGv-214	Cabin/ Homestead	Post-Contact

Several of the above noted archaeological sites are situated within 300 metres of the study area. Therefore, they demonstrate archaeological potential for further archaeological resources related to Post-Contact activity and occupation with respect to the archaeological assessment of the proposed undertaking.

5.3.4 LOCATION AND CURRENT CONDITIONS

The study area is described as a road reconstruction of 8th Concession Road from King Road to 15th Sideroad, 10th Concession Road from King Road to 15th Sideroad, and 15th Sideroad from Highway 27 to 10th Concession Road, Township of King (Nobleton), formerly within the County of York, now in the Regional Municipality of York. This assessment was undertaken as a requirement under the Environmental Assessment Act (RSO 1990) and the Provincial Policy Statement (2014) as a component study of an Environmental Assessment (EA) for the proposed undertaking of a road widening along the route described as the study area.

The present use of the study area is as active roads, ditches, driveways, agricultural land, lawn, and forested areas. The study area is roughly 15 hectares in area. From current satellite imagery, the study area appears to be mainly paved roads, with many probable disturbed areas (driveways), with some ploughable lands. Three cemeteries lie along the boundary of the proposed study area, along the 10th Concession Road. Based on data provided by the Ministry of Natural Resources and Forestry (2020) and Google Maps (2020), there are many areas that may be low-lying and wet. These areas have been identified in Maps 7 and 8 as well as Maps 75 – 118 in the Project Report Supplementary Documentation: Volume 3. The study area is bounded agricultural land, lawn, forests and houses. The study area is approximately 2 kilometres to the north, west and east of the intersection of the Highway 27 and King Road, approximately the middle of Nobleton. The plans of the study area is included within the Project Report Supplementary Documentation: Volume 1, as Maps 9-30. Current conditions visible from satellite imagery (Google Earth 2020; Google Maps 2020) and data provided by the Ministry of Natural Resources and Forestry (2020) encountered during the Stage 1 Archaeological Background Research are illustrated in Maps 7 and 8 as well as Maps 75 – 118 in the Project Report Supplementary Documentation: Volume 3. As a Property Inspection has not been undertaken as a component of this study, the presence of any disturbances, or low-lying wet areas must be confirmed through a Property Inspection undertaken by a licensed archaeologist before they can be deemed of low archaeological potential and/or not viable to assess and therefore, excluded from Stage 2 Property Assessment.

5.3.5 PHYSIOGRAPHIC REGION

The study area is situated within the South Slope physiographic region which extends from the Niagara Escarpment to the Trent River. Conditions in the region vary greatly. The area in which the study area lies is described as a ground moraine with irregular knolls and hollows. The South Slope lies across the limestones of the Verulam and Lindsay Formations, the grey shales of the Georgian Bay Formation and the reddish shales of the Queenston Formation. A till consisting nearly of red and grey shale is reached west of the Credit River. The soil is only slightly acidic, ranging from sandy in the east to clayey in the west (Chapman and Putnam 1984: 172-174).

5.3.6 SURFACE WATER

Sources of potable water, access to waterborne transportation routes, and resources associated with watersheds are each considered, both individually and collectively to be the highest criteria for determination of the potential of any location to support extended human activity, land use, or occupation. Accordingly, proximity to water is regarded as the primary indicator of archaeological resource potential. The Standards and Guidelines for Consultant Archaeologists stipulates that undisturbed lands within 300 metres of a water source are considered to have archaeological potential (MTC 2011: 21).

An intermittent stream course is located to the east and west of the study area, specifically 8th Concession Road, flowing north to south, and is a tributary stream from the East Humber River. This river is illustrated on all three historic maps, Maps 2 – 4.

5.3.7 CURRENT PROPERTY CONDITIONS CONTEXT

Current characteristics encountered within an archaeological research study area determine if property Assessment of specific portions of the study area will be necessary and in what manner a Stage 2 Property Assessment should be conducted, if necessary. Conventional assessment methodologies include pedestrian survey on ploughable lands and test pit methodology within areas that cannot be ploughed. For the purpose of determining where property Assessment is necessary and feasible, general categories of current landscape conditions have been established as archaeological conventions. These include:

5.3.7.1 BUILDINGS AND STRUCTURAL FOOTPRINTS

A building, for the purposes of this particular study, is a structure that exists currently or has existed in the past in a given location. The footprint of a building is the area of the building formed by the perimeter of the foundation. Although the interior area of building foundations would often be subject to property Assessment when the foundation may represent a potentially significant historic archaeological site, the footprints of existing structures are not typically assessed. Existing structures commonly encountered during archaeological assessments are often residential-associated buildings (houses, garages, sheds), and/or component buildings of farm complexes (barns, silos, greenhouses). In many cases, even though the disturbance to the land may be relatively shallow and archaeological resources may be situated below the disturbed layer (e.g. a concrete garage pad), there is no

practical means of assessing the area beneath the disturbed layer. However, if there were evidence to suggest that there are likely archaeological resources situated beneath the disturbance, alternative methodologies may be recommended to study such areas.

The study area contains no buildings or structural footprints. As a Property Inspection has not been undertaken as a component of this study, the presence of any structures and their respective influence on Stage 2 Property Assessment strategy must be confirmed through a Property Inspection undertaken by a licensed archaeologist before any apparent structural footprints can be deemed areas of deep prior disturbance of no archaeological potential and/or are not accessible and/or are not viable to assess and can therefore, be excluded from Stage 2 Property Assessment.

5.3.7.2 DISTURBANCE

Areas that have been subjected to extensive and deep land alteration that has severely damaged the integrity of archaeological resources are known as land disturbances. Examples of land disturbances are areas of past quarrying, major landscaping, and sewage and infrastructure development (MTC 2011: 18), as well as driveways made of gravel or asphalt or concrete, in-ground pools, and wells or cisterns. Surfaces paved with interlocking brick, concrete, asphalt, gravel and other surfaces meant to support heavy loads or to be long wearing hard surfaces in high traffic areas, must be prepared by the excavation and removal of topsoil, grading, and the addition of aggregate material to ensure appropriate engineering values for the supporting matrix and also to ensure that the installations shed water to avoid flooding or moisture damage. All hard surfaced areas are prepared in this fashion and therefore have no or low archaeological potential. Major utility lines are conduits that provide services such as water, natural gas, hydro, communications, sewage, and others. These major installations should not be confused with minor below ground service installations not considered to represent significant disturbances removing archaeological potential, such as services leading to individual structures which tend to be comparatively very shallow and vary narrow corridors. Areas containing substantial and deeply buried services or clusters of below ground utilities are considered areas of disturbance, and may be excluded from Stage 2 Property Assessment. Disturbed areas are excluded from Stage 2 Property Assessment due to no or low archaeological potential and often because they are also not viable to assess using conventional methodology.

*“Earthwork is one of the major works involved in road construction. This process includes excavation, material removal, filling, compaction, and construction. Moisture content is controlled, and compaction is done according to standard design procedures. Normally, rock explosion at the road bed is not encouraged. While filling a depression to reach the road level, **the original bed is flattened after the removal of the topsoil.** The fill layer is distributed and compacted to the designed specifications. This procedure is repeated until the compaction desired is reached. **The fill material should not contain organic elements,** and possess a low index of plasticity. Fill material can include gravel and decomposed rocks of a particular size,*

*but should not consist of huge clay lumps. Sand clay can be used. The area is considered to be adequately compacted when the roller movement does not create a noticeable deformation. **The road surface finish is reliant on the economic aspects, and the estimated usage.**” [Emphasis Added]*

(Goel 2013)

The supporting matrix of a hard paved surface cannot contain organic material which is subject to significant compression, decay and moisture retention. Topsoil has no engineering value and must be removed in any construction application where the surface finish at grade requires underlying support.

Installation of sewer lines and other below ground services associated with infrastructure development often involves deep excavation that can remove archaeological potential. This consideration does not apply to relatively minor below ground services that connect structures and facilities to services that support their operation and use. Major servicing corridors will be situated within adjacent road allowances with only minor, narrow and relatively shallow underground services entering into the study area to connect existing structures to servicing mainlines. The relatively minor, narrow and shallow services buried within a residential property do not require such extensive ground disturbance to remove or minimize archaeological potential within affected areas.

8th Concession Road

Within the study limits for the road reconstruction of the 8th Concession Road, there are many areas that suggest disturbance. Within all seven (7) sheets of the proposed reconstruction plan, the current paved road is not viable for assessment. Sheet 1 of 8th Concession Road has four (4) other areas suggesting disturbance; one (1) asphalt driveway in the middle of the area, three (3) gravel driveways in the north section of Sheet 1. Within Sheet 2 there are four (4) other areas suggesting disturbance; one (1) asphalt driveway in the north section, and three (3) gravel driveways, two (2) in the northwest section, and one (1) in the middle east section. In Sheet 3, there are two (2) other areas suggesting disturbance; one (1) asphalt driveway in the northwest section, one (1) gravel driveway in the southeast section. In Sheet 4 there are two (2) other areas suggesting disturbance; both are asphalt driveways in the west section. In Sheet 5 there are three (3) other areas suggesting disturbance; one (1) asphalt driveway in the northeast section, and two (2) gravel driveways, one in the northeast, and one in the southwest. Sheet 6 has two (2) other areas suggesting disturbance; one (1) asphalt driveway in the southeast and one (1) gravel driveway in the middle east section. Sheet 7 has one (1) other area suggesting disturbance; one (1) gravel driveway in the southeast section. These “driveway” features can be related to municipal addresses when more accurate data in the field concerning conditions is collected. This data is based on current satellite imagery, current and historical mapping and the preliminary road reconstruction plan (REFERENCE OF PLAN PROPOSAL). As a Property Inspection has not been undertaken as a component of this study, the presence of any disturbances must be confirmed through a Property Inspection undertaken by a licensed archaeologist before areas of deep prior disturbance where archaeological potential has been removed and/or where

current conditions prohibit conventional assessment, can be deemed excluded from Stage 2 Property Assessment, see Maps 75-88 within Project Report Supplementary Documentation: Volume 3.

10th Concession Road

Within the study limits for the road reconstruction of the 10th Concession Road, there are many areas that suggest disturbance. Within all eight (8) sheets of the proposed reconstruction plan, the current paved road is not viable for assessment. Within Sheet 1 of the 10th Concession Road there are two (2) other areas suggesting disturbance; two (2) gravel driveways, one on the middle west section and one on the northeast section. Sheet 2 has two (2) other areas suggesting disturbance; two (2) gravel driveways, one in the northwest, and one in the middle east sections. Sheet 3 has four (4) other areas suggesting disturbance; one (1) asphalt driveway in the northeast, three (3) gravel driveways, all in the southern section. Sheet 4 has two (2) other areas suggesting disturbance; two (2) gravel driveways, one in the north and one in the south. Sheet 5 has three (3) other areas suggesting disturbance; one (1) asphalt driveway in the middle west section, two (2) gravel driveways, one in the north and one in the south sections. Sheet 6 has two (2) other areas suggesting disturbance; two (2) gravel roads, one in the north and one in the south sections. Sheet 7 has no other areas suggesting disturbance. Sheet 8 has three (3) other areas suggesting disturbance; one (1) asphalt road (15th Sideroad), two (2) gravel driveways in the north section. These “driveway” features can be related to municipal addresses when more accurate data in the field concerning conditions is collected. This data is based on current satellite imagery, current and historical mapping and the preliminary road reconstruction plan (REFERENCE OF PLAN PROPOSAL). As a Property Inspection has not been undertaken as a component of this study, the presence of any disturbances must be confirmed through a Property Inspection undertaken by a licensed archaeologist before areas of deep prior disturbance where archaeological potential has been removed and/or where current conditions prohibit conventional assessment, can be deemed excluded from Stage 2 Property Assessment, see Maps 89 -104, within Project Report Supplementary Documentation: Volume 3.

15th Sideroad

Within the study limits for the road reconstruction of the 15th Sideroad, there are many areas that suggest disturbance. Within all seven (7) sheets of the proposed reconstruction plan, the current paved road is not viable for assessment. Within Sheet 1 of the 15th Sideroad, there are three (3) other areas suggesting disturbance; three (3) gravel driveways, one in the northwest, two in the southeast sections. Sheet 2 has one (1) other area suggesting disturbance; one (1) gravel driveway in the northwest section. Sheet 3 has no other areas suggesting disturbance. Sheet 4 has one (1) other area suggesting disturbance; one (1) gravel driveway in the south middle section. Sheet 5 has one (1) other area suggesting disturbance; one (1) gravel driveway in the north middle. Sheet 6 has three (3) other areas suggesting disturbance; two (2) asphalt driveways in the southwest part, one (1) gravel driveway in the southeast section. Section 7 has four (4) other areas suggesting disturbance; two (2) asphalt road section in the east (both of Highway 47), and two (2) gravel driveways, one in the north middle and one in

the southwest sections. These “driveway” features can be related to municipal addresses when more accurate data in the field concerning conditions is collected. This data is based on current satellite imagery, current and historical mapping and the preliminary road reconstruction plan.

As a Property Inspection has not been undertaken as a component of this study, study area conditions affecting assessment strategy must be confirmed through a Property Inspection undertaken by a licensed archaeologist before areas of deep prior disturbance where archaeological potential has been removed and/or where current conditions prohibit conventional assessment, can be deemed excluded from Stage 2 Property Assessment, see Maps 105 – 118 within Project Report Supplementary Documentation: Volume 3.

5.3.7.3 LOW-LYING AND WET AREAS

Landscape features that are covered by permanently wet areas, such as marshes, swamps, or bodies of water like streams or lakes, are known as low-lying and wet areas. Low-lying and wet areas are excluded from Stage 2 Property Assessment due to inaccessibility.

8th Concession Road

Within the proposed study area for the road reconstruction of 8th Concession Road, only one (1) sheet of the road, Sheet 5, has potential evidence of a low-lying and wet area. This area is located within the middle section of this sheet, see Maps 7 – 8, and Maps 83 and 84 within Project Report Supplementary Documentation: Volume 3. This data was provided by the Ministry of Natural Resources and Forestry (2020). As a Property Inspection has not been undertaken as a component of this study, the presence of any low-lying wet areas must be confirmed through a Property Inspection undertaken by a licensed archaeologist before any low-lying wet areas can be deemed of low archaeological potential and/or not viable to assess and therefore, excluded from Stage 2 Property Assessment.

10th Concession Road

Within the proposed study area for the road reconstruction of 10th Concession Road, six (6) sheets of the road, Sheets 1, 2, 4, 5, 6, and 7, have potential evidence of low-lying and wet areas. Sheet 1 has evidence of a wet area in the northwest section. Sheet 2 has evidence of low-lying and wet areas in south and middle sections of the sheet. Sheet 4 has evidence of low-lying and wet areas in the north, and in the middle sections of the sheet. Sheet 5 has evidence of a low-lying and wet area in the south section of the sheet. Sheet 6 has evidence of low-lying and wet areas in the south section of the sheet. Sheet 7 has evidence of low-lying and wet areas in the north and middle sections of the sheet. See Maps 7 – 8 and Maps 89 – 92, and 95-102, within Project Report Supplementary Documentation: Volume 3. This data was provided by the Ministry of Natural Resources and Forestry (2020). As a Property Inspection has not been undertaken as a component of this study, the presence of any low-lying wet areas must be confirmed through a Property Inspection undertaken by a licensed archaeologist before any low-lying wet areas can be deemed of low archaeological potential and/or not viable to assess and therefore, excluded from Stage 2 Property Assessment.

15th Sideroad

Within the proposed study area for the road reconstruction of 15th Sideroad, four (4) sheets of the road, Sheets 3, 4, 5, and 7, have potential evidence of low-lying and wet areas. Sheet 3 has evidence of low-lying and wet areas in the east section of the sheet. Sheet 4 has evidence of low-lying and wet area in approximately 90% of the sheet, all but the middle south section. Sheet 5 has evidence of low-lying and wet areas in the west section of the sheet. Sheet 7 has evidence of low-lying and wet areas in the southwest section of the sheet. See Maps 7 – 8, and Maps 109 – 114 and 117 – 118, within the Project Report Supplementary Documentation: Volume 3. This data was provided by the Ministry of Natural Resources and Forestry (2020). As a Property Inspection has not been undertaken as a component of this study, the presence of any low-lying wet areas must be confirmed through a Property Inspection undertaken by a licensed archaeologist before any low-lying wet areas can be deemed of low archaeological potential and/or not viable to assess and therefore, excluded from Stage 2 Property Assessment.

As a Property Inspection has not been undertaken as a component of this study, the presence of any low-lying wet areas must be confirmed through a Property Inspection undertaken by a licensed archaeologist before any low-lying wet areas can be deemed of low archaeological potential and/or not viable to assess and therefore, excluded from Stage 2 Property Assessment.

5.3.7.4 STEEP SLOPE

Landscape which slopes at a greater than (>) 20 degree change in elevation, is known as steep slope. Areas of steep slope are considered uninhabitable, and are excluded from Stage 2 Property Assessment.

Generally, steep slopes are not assessed because steep slopes are interpreted to have low potential, not due to viability to assess, except in cases where the slope is severe enough to become a safety concern for archaeological field crews. In such cases, the Occupational Health and Safety Act takes precedence as indicated in the introduction to the Standards and Guidelines. AMICK Consultant Limited policy is to assess all slope areas whenever it is safe to do so. Assessment of slopes, except where safety concerns arise, eliminates the invariably subjective interpretation of what might constitute a steep slope in the field. This is done to minimize delays due to conflicts in such interpretations and to increase the efficiency of review.

The study area does not contain areas of steep slope. This data is derived from current satellite imagery. As a Property Inspection has not been undertaken as a component of this study, the presence of any potential steep slopes must be confirmed through a Property Inspection undertaken by a licensed archaeologist before any slope areas can be deemed too steep to assess or too steep to have archaeological potential and therefore be excluded from Stage 2 Property Assessment.

5.3.7.5 WOODED AREAS

Areas of the property that cannot be ploughed, such as natural forest or woodlot, are known as wooded areas. These wooded areas qualify for Stage 2 Property Assessment, and are required to be assessed using test pit survey methodology.

8th Concession Road

Along 8th Concession Road, only Sheet 1 has a possible wooded area, and it is approximately thirty percent (30%) of the sheet, see Maps 75 – 76 within Project Report Supplementary Documentation: Volume 3. However, this is based on current satellite imagery and will require confirmation through a Stage 1 Property Inspection conducted concurrently with the Stage 2 Property Assessment in order to confirm property conditions.

10th Concession Road

Along 10th Concession Road, Sheet 1 and 2 have possible wooded areas. Sheet 1 has approximately five percent (5%) wooded. Sheet 2 has approximately five percent (5%) wooded. See Maps 89 – 92 within Project Report Supplementary Documentation: Volume 3. However, this is based on current satellite imagery and will require confirmation through a Stage 1 Property Inspection conducted concurrently with the Stage 2 Property Assessment in order to confirm property conditions.

15th Sideroad

Along 15th Sideroad, three sheets have wooded areas. Approximately twenty percent (20%) of Sheet 3 is wooded. Sheet 4 has approximately forty-five percent (45%) wooded. Sheet 5 has approximately thirty percent (30%) wooded. See Maps 109 – 114 within Project Report Supplementary Documentation: Volume 3. However, this is based on current satellite imagery and will require confirmation through a Stage 1 Property Inspection conducted concurrently with the Stage 2 Property Assessment in order to confirm property conditions.

5.3.7.6 PLOUGHABLE AGRICULTURAL LANDS

Areas of current or former agricultural lands that have been ploughed in the past are considered ploughable agricultural lands. Ploughing these lands regularly turns the soil, which in turn brings previously buried artifacts to the surface, which are then easily identified during visual inspection. Furthermore, by allowing the ploughed area to weather sufficiently through rainfall, soil is washed off of exposed artifacts at the surface and the visibility of artifacts at the surface of recently worked field areas is enhanced markedly. Pedestrian survey of ploughed agricultural lands is the preferred method of physical assessment because of the greater potential for finding evidence of archaeological resources if present.

8th Concession Road

Along 8th Concession Road, every sheet has a potentially ploughable area. Approximately thirty percent (30%) of Sheet 1, twenty percent (20%) of Sheet 2, five percent (5%) of Sheet 3, thirty percent (30%) of Sheet 4, ten percent (10%) of Sheet 5, thirty percent (30%) of Sheet 6, and twenty percent (20%) of Sheet 7. See Maps 75 – 88 within Project Report Supplementary Documentation: Volume 3. However, this is based on current satellite imagery and will require confirmation through a Stage 1 Property Inspection conducted concurrently with the Stage 2 Property Assessment in order to confirm property conditions. It is not known if any of this land will be ploughed to undergo pedestrian survey or will be left in place and subjected to test pit survey.

10th Concession Road

Along 10th Concession Road, five (5) sheets have potential ploughable area. Approximately thirty percent (30%) of Sheet 1, ten percent (10%) of Sheet 2, thirty percent (30%) of Sheet 3, five percent (5%) of Sheet 4, and thirty percent (30%) of Sheet 5. See Maps 89 – 98 within Project Report Supplementary Documentation: Volume 3. However, this is based on current satellite imagery and will require confirmation through a Stage 1 Property Inspection conducted concurrently with the Stage 2 Property Assessment in order to confirm property conditions. It is not known if any of this land will be ploughed to undergo pedestrian survey or will be left in place and subjected to test pit survey.

15th Sideroad

Along 15th Sideroad, two sheets have potentially ploughable area. Approximately forty percent (40%) of Sheet 1, and fifty percent (50%) of Sheet 7. See Maps 105 – 106, and 117 – 118 within Project Report Supplementary Documentation: Volume 3. However, this is based on current satellite imagery and will require confirmation through a Stage 1 Property Inspection conducted concurrently with the Stage 2 Property Assessment in order to confirm property conditions. It is not known if any of this land will be ploughed to undergo pedestrian survey or will be left in place and subjected to test pit survey.

5.3.7.7 LAWN, PASTURE, MEADOW

Landscape features consisting of former agricultural land covered in low growth, such as lawns, pastures, meadows, shrubbery, and immature trees. These are areas that may be considered too small to warrant ploughing, (i.e. less than one hectare in area), such as yard areas surrounding existing structures, and land-locked open areas that are technically workable by a plough but inaccessible to agricultural machinery. These areas may also include open area within urban contexts that do not allow agricultural tillage within municipal or city limits or the use of urban roadways by agricultural machinery. These areas are required to be assessed using test pit survey methodology.

8th Concession Road

Along 8th Concession Road, every sheet has area maintained as lawn. Approximately thirty-five percent (35%) of Sheet 1, thirty-five percent (35%) of Sheet 2, forty-five percent (45%) of Sheet 3, thirty percent (30%) of Sheet 4, forty percent (40%) of Sheet 5, forty percent (40%) of Sheet 6, and thirty-five percent (35%) of Sheet 7. See Maps 75 – 88 within Project Report Supplementary Documentation: Volume 3. However, this is based on current satellite imagery and will require confirmation through a Stage 1 Property Inspection conducted concurrently with the Stage 2 Property Assessment in order to confirm property conditions. It is not known if any of this lawn will be ploughed to undergo pedestrian survey or will be left in place and subjected to test pit survey.

10th Concession Road

Along 10th Concession Road, every sheet has area maintained as lawn. Approximately twenty percent (20%) of Sheet 1, forty-five percent (45%) of Sheet 2, thirty-five percent (35%) of Sheet 3, forty percent (40%) of Sheet 4, thirty-five percent (35%) of Sheet 5, forty-five percent (45%) of Sheet 6, forty-five percent (45%) of Sheet 7, and forty-five percent (45%) of Sheet 8. See Maps 89 – 104 within Project Report Supplementary Documentation: Volume 3. However, this is based on current satellite imagery and will require confirmation through a Stage 1 Property Inspection conducted concurrently with the Stage 2 Property Assessment in order to confirm property conditions. It is not known if any of this lawn will be ploughed to undergo pedestrian survey or will be left in place and subjected to test pit survey.

15th Sideroad

Along 15th Sideroad, seven sheets have potentially ploughable area. Approximately thirty percent (30%) of Sheet 1, fifty percent (50%) of Sheet 2, forty percent (40%) of Sheet 3, five percent (5%) of Sheet 4, thirty-five percent (35%) of Sheet 5, forty-five percent (45%) of Sheet 6, and twenty percent (20%) of Sheet 7. See Maps 105 – 118 within Project Report Supplementary Documentation: Volume 3. However, this is based on current satellite imagery and will require confirmation through a Stage 1 Property Inspection conducted concurrently with the Stage 2 Property Assessment in order to confirm property conditions. It is not known if any of this lawn will be ploughed to undergo pedestrian survey or will be left in place and subjected to test pit survey.

5.3.8 SUMMARY

Background research indicates the vicinity of the study area has potential for archaeological resources of Native origins based on proximity to previously registered archaeological sites of Pre-Contact origins and proximity to a source of potable water. Background research also suggests potential for archaeological resources of Post-Contact origins based on proximity to previously registered archaeological sites of Post-Contact origins, proximity to a historic roadway, and proximity to areas of documented historic settlement.

Current conditions within the study area indicate that some areas of the property may have no or low archaeological potential and do not require Stage 2 Property Assessment or should be excluded from Stage 2 Property Assessment. These areas would include the areas under pavement. A significant proportion of the study area does exhibit archaeological potential and therefore a Stage 2 Property Assessment is required.

Archaeological potential does not indicate that there are necessarily sites present, but that environmental and historical factors suggest that there may be as yet undocumented archaeological sites within lands that have not been subject to systematic archaeological research in the past.

6.0 FIELD WORK METHODS AND WEATHER CONDITIONS

6.1 PROPERTY INSPECTION

A property inspection or field reconnaissance is not required as part of a Stage 1 Background Study unless there is reason to believe that portions of the study area may be excluded from physical assessment on the basis of the conditions of the property or portions thereof and it is desired by the proponent to formally exclude any such areas from a Stage 2 Property Assessment. As this study was undertaken during winter conditions, a Stage 1 Property Inspection was not viable. Therefore, no part of the study area may be excluded from the Stage 2 Property Assessment. The Stage 1 Property Inspection will have to be undertaken concurrently with the Stage 2 Property Assessment.

7.0 ANALYSIS AND CONCLUSIONS

AMICK Consultants Limited was engaged by the proponent to undertake a Stage 1 Archaeological Background Research of lands potentially affected by the proposed undertaking. As this study was undertaken during winter conditions, a Stage 1 Property Inspection was not viable. All records, documentation, field notes, photographs and artifacts (as applicable) related to the conduct and findings of these investigations are held at the Lakelands District corporate offices of AMICK Consultants Limited until such time that they can be transferred to an agency or institution approved by the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) on behalf of the government and citizens of Ontario.

7.1 STAGE 1 ANALYSIS AND CONCLUSIONS

As part of the present study, background research was conducted in order to determine the archaeological potential of the proposed project area.

“A Stage 1 background study provides the consulting archaeologist and Ministry report reviewer with information about the known and potential cultural heritage resources within a particular study area, prior to the start of the field assessment.” (OMCzCR 1993)

The evaluation of potential is further elaborated Section 1.3 of the Standards and Guidelines for Consultant Archaeologist (2011) prepared by the Ontario Ministry of Tourism and Culture:

“ The Stage 1 background study (and, where undertaken, property inspection) leads to an evaluation of the property’s archaeological potential. If the evaluation indicates that there is archaeological potential anywhere on the property, the next step is a Stage 2 assessment. ”
(MTC 2011: 17)

Features or characteristics that indicate archaeological potential when documented within the study area, or within close proximity to the study area (as applicable), include:

- “ - previously identified archaeological sites*
 - water sources (It is important to distinguish types of water and shoreline, and to distinguish natural from artificial water sources, as these features affect site locations and types to varying degrees.):*
 - primary water sources (lakes, rivers, streams, creeks)*
 - secondary water sources (intermittent streams and creeks, springs, marshes, swamps)*
 - features indicating past water sources (e.g., glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, cobble beaches)*
 - accessible or inaccessible shoreline (e.g., high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh)*
 - elevated topography (e.g., eskers, drumlins, large knolls, plateaux)*
 - pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground*
 - distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. There may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings.*
 - resource areas, including:*
 - food or medicinal plants (e.g., migratory routes, spawning areas, prairie)*
 - scarce raw materials (e.g., quartz, copper, ochre or outcrops of chert)*
 - early Post-contact industry (e.g., fur trade, logging, prospecting, mining)*
 - areas of early Post-contact settlement. These include places of early military or pioneer settlement (e.g., pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches and early cemeteries. There may be commemorative markers of their history, such as local, provincial, or federal monuments or heritage parks.*
 - Early historical transportation routes (e.g., trails, passes, roads, railways, portage routes)*

- *property listed on a municipal register or designated under the Ontario Heritage Act that is a federal, provincial or municipal historic landmark or site*
- *property that local histories or informants have identified with possible archaeological sites, historical events, activities, or occupations”*

(MTC 2011: 17-18)

The evaluation of potential does not indicate that sites are present within areas affected by proposed development. Evaluation of potential considers the possibility for as yet undocumented sites to be found in areas that have not been subject to systematic archaeological investigation in the past. Potential for archaeological resources is used to determine if property assessment of a study area or portions of a study area is required.

“Archaeological resources not previously documented may also be present in the affected area. If the alternative areas being considered, or the preferred alternative selected, exhibit either high or medium potential for the discovery of archaeological remains an archaeological assessment will be required.”

(MCC & MOE 1992: 6-7)

“The Stage 1 background study (and, where undertaken, property inspection) leads to an evaluation of the property’s archaeological potential. If the evaluation indicates that there is archaeological potential anywhere on the property, the next step is a Stage 2 assessment.”

(MTC 2011: 17)

In addition, archaeological sites data is also used to determine if any archaeological resources had been formerly documented within or in close proximity to the study area and if these same resources might be subject to impacts from the proposed undertaking. This data was also collected in order to establish the relative cultural heritage value or interest of any resources that might be encountered during the conduct of the present study. For example, the relative rarity of a site can be used to assign an elevated level of cultural heritage value or interest to a site that is atypical for the immediate vicinity. The requisite archaeological sites data of previously registered archaeological sites was collected from the Programs and Services Branch, Culture Programs Unit, MHSTCI and the corporate research library of AMICK Consultants Limited. The Stage 1 Background Research methodology also includes a review of the most detailed available topographic maps, historical settlement maps, archaeological management plans (where applicable) and commemorative plaques or monuments. When previous archaeological research documents lands to be impacted by the proposed undertaking or archaeological sites within 50 metres of the study area, the reports documenting this earlier work are reviewed for pertinent information. AMICK Consultants Limited will often modify this basic methodology based on professional judgment to include additional research (such as, local historical works or documents and knowledgeable informants).

Section 7.7.3 of the Standards and Guidelines for Consultant Archaeologists (MTC 2011: 132) outlines the requirements of the Analysis and Conclusions component of a Stage 1 Background Study.

- 1) *“Identify and describe areas of archaeological potential within the project area.*
- 2) *Identify and describe areas that have been subject to extensive and deep land alterations. Describe the nature of alterations (e.g., development or other activity) that have severely damaged the integrity of archaeological resources and have removed archaeological potential.”*

CHARACTERISTICS INDICATING ARCHAEOLOGICAL POTENTIAL

Section 1.3.1 of the Standards and Guidelines for Consultant Archaeologists specifies the property characteristics that indicate archaeological potential (MTC 2011: 17-18). Factors that indicate archaeological potential are features of the local landscape and environment that may have attracted people to either occupy the land or to conduct activities within the study area. One or more of these characteristics found to apply to a study area would necessitate a Stage 2 Property Assessment to determine if archaeological resources are present. These characteristics are listed below together with considerations derived from the conduct of this study.

1) Previously Identified Archaeological Sites

Previously registered archaeological sites have been documented within 300 metres of the study area.

2) Water Sources

Primary water sources are described as including lakes, rivers streams and creeks. Close proximity to primary water sources (300 metres) indicates that people had access to readily available sources of potable water and routes of waterborne trade and communication should the study area have been used or occupied in the past.

There is one (1) identified primary water source within 300 metres of the study area. One watercourse, part of the East Humber River lies west of 8th Concession Road.

Secondary water sources are described as including intermittent streams and creeks, springs, marshes, and swamps. Close proximity (300 metres) to secondary water sources indicates that people had access to readily available sources of potable water, at least on a seasonal basis, and in some cases seasonal access to routes of waterborne trade and communication should the study area have been used or occupied in the past.

There are no identified secondary water sources within 300 metres of the study area.

3) Features Indicating Past Water Sources

Features indicating past water resources are described as including glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, and cobble beaches. Close proximity (300 metres) to features indicating past water sources indicates that people had access to readily available sources of potable water, at least on a seasonal basis, and in some cases seasonal access to routes of waterborne trade and communication should the study area have been used or occupied in the past.

There are no identified features indicating past water sources within 300 metres of the study area.

4) *Accessible or Inaccessible Shoreline*

This form of landscape feature would include high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh, etc.

There are no shorelines within 300 metres of the study area.

5) *Elevated Topography*

Features of elevated topography that indicate archaeological potential include eskers, drumlins, large knolls, and plateaux.

There are no identified features of elevated topography within the study area.

6) *Pockets of Well-drained Sandy Soil*

Pockets of sandy soil are considered to be especially important near areas of heavy soil or rocky ground.

A Property Inspection has not been undertaken as a component of this study, therefore, the soil type has not been investigated and will need to be confirmed through a Property Inspection undertaken by a licensed archaeologist before it can be assessed.

7) *Distinctive Land Formations*

These are landscape features that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. There may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings.

There are no identified distinctive land formations within the study area. A Property Inspection has not been undertaken as a component of this study, therefore, the presence of distinctive land formations has not been investigated and will need to be confirmed through a Property Inspection undertaken by a licensed archaeologist before it can be assessed.

8) Resource Areas

Resource areas that indicate archaeological potential include food or medicinal plants (e.g., migratory routes, spawning areas, and prairie), scarce raw materials (e.g., quartz, copper, ochre or outcrops of chert) and resources of importance to early Post-contact industry (e.g., logging, prospecting, and mining).

There are no identified resource areas within the study area. A Property Inspection has not been undertaken as a component of this study therefore, the presence of resource areas has not been investigated and will need to be confirmed through a Property Inspection by a licensed archaeologist before it can be assessed.

9) Areas of Early Post-Contact Settlement

These include places of early military or pioneer settlement (e.g., pioneer homesteads, isolated cabins, and farmstead complexes), early wharf or dock complexes, pioneer churches and early cemeteries. There may be commemorative markers of their history, such as local, provincial, or federal monuments or heritage parks.

The study area is situated in close proximity to historic houses, churches, schools, and a blacksmith, identified on the historic atlas maps, refer to Maps 2 - 4.

10) Early Historical Transportation Routes

This includes evidence of trails, passes, roads, railways, portage routes.

The study area is situated on an early settlement roads that appears on the Historic Atlas Map of 1860.

11) Heritage Property

Property listed on a municipal register or designated under the *Ontario Heritage Act* or is a federal, provincial or municipal historic landmark or site.

There are two listed heritage properties adjacent to the study area.

1. *Chamberlain Burying Ground*
2. *St. Andrews Presbyterian Cemetery*

12) Documented Historical or Archaeological Sites

This includes property that local histories or informants have identified with possible archaeological sites, historical events, activities, or occupations. These are properties which have not necessarily been formally recognized or for which there is additional evidence identifying possible archaeological resources associated with historic properties in addition to the rationale for formal recognition.

There are no known heritage features, or known historic sites, or known archaeological sites within the study area in addition to those formally documented with the appropriate agencies or previously noted under a different criterion.

CHARACTERISTICS INDICATING REMOVAL OF ARCHAEOLOGICAL POTENTIAL

Section 1.3.2 of the Standards and Guidelines for Consultant Archaeologists specifies the property characteristics which indicate no archaeological potential or for which archaeological potential has been removed (MTC 2011: 18-19). These characteristics are listed below together with considerations derived from the conduct of this study.

The introduction of Section 1.3.2 (MTC 2011: 18) notes that “*Archaeological potential can be determined not to be present for either the entire property or a part(s) of it when the area under consideration has been subject to extensive and deep land alterations that have severely damaged the integrity of any archaeological resources. This is commonly referred to as ‘disturbed’ or ‘disturbance’, and may include:*”

1) Quarrying

There is no evidence to suggest that quarrying operations were ever carried out within the study area.

2) Major Landscaping Involving Grading Below Topsoil

Unless there is evidence to suggest the presence of buried archaeological deposits, such deeply disturbed areas are considered to have lost their archaeological potential. Properties that do not have a long history of Post-Contact occupation can have archaeological potential removed through extensive landscape alterations that penetrate below the topsoil layer. This is because most archaeological sites originate at grade with relatively shallow associated excavations into the soil. Pre-Contact sites and early historic sites are vulnerable to extensive damage and complete removal due to landscape modification activities. In urban contexts where a lengthy history of occupation has occurred, properties may have deeply buried archaeological deposits covered over and sealed through redevelopment activities that do not include the deep excavation of the entire property for subsequent uses. Buildings are often erected directly over older foundations preserving archaeological deposits associated with the earlier occupation.

There is evidence to suggest that major landscaping operations involving grading below topsoil were ever carried out within the study area. Surfaces paved with interlocking brick, concrete, asphalt, gravel and other surfaces meant to support heavy loads or to be long wearing hard surfaces in high traffic areas, must be prepared by the excavation and removal of topsoil, grading, and the addition of aggregate material to ensure appropriate engineering values for the supporting matrix and also to ensure that the installations shed water to avoid flooding or moisture damage. All hard surfaced areas are prepared in this fashion and therefore have no or low archaeological potential. Disturbed areas are excluded from Stage 2 Property Assessment due to no or low archaeological potential and often because they are also not viable to assess using conventional methodology.

3) Building Footprints

Typically, the construction of buildings involves the deep excavation of foundations, footings and cellars that often obliterate archaeological deposits situated close to the surface.

There are no buildings within the study area.

4) *Sewage and Infrastructure Development*

Installation of sewer lines and other below ground services associated with infrastructure development often involves deep excavation that can remove archaeological potential.

There is no evidence to suggest that substantial below ground services of any kind have resulted in significant impacts to any significant portion of the study area. Major utility lines are conduits that provide services such as water, natural gas, hydro, communications, sewage, and others. These major installations should not be confused with minor below ground service installations not considered to represent significant disturbances removing archaeological potential, such as services leading to individual structures which tend to be comparatively very shallow and vary narrow corridors. Areas containing substantial and deeply buried services or clusters of below ground utilities are considered areas of disturbance, and may be excluded from Stage 2 Property Assessment.

“Activities such as agricultural cultivation, gardening, minor grading and landscaping do not necessarily affect archaeological potential.”

(MTC 2011: 18)

“Archaeological potential is not removed where there is documented potential for deeply buried intact archaeological resources beneath land alterations, or where it cannot be clearly demonstrated through background research and property inspection that there has been complete and intensive disturbance of an area. Where complete disturbance cannot be demonstrated in Stage 1, it will be necessary to undertake Stage 2 assessment.”

(MTC 2011: 18)

SUMMARY

Table 4 below summarizes the evaluation criteria of the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) together with the results of the Stage 1 Background Study for the proposed undertaking. Based on the criteria, the property is deemed to have archaeological potential on the basis of proximity to water, proximity to historic settlement structures, and the location of early historic settlement roads within the study area.

TABLE 4 EVALUATION OF ARCHAEOLOGICAL POTENTIAL

FEATURE OF ARCHAEOLOGICAL POTENTIAL		YES	NO	N/A	COMMENT
1	Known archaeological sites within 300m	Y			If Yes, potential determined
PHYSICAL FEATURES					
2	Is there water on or near the property?	Y			If Yes, what kind of water?
2a	Primary water source within 300 m. (lakeshore, river, large creek, etc.)	Y			If Yes, potential determined
2b	Secondary water source within 300 m. (stream, spring, marsh, swamp, etc.)		N		If Yes, potential determined
2c	Past water source within 300 m. (beach ridge, river bed, relic creek, etc.)		N		If Yes, potential determined
2d	Accessible or Inaccessible shoreline within 300 m. (high bluffs, marsh, swamp, sand bar, etc.)		N		If Yes, potential determined
3	Elevated topography (knolls, drumlins, eskers, plateaus, etc.)		N		If Yes, and Yes for any of 4-9, potential determined
4	Pockets of sandy soil in a clay or rocky area			N/A	If Yes and Yes for any of 3, 5-9, potential determined
5	Distinctive land formations (mounds, caverns, waterfalls, peninsulas, etc.)		N		If Yes and Yes for any of 3-4, 6-9, potential determined
HISTORIC/PREHISTORIC USE FEATURES					
6	Associated with food or scarce resource harvest areas (traditional fishing locations, agricultural/berry extraction areas, etc.)		N		If Yes, and Yes for any of 3-5, 7-9, potential determined.
7	Early Post-Contact settlement area within 300 m.	Y			If Yes, and Yes for any of 3-6, 8-9, potential determined
8	Historic Transportation route within 100 m. (historic road, trail, portage, rail corridors, etc.)	Y			If Yes, and Yes for any 3-7 or 9, potential determined
9	Contains property designated and/or listed under the Ontario Heritage Act (municipal heritage committee, municipal register, etc.)	Y			If Yes and, Yes to any of 3-8, potential determined
APPLICATION-SPECIFIC INFORMATION					
10	Local knowledge (local heritage organizations, Pre-Contact, etc.)		N		If Yes, potential determined
11	Recent disturbance not including agricultural cultivation (post-1960-confirmed extensive and intensive including industrial sites, aggregate areas, etc.)		N		If Yes, no potential or low potential in affected part (s) of the study area.

If **YES** to any of 1, 2a-c, or 10 Archaeological Potential is **confirmed**

If **YES** to 2 or more of 3-9, Archaeological Potential is **confirmed**

If **YES** to 11 or No to 1-10 Low Archaeological Potential is **confirmed** for at least a portion of the study area.

8.0 RECOMMENDATIONS

8.1 STAGE 1 RECOMMENDATIONS

Under Section 7.7.4 of the Standards and Guidelines for Consultant Archaeologists (MTC 2011: 133) the recommendations to be made as a result of a Stage 1 Background Study are described.

- 1) *Make recommendations regarding the potential for the property, as follows:
 - a. if some or all of the property has archaeological potential, identify areas recommended for further assessment (Stage 2) and areas not recommended for further assessment. Any exemptions from further assessment must be consistent with the archaeological fieldwork standards and guidelines.
 - b. if no part of the property has archaeological potential, recommend that the property does not require further archaeological assessment.*
- 2) *Recommend appropriate Stage 2 assessment strategies.*

The study area has been identified as a property that exhibits potential to yield archaeological deposits of Cultural Heritage Value or Interest (CHVI). The objectives of the Stage 1 Background Study have therefore been met and in accordance with the results of this investigation, the following recommendations are made:

1. *Further archaeological assessment of the study area is warranted;*
2. *The Provincial interest in archaeological resources with respect to the proposed undertaking remains to be addressed;*
3. *The proposed undertaking has a potential for archaeological resources and a Stage 2 Archaeological Assessment is recommended;*
4. *A pedestrian survey at an interval of 5 metres between individual transects is recommended for any areas where ploughing is viable that have been subject to agricultural tillage in the past;*
5. *A test pit survey at 5 metre intervals between individual test pits is recommended in all areas that are not viable to be ploughed and are at a less than (<) 20 degree change in elevation;*
6. *The steepness of any slopes within the study area must be determined through a Property Inspection since slopes at an angle of greater than (>) 20 degrees have low archaeological potential and may be excluded from Stage 2 Property Assessment;*
7. *Areas of disturbance can only be identified and be excluded from Stage 2 Property Assessment if confirmed by a licensed archaeologist through a Property Inspection and employing the required standards to document such areas;*
8. *Low-lying and wet areas can only be identified and be excluded from Stage 2 Property Assessment if confirmed by a licensed archaeologist through a Property Inspection and employing the required standards to document such areas;*

9. *No soil disturbances or removal of vegetation shall take place within the study area prior to the acceptance of a report recommending that all archaeological concerns for the study area have been addressed and that no further archaeological studies are warranted into the Provincial Registry of Archaeological reports maintained by MHSTCI;*

9.0 ADVICE ON COMPLIANCE WITH LEGISLATION

While not part of the archaeological record, this report must include the following standard advisory statements for the benefit of the proponent and the approval authority in the land use planning and development process:

- a. This report is submitted to the Minister of Heritage, Sport, Tourism and Culture Industries as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c. 0.18. The report is reviewed to ensure that it complies with the standards and guidelines issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism and Culture, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.*
- b. It is an offence under Sections 48 and 69 of the Ontario Heritage Act for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeological Reports referred to in Section 65.1 of the Ontario Heritage Act.*
- c. Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the Ontario Heritage Act.*
- d. The Cemeteries Act, R.S.O. 1990, c. C.4 and the Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.*
- e. Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48 (1) of the Ontario Heritage Act and may not be altered, or have artifacts removed from them, except by a person holding an archaeological licence.*

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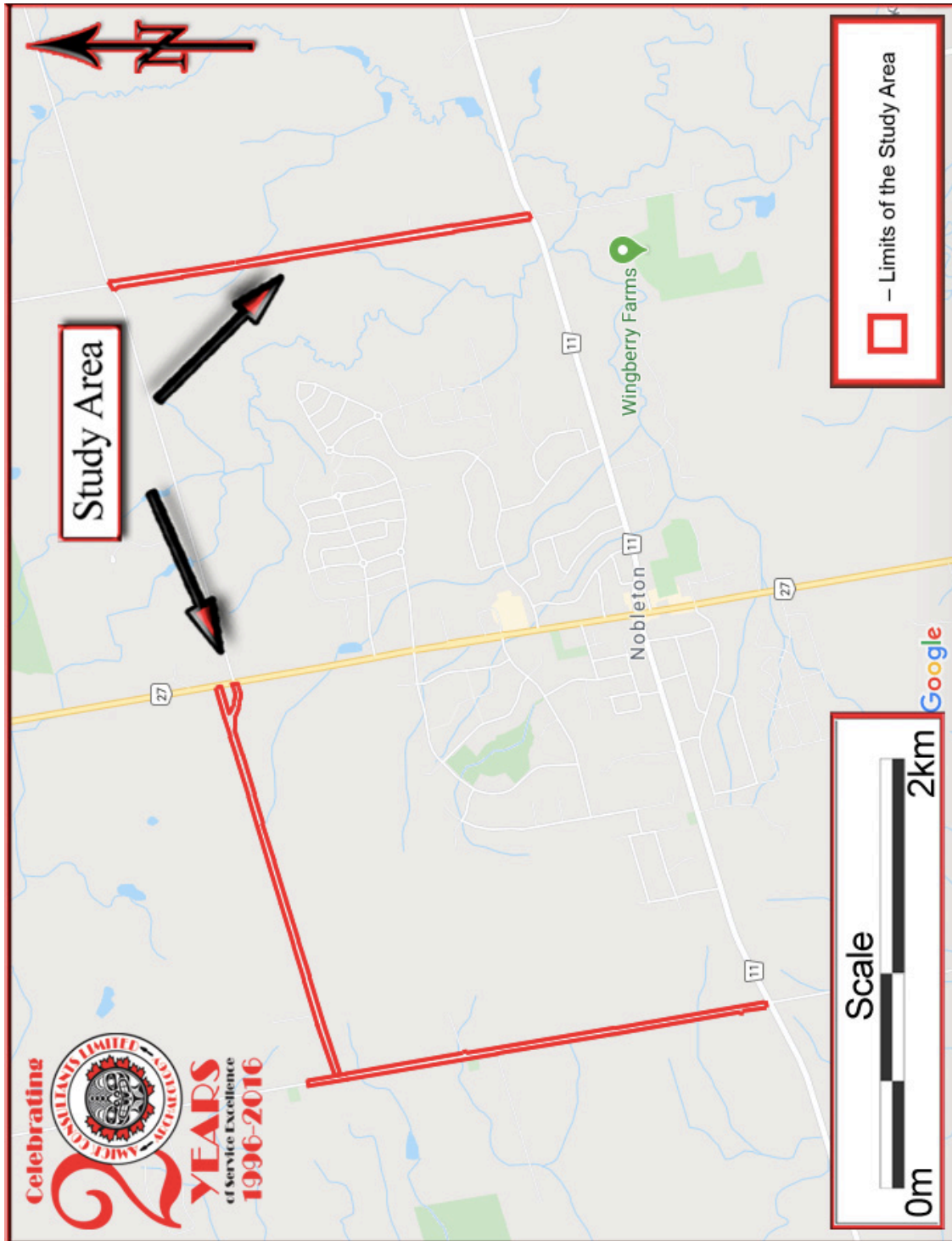
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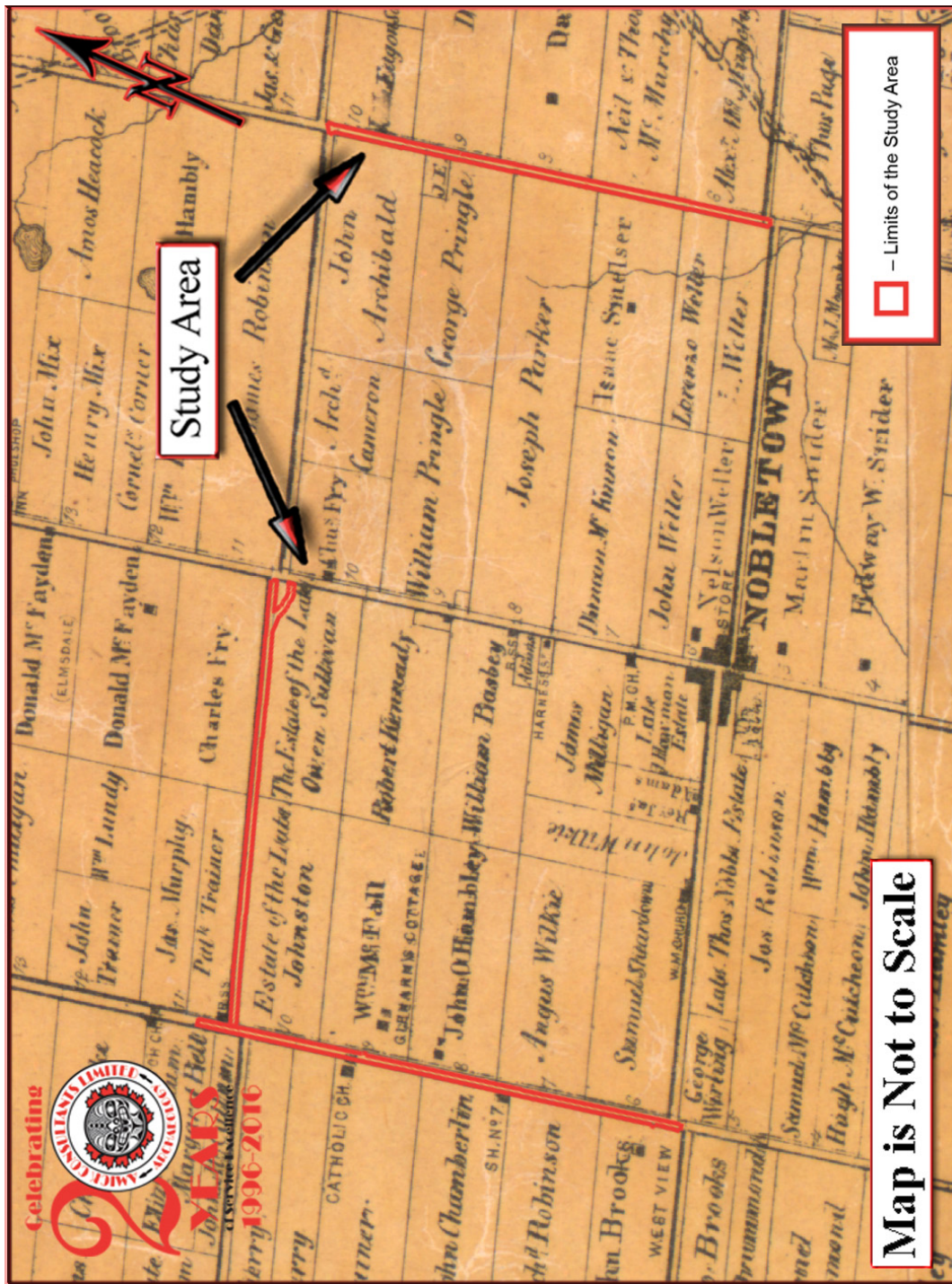
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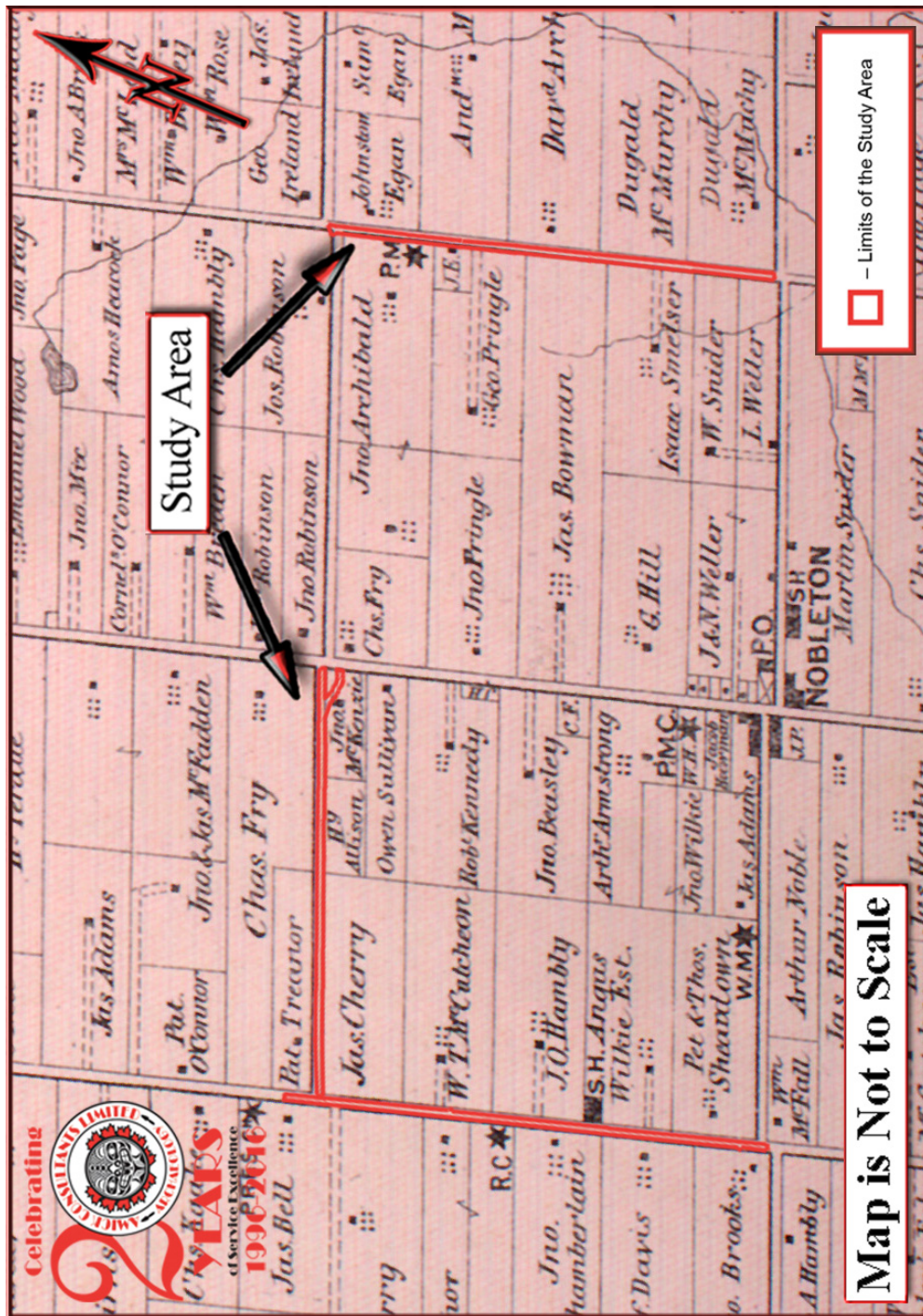
11.0 MAPS



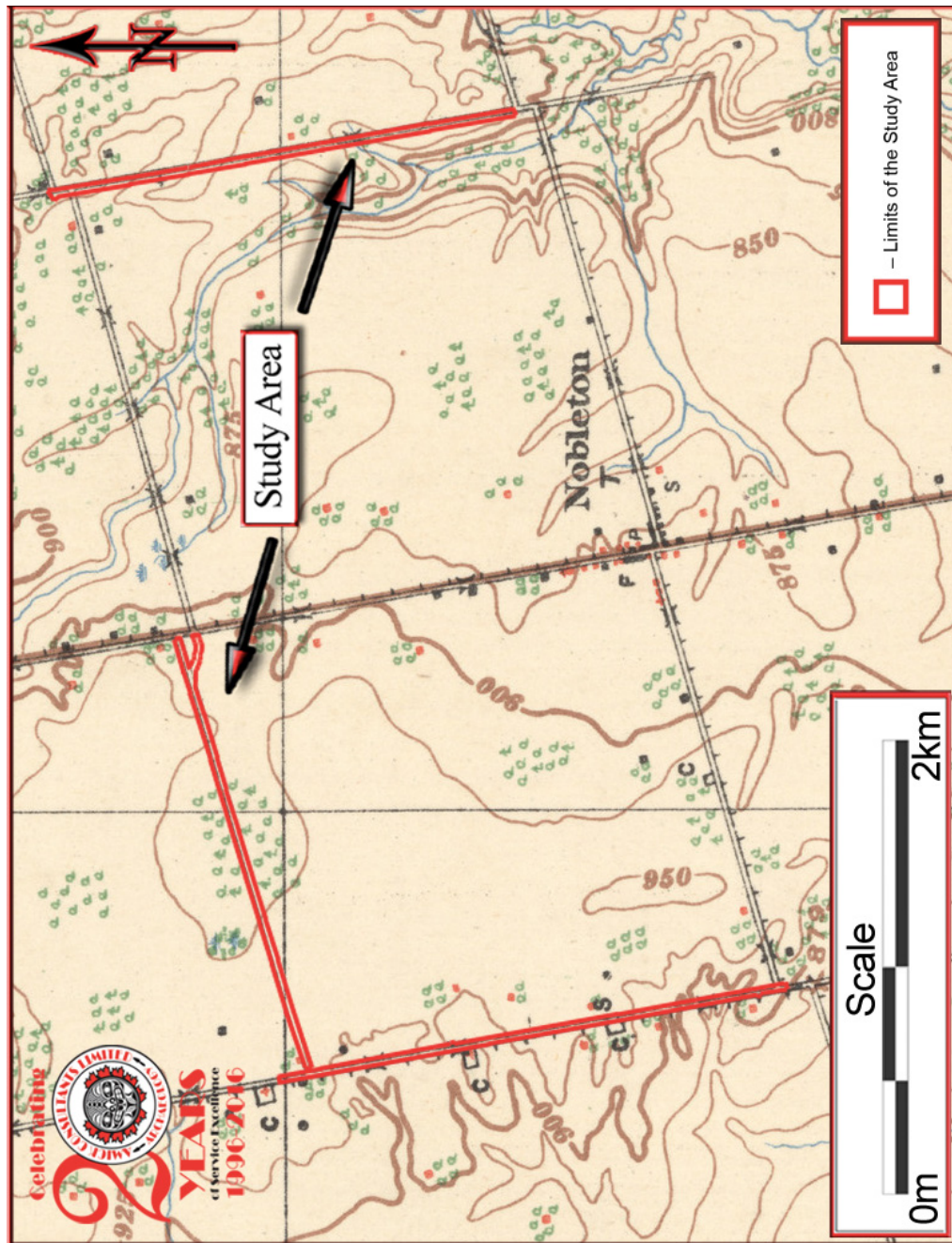
MAP 1 LOCATION OF THE STUDY AREA (GOOGLE MAPS 2020)



MAP 2 FACSIMILE SEGMENT OF TREMAINE'S MAP OF THE COUNTY OF YORK (TREMAINE 1860)



MAP 3 FACSIMILE SEGMENT OF THE HISTORIC ATLAS MAP OF THE TOWNSHIP OF YORK (MILES AND CO. 1878)



**MAP 4 FACSIMILE SEGMENT OF THE NATIONAL TOPOGRAPHIC SURVEY MAP
(DEPARTMENT OF MILITIA AND DEFENCE 1914).**



1.0 Project Report Cover Page

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P058

PROJECT INFORMATION:

Corporate Project Number:

2020996

MHSTCI Project Number:

P058-1818-2020

Investigation Type:

Stage 1 Background Study (Volume 2 of 4)

Project Name:

Nobleton Road Refurbishment

Project Location:

8th Concession Road from King Road to 15th
Sideroad, 10th Concession Road from King Road to
15th Sideroad, 15th Sideroad from Highway 27 to
10th Concession (Geographic Township of King,
County of York), Township of King (Nobleton), R.
M. of York

Project Designation Number:

Not Currently Available

MHSTCI FILING INFORMATION:

Site Record/Update Form(s):

N/A

Date of Report Filing:

16 January 2021

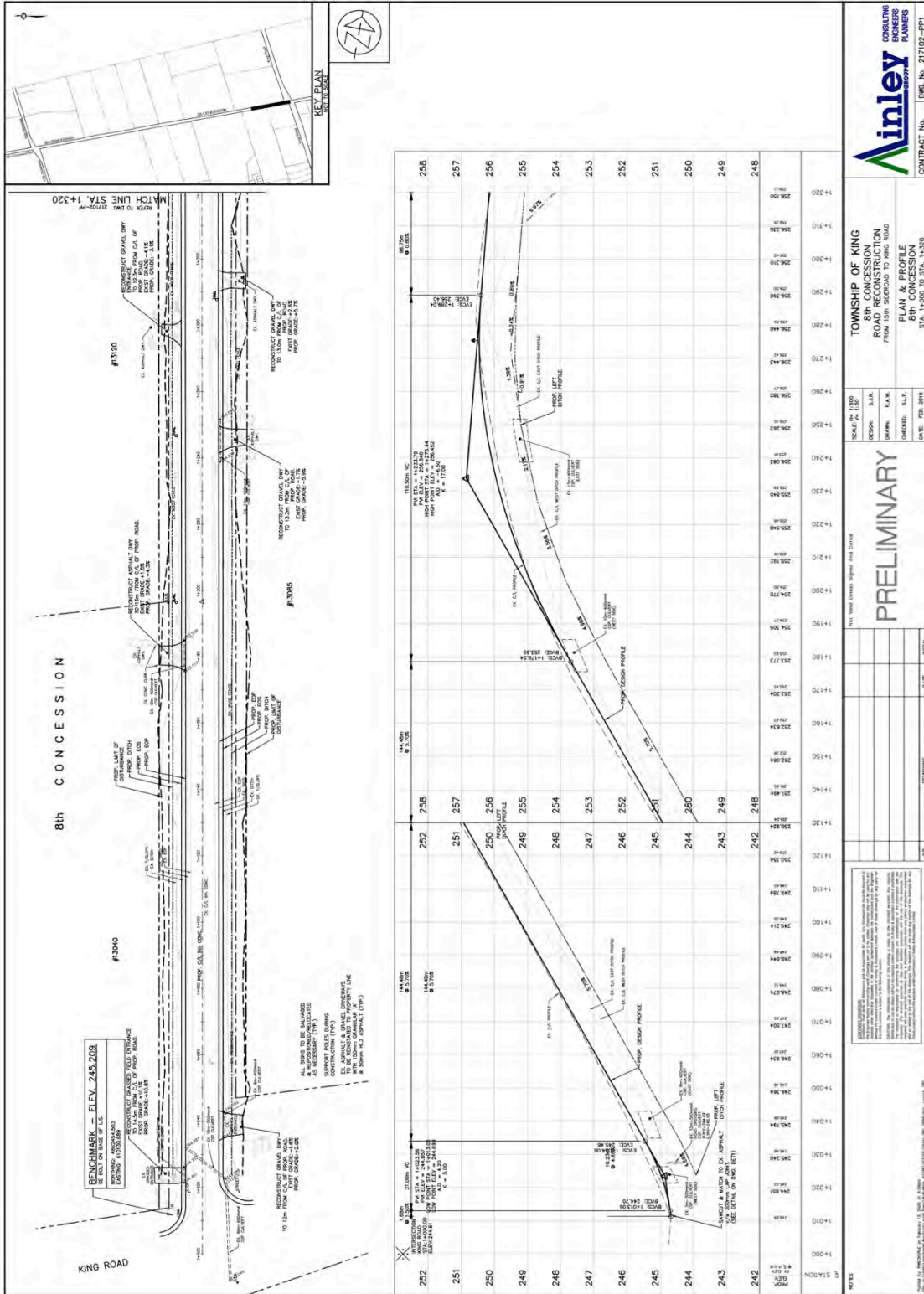
Type of Report:

ORIGINAL

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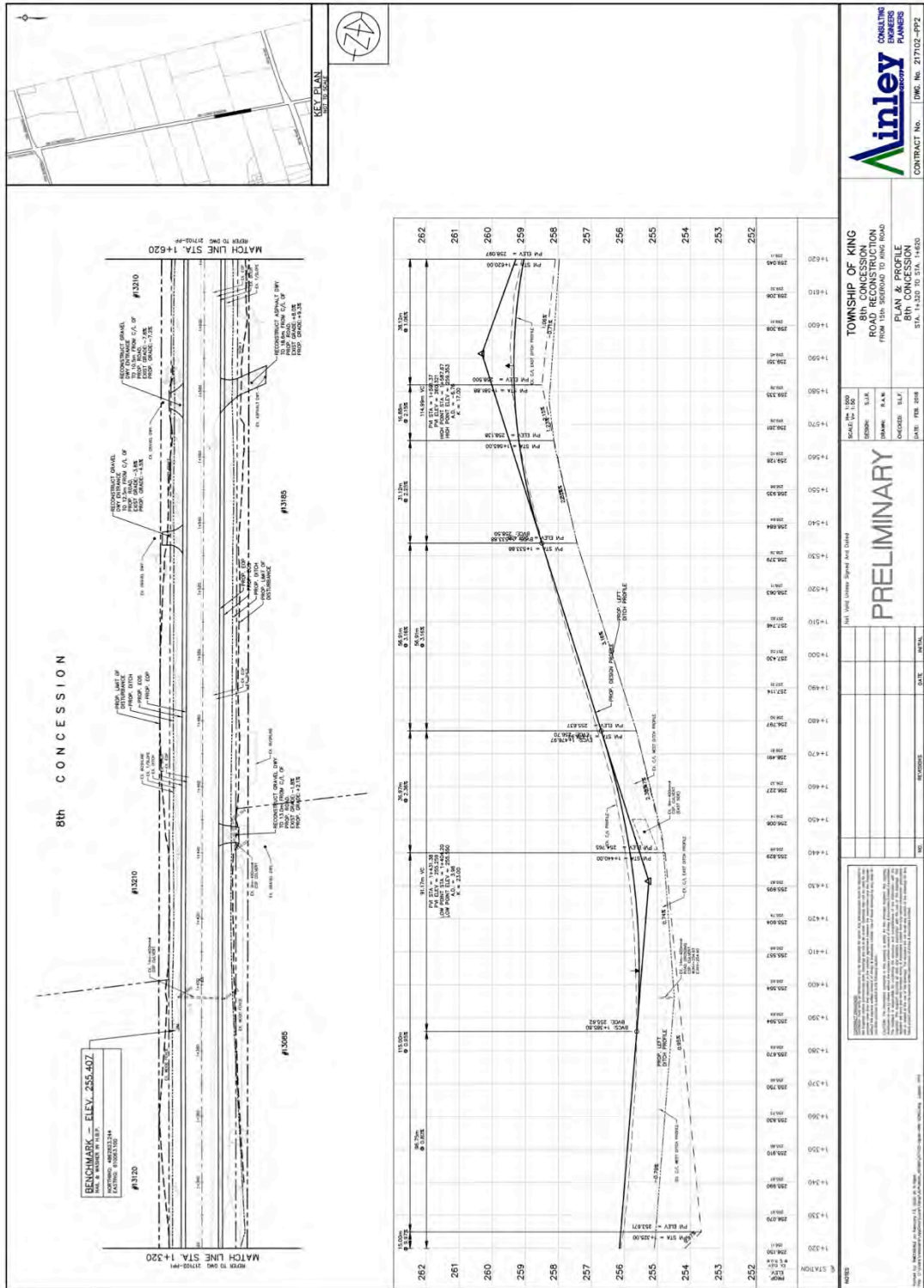
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3.0 ENGINEERING PLANS: 8TH CONCESSION ROAD



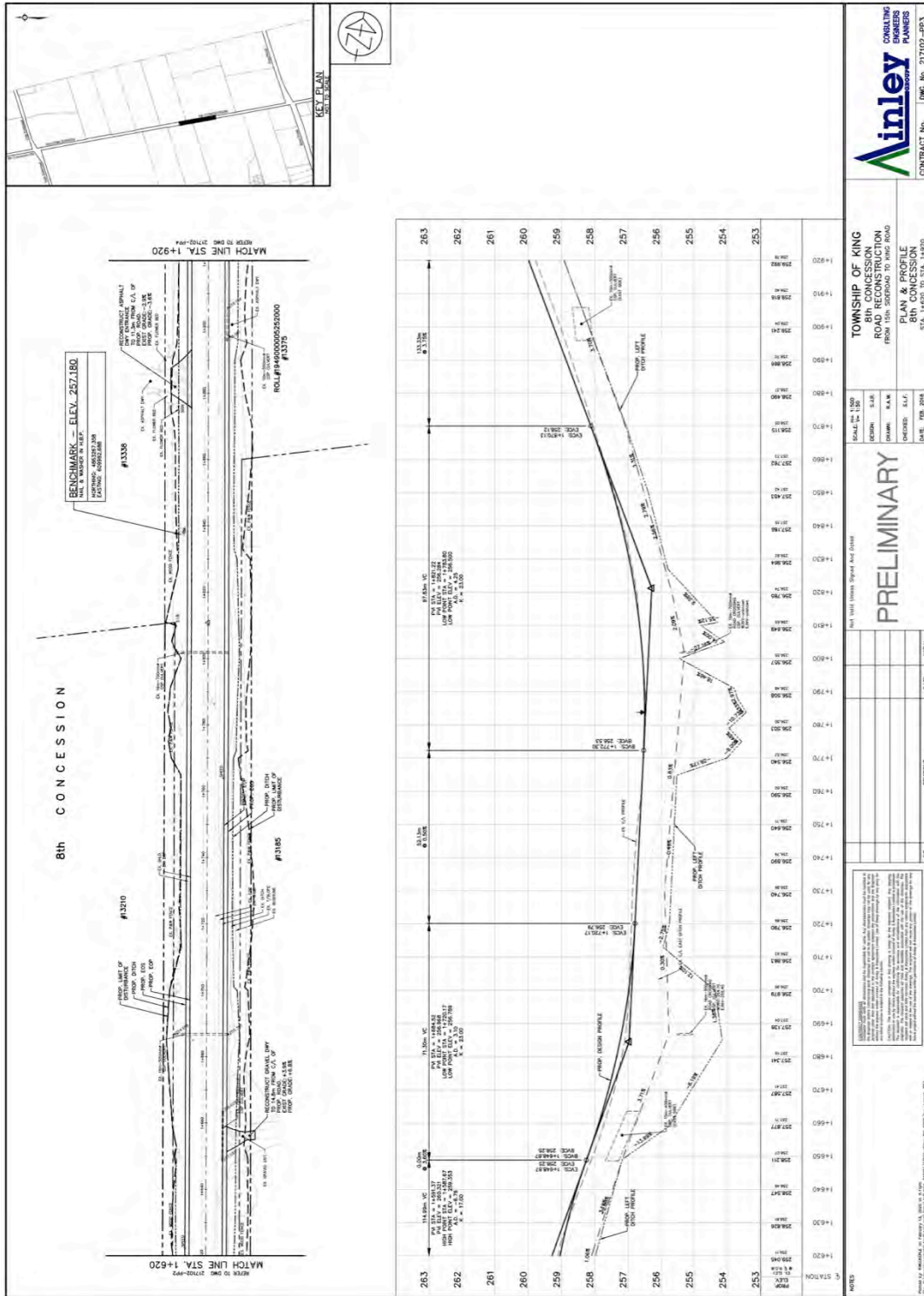
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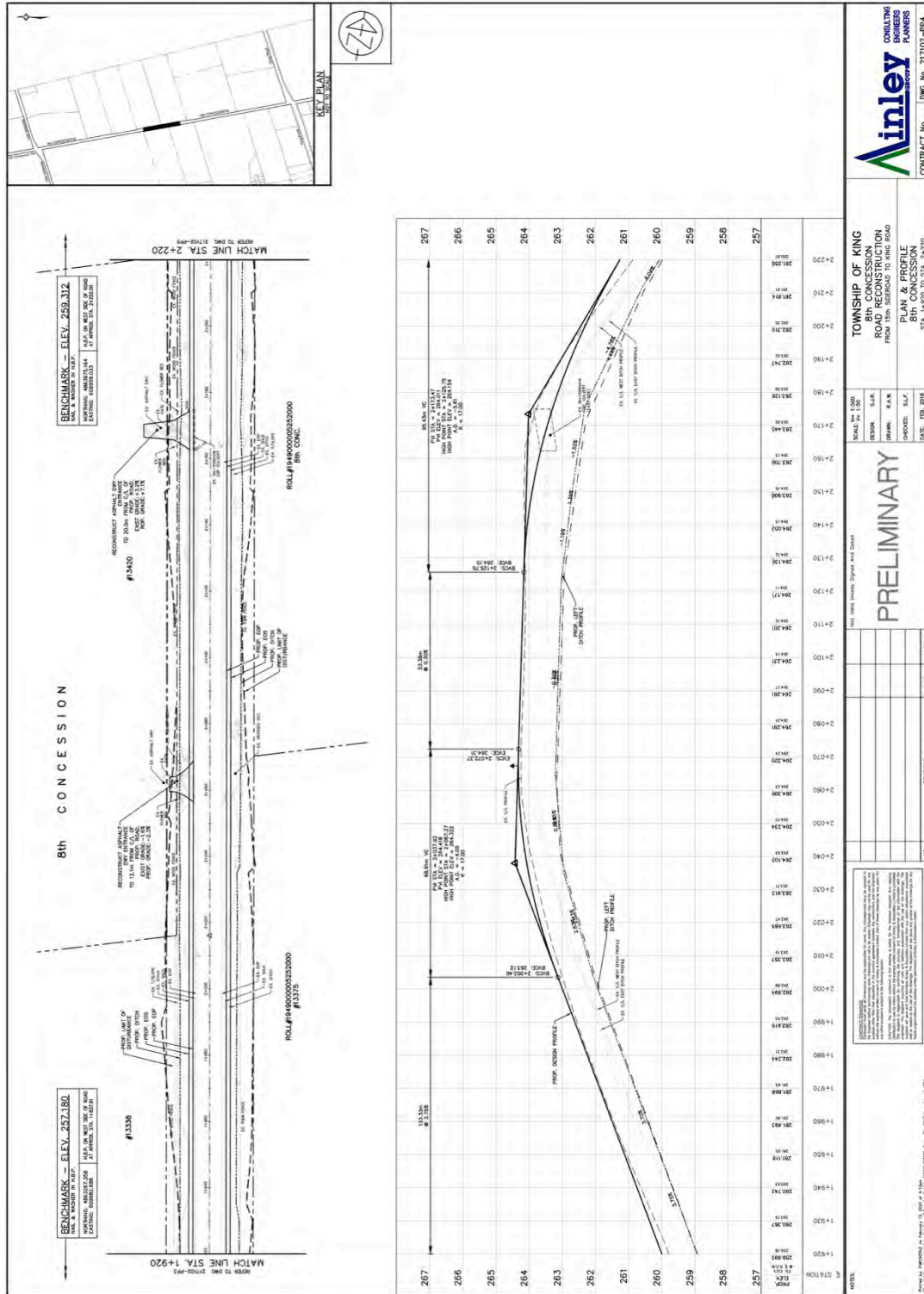
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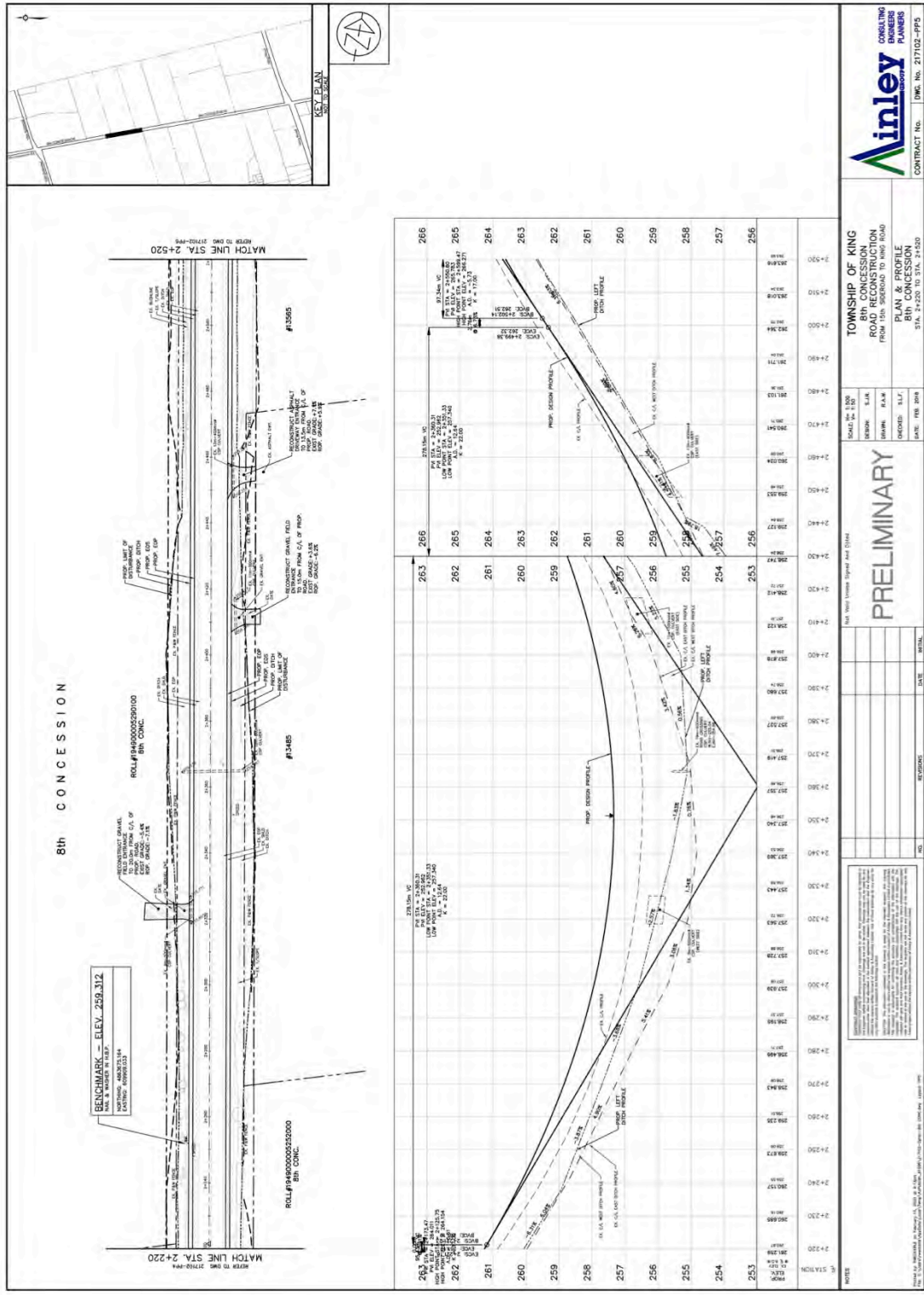
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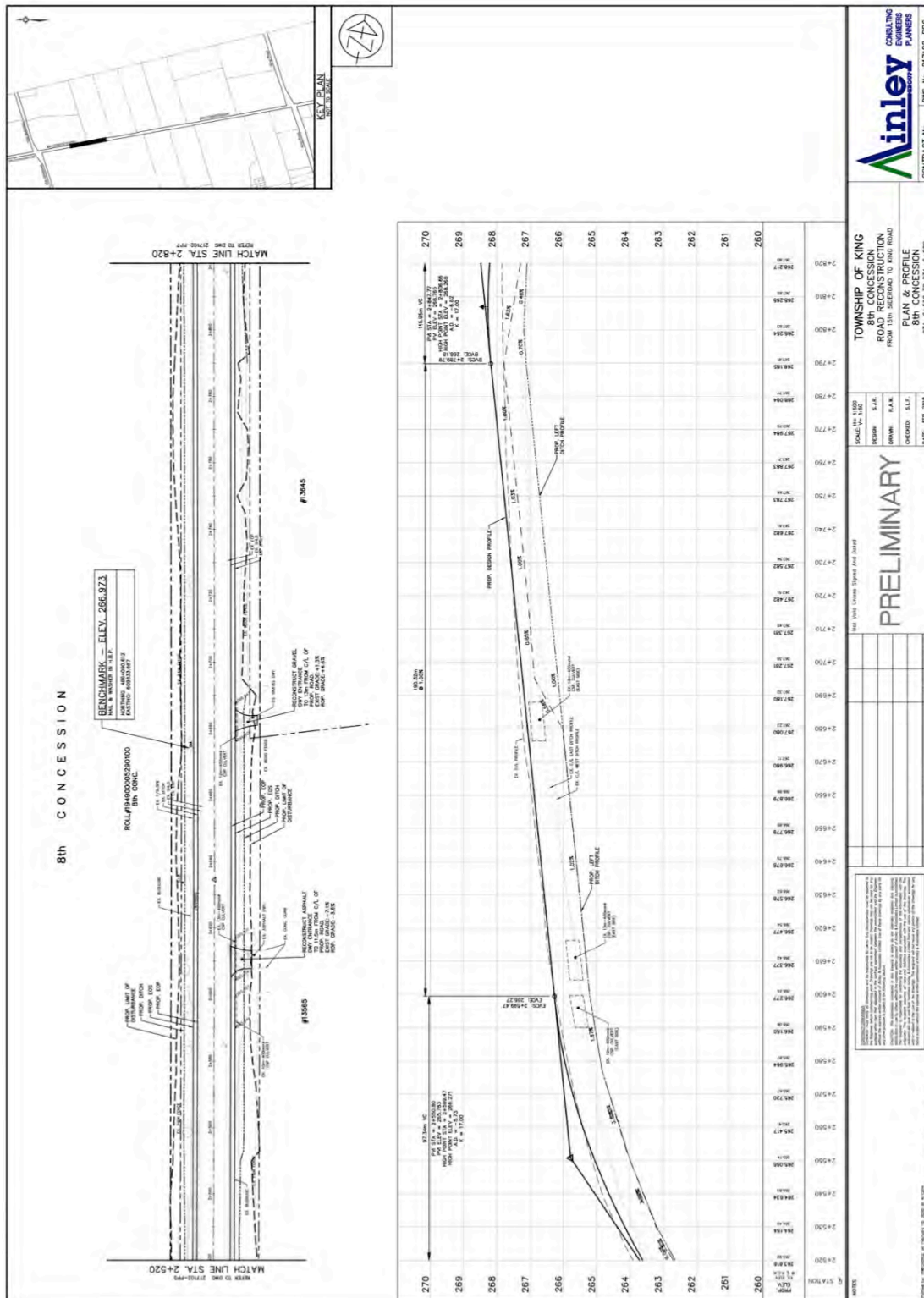
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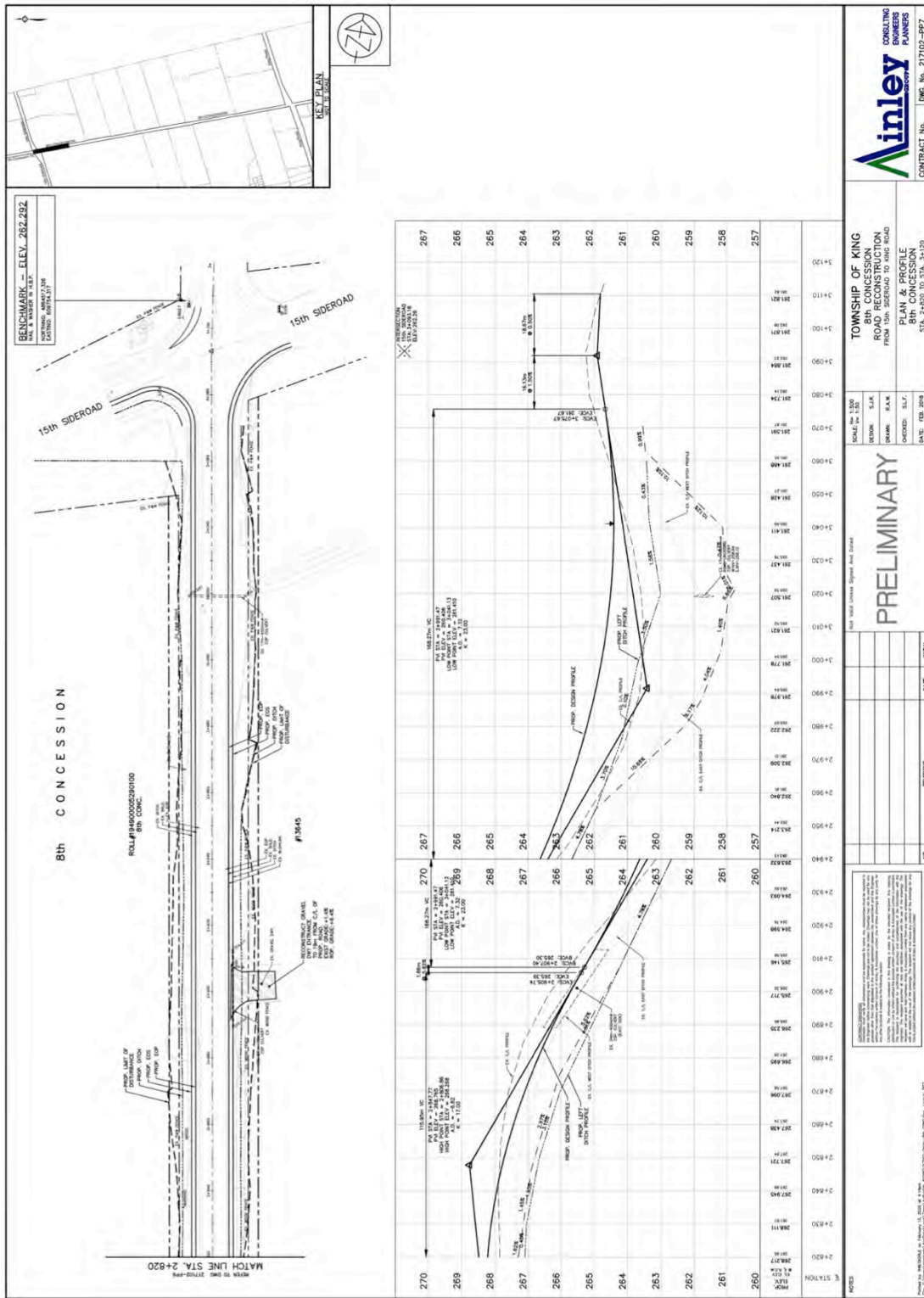
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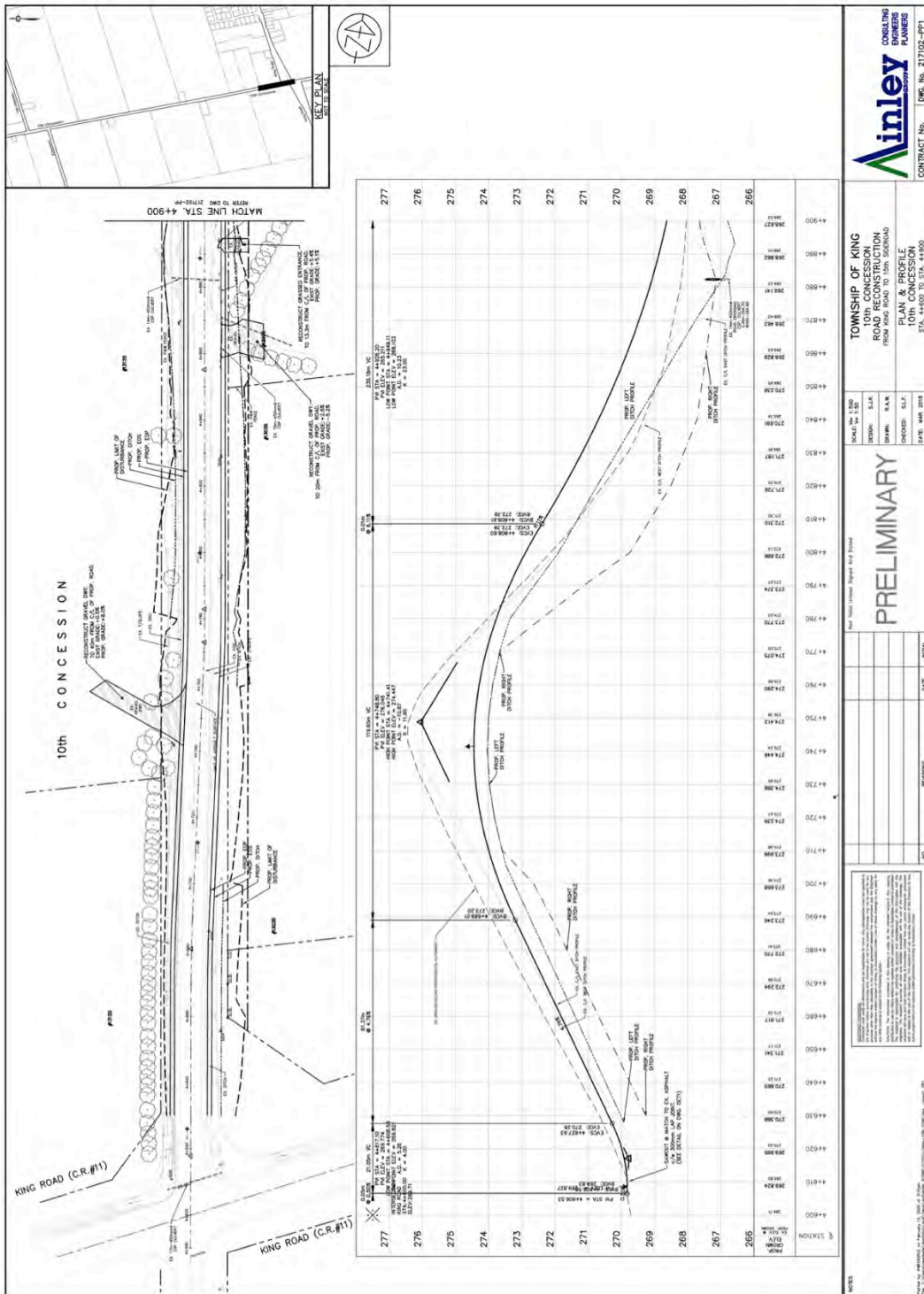
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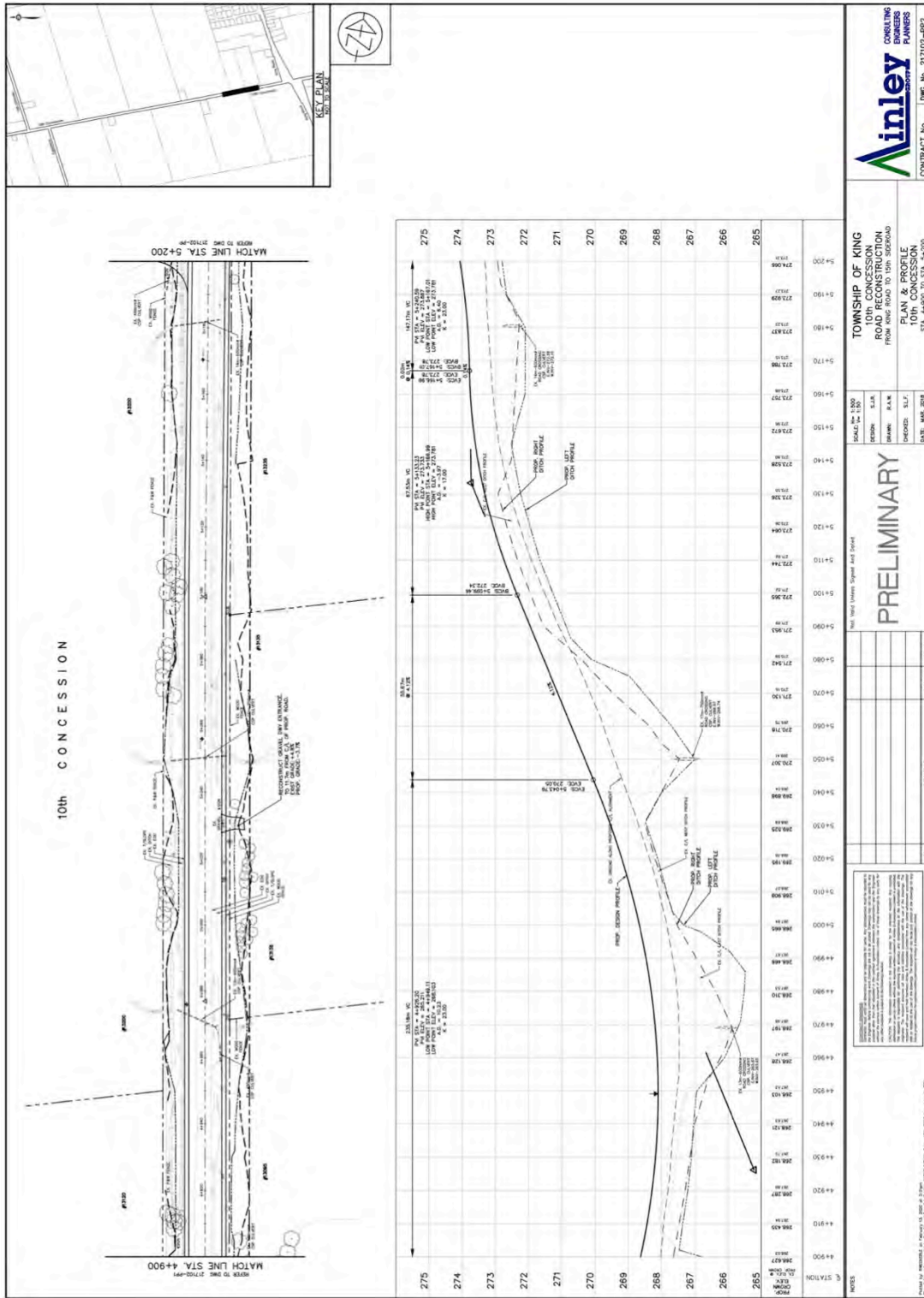
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4.0 ENGINEERING PLANS: 10TH CONCESSION ROAD



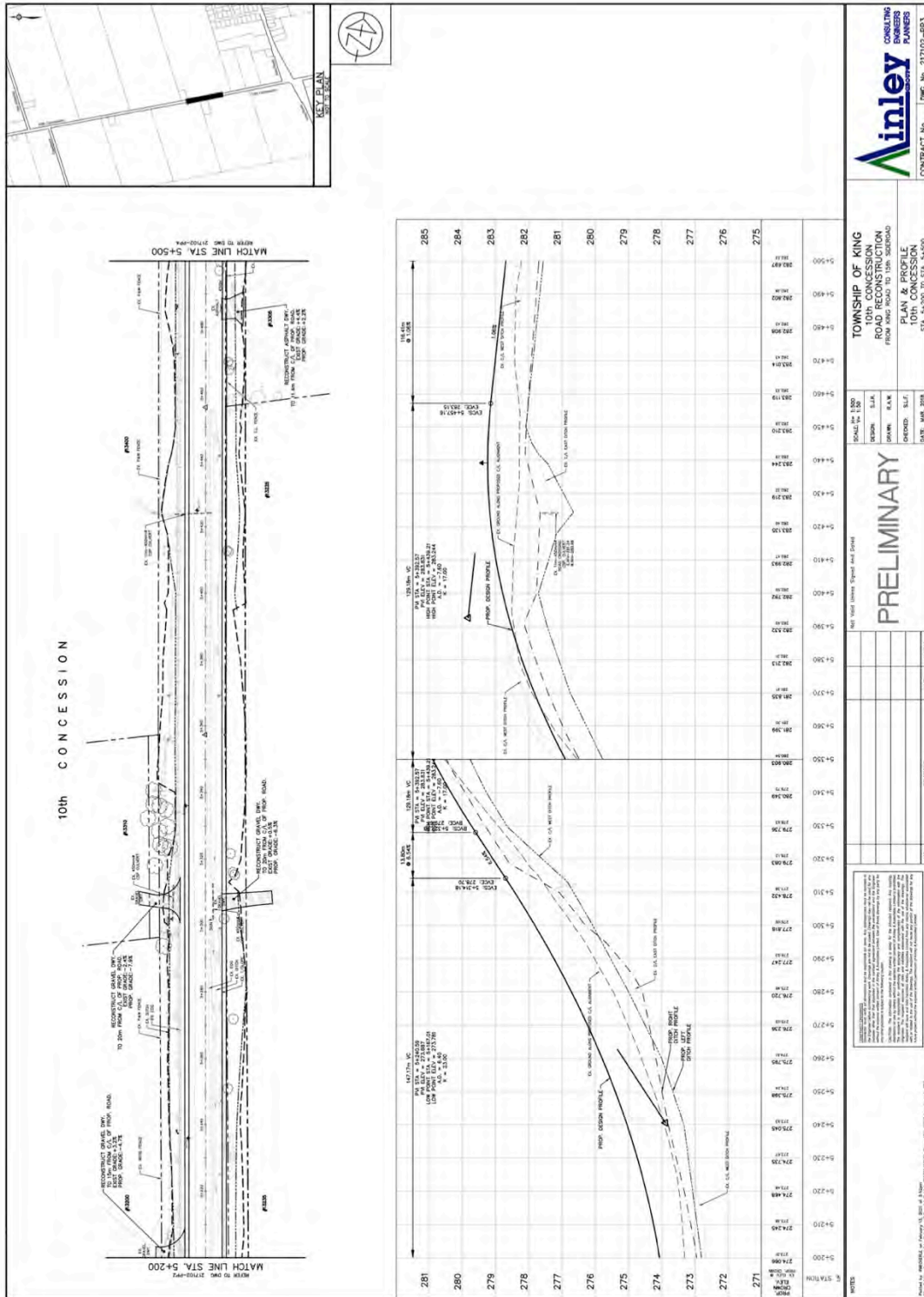
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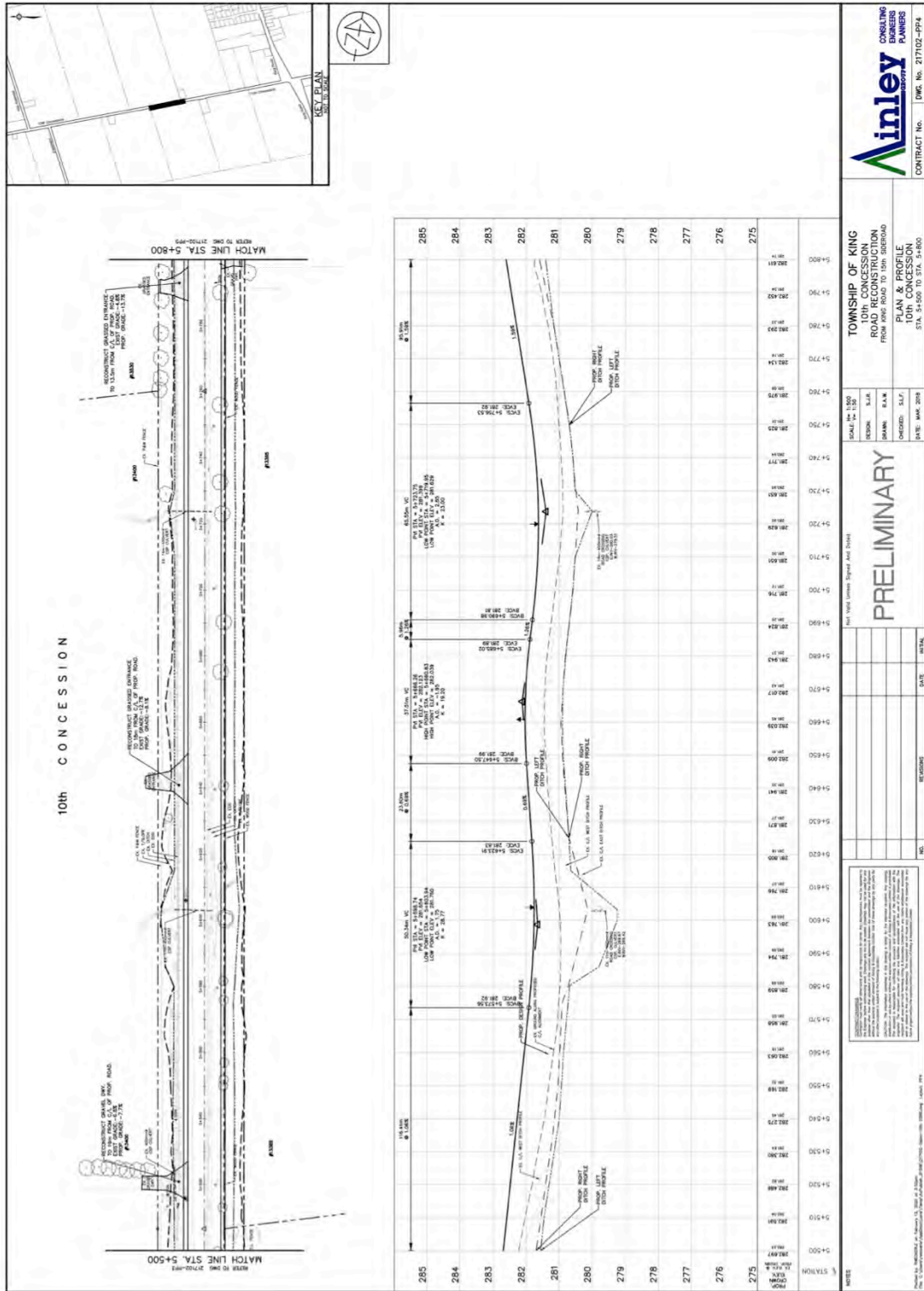
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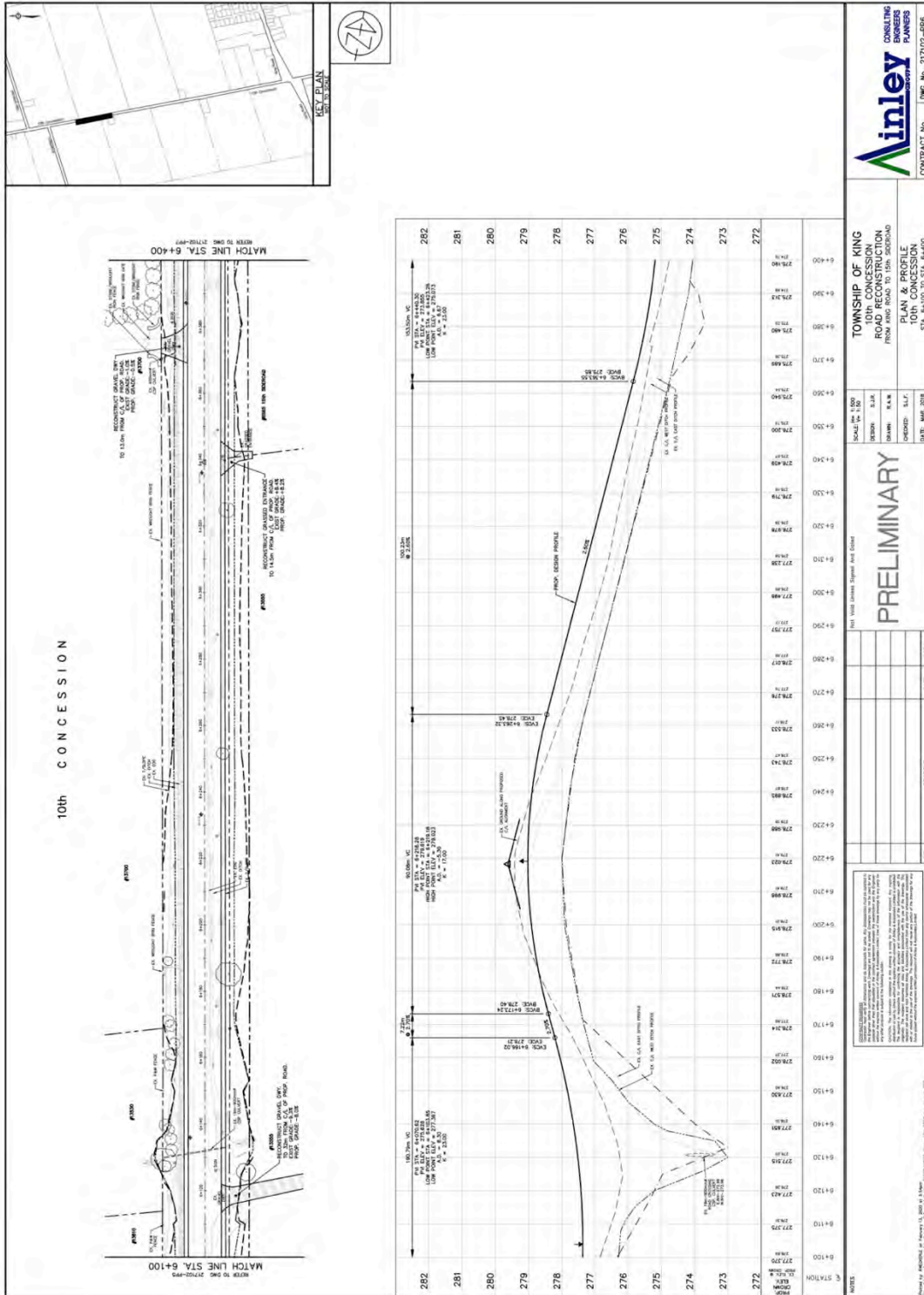
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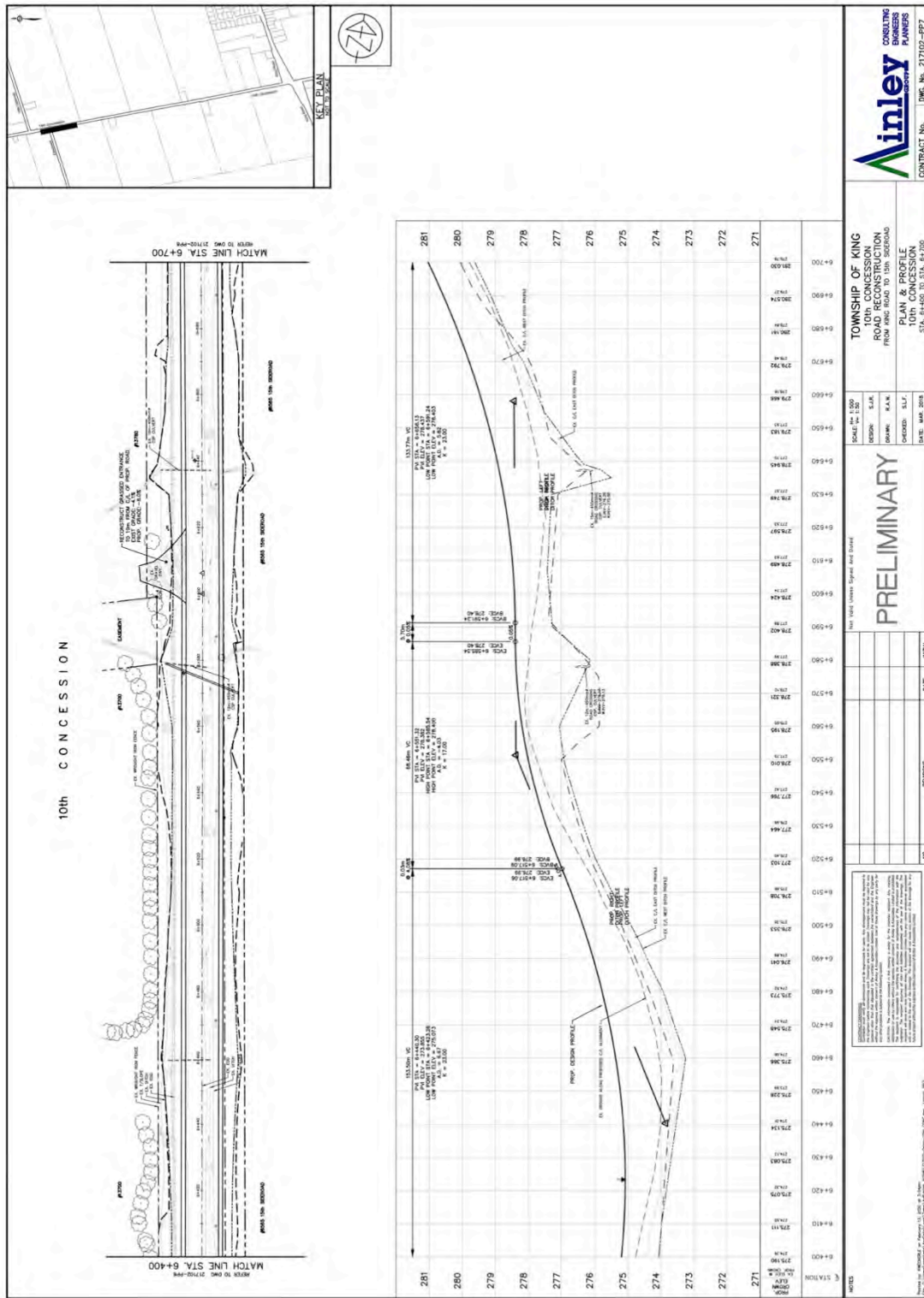
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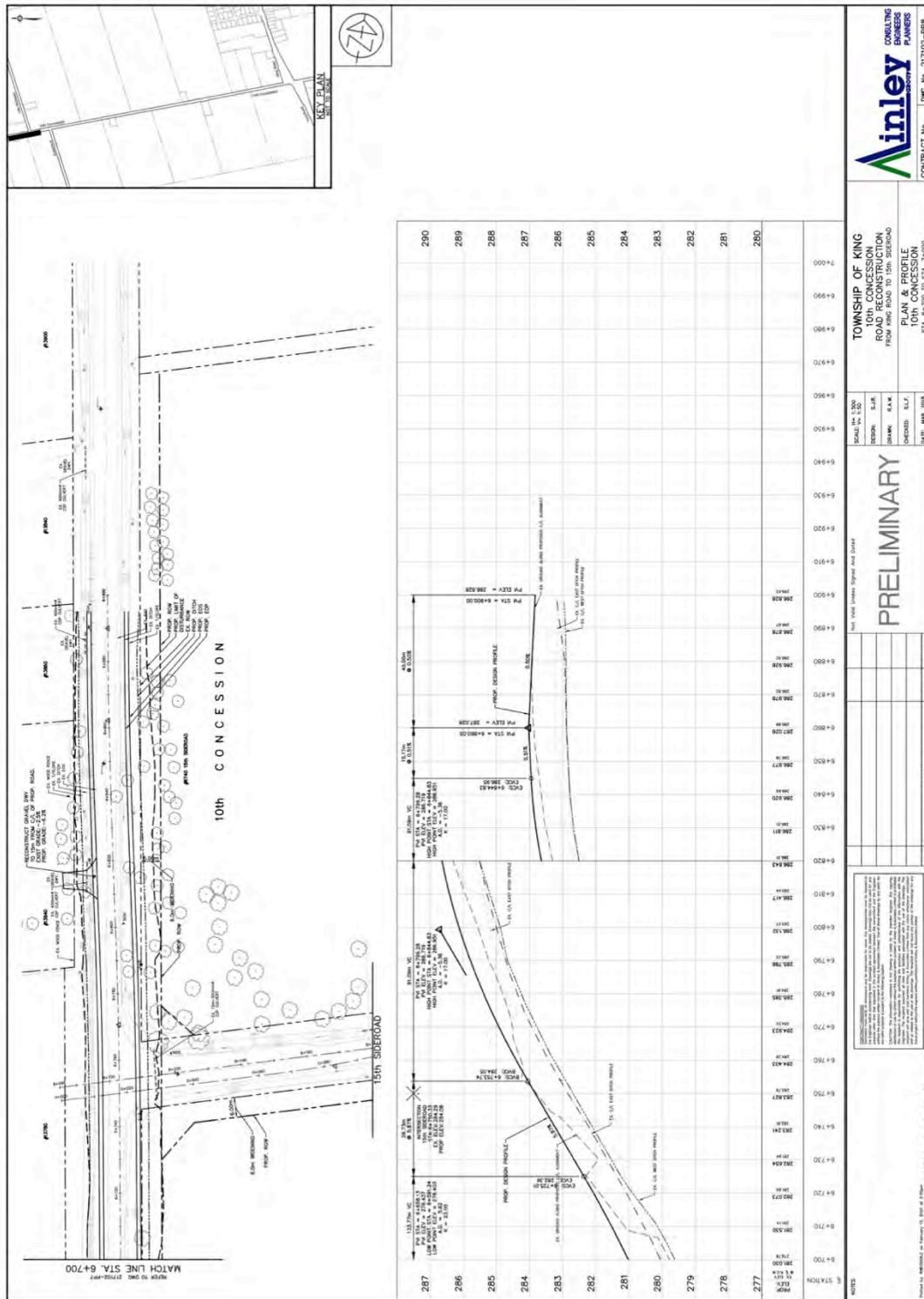
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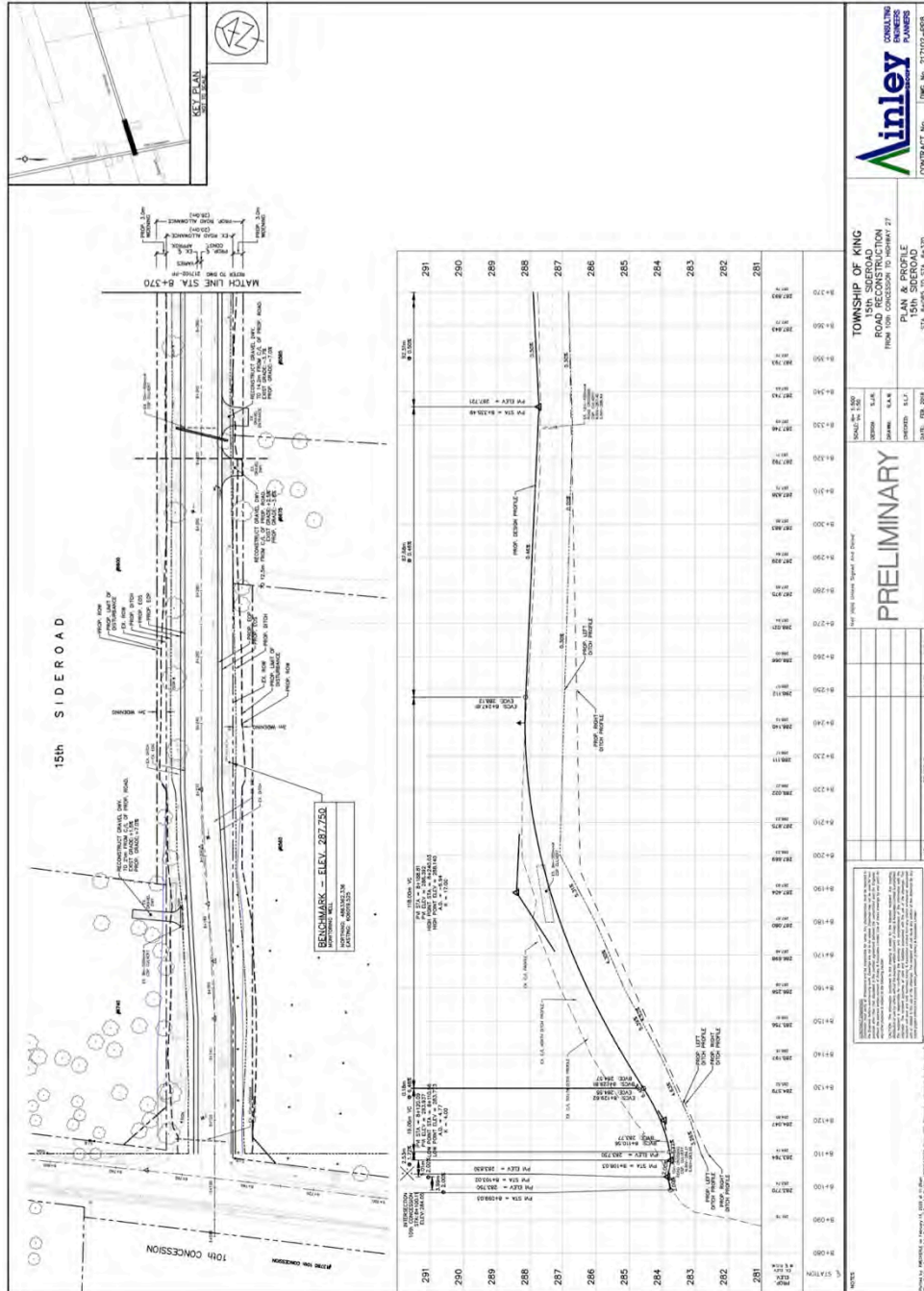
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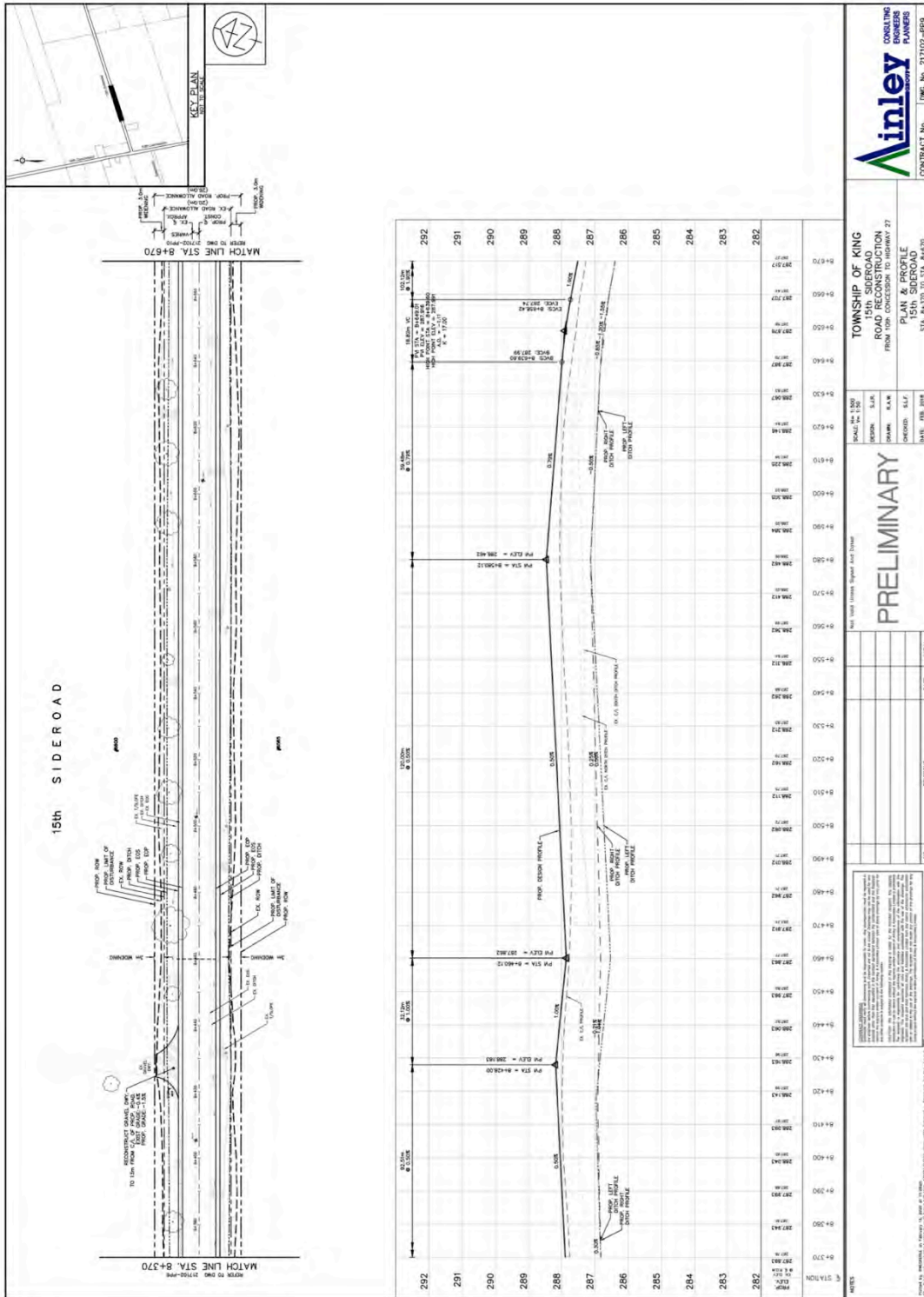
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5.0 ENGINEERING PLANS: 15TH SIDEROAD



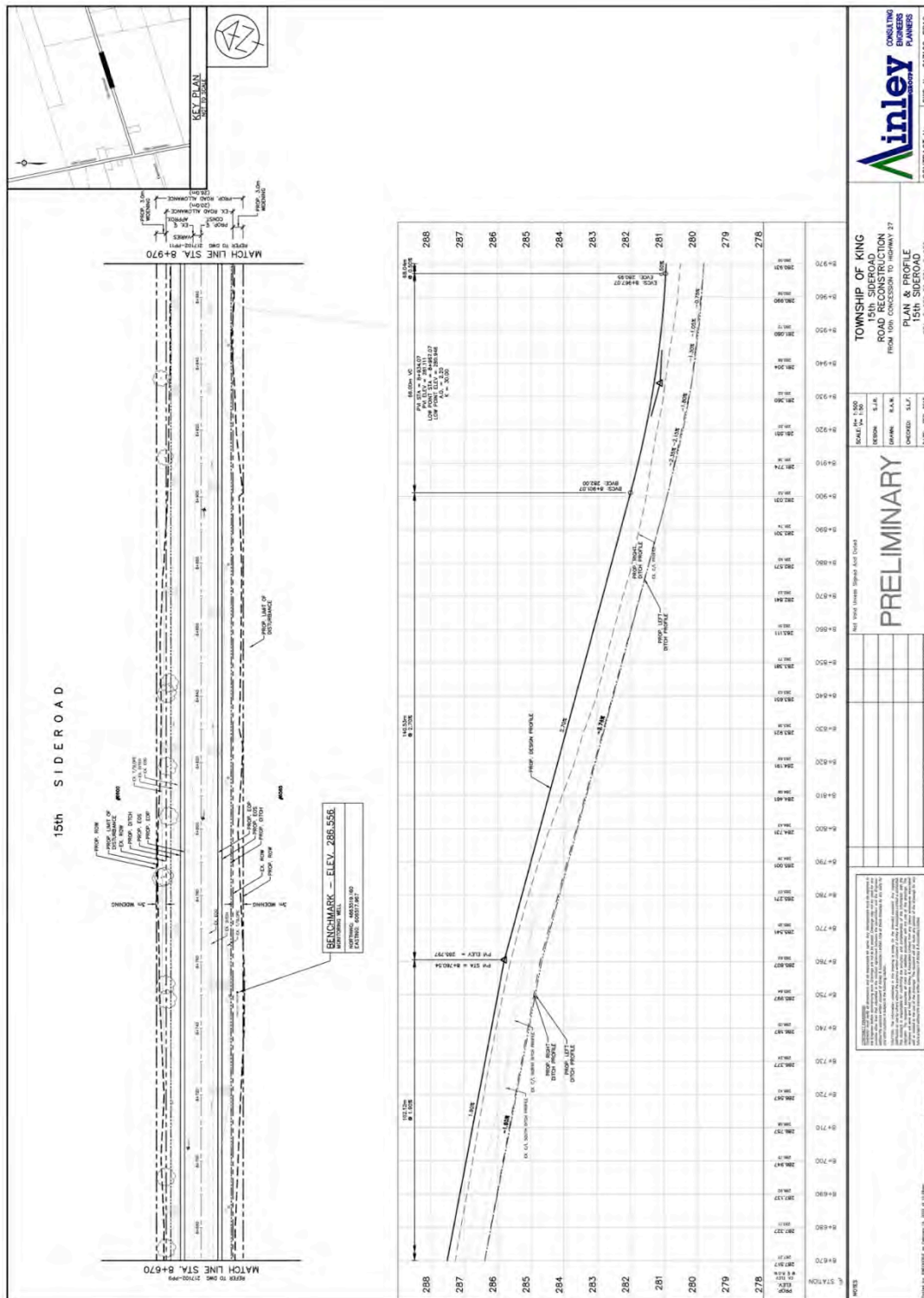
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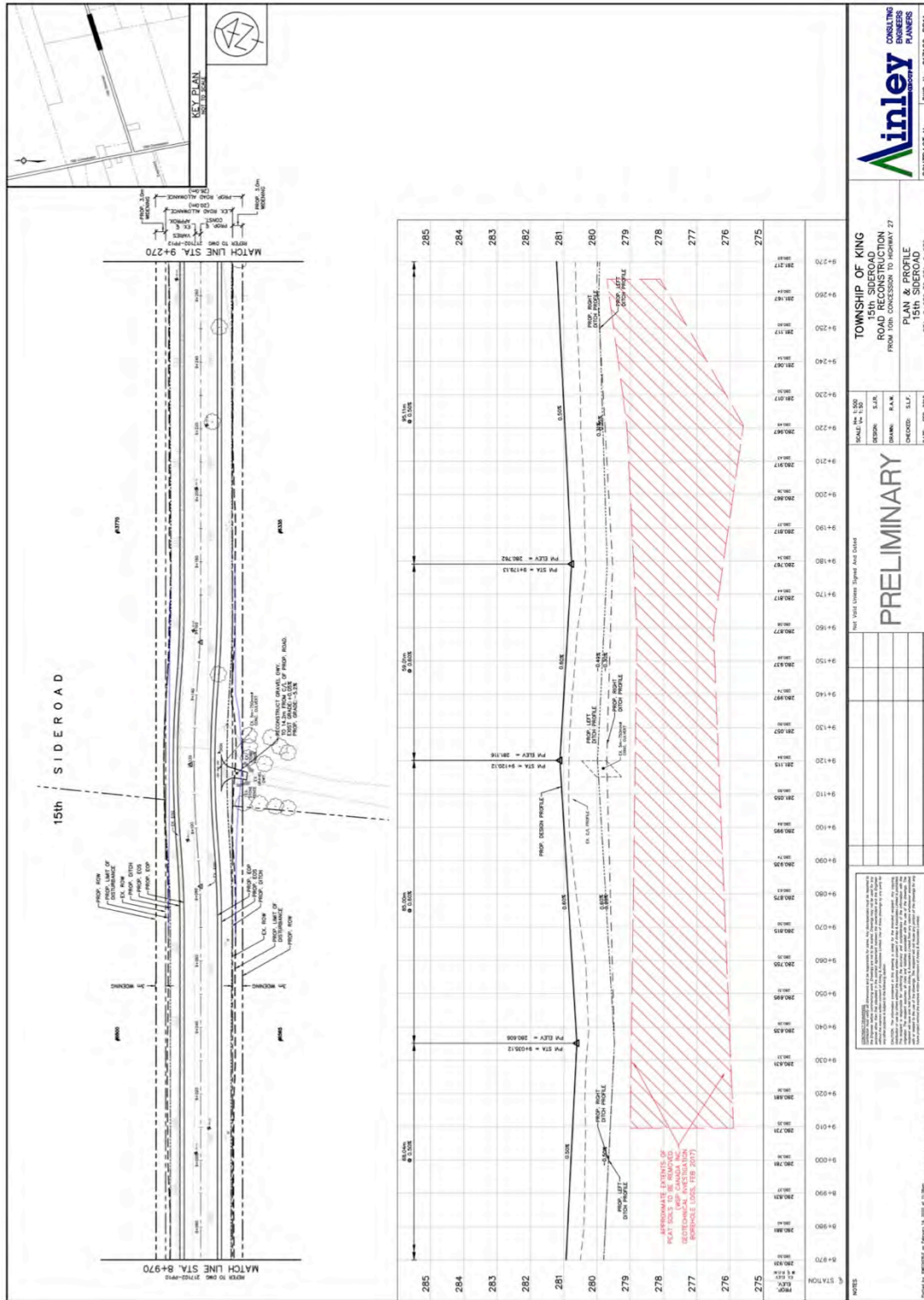
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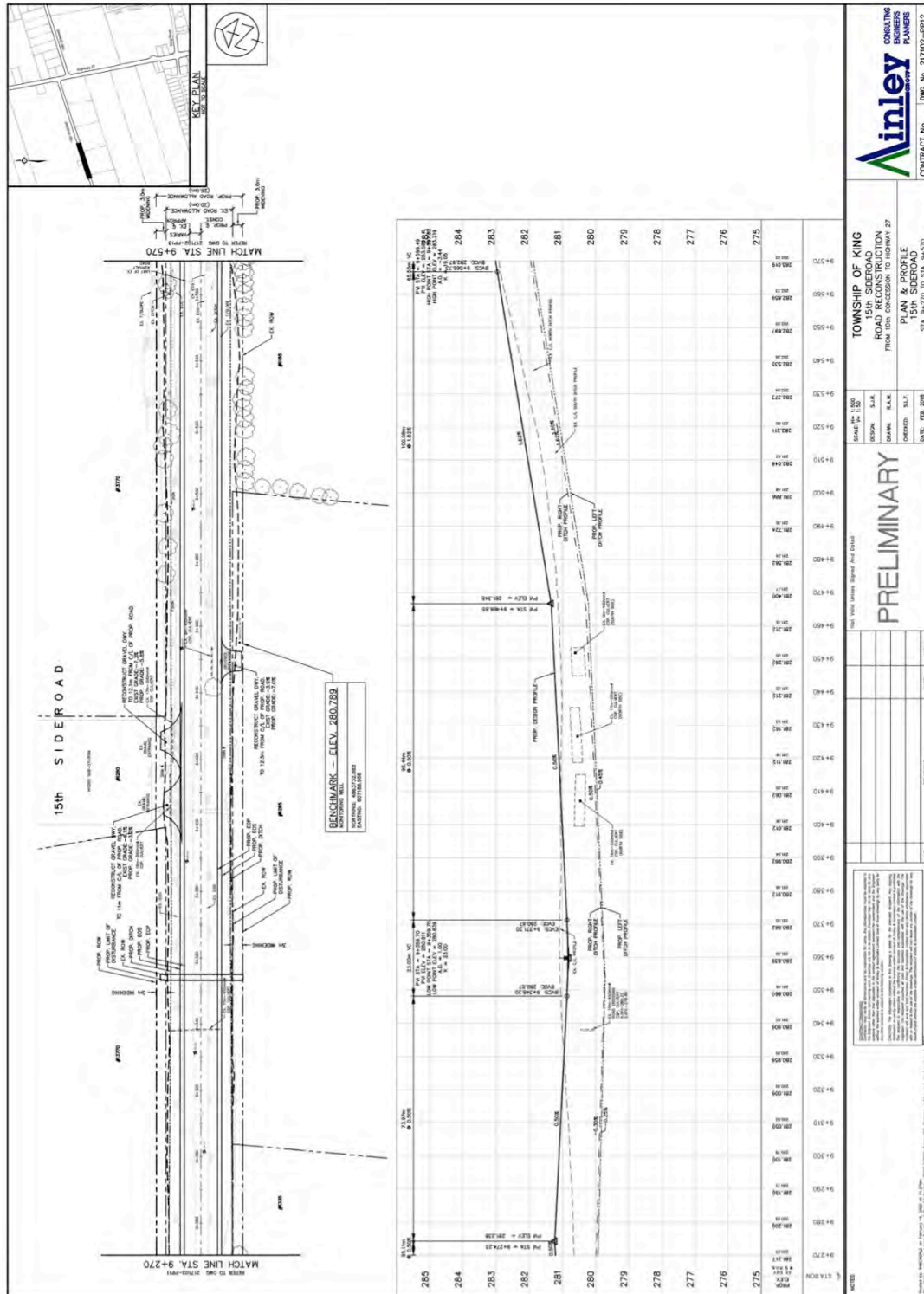
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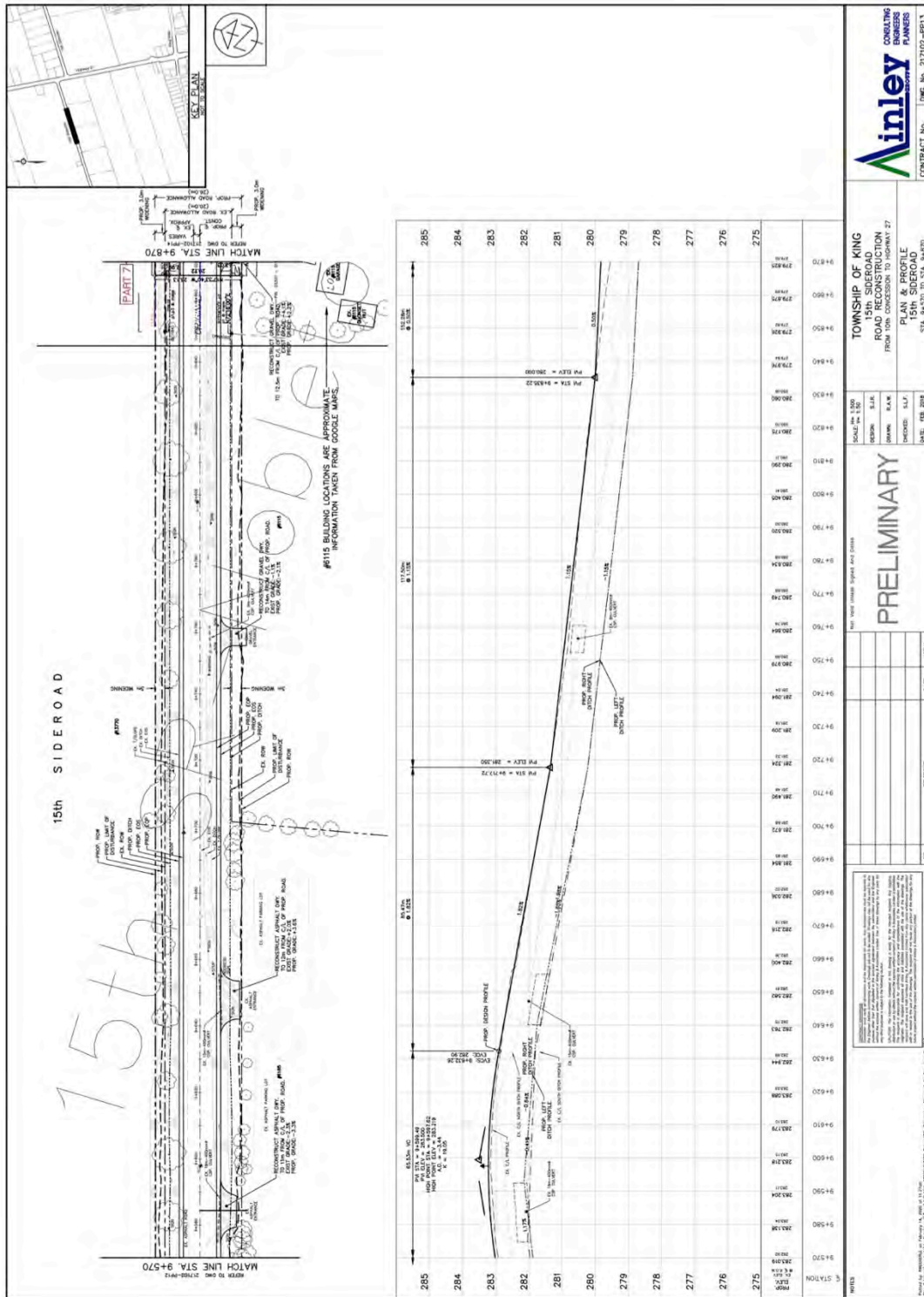
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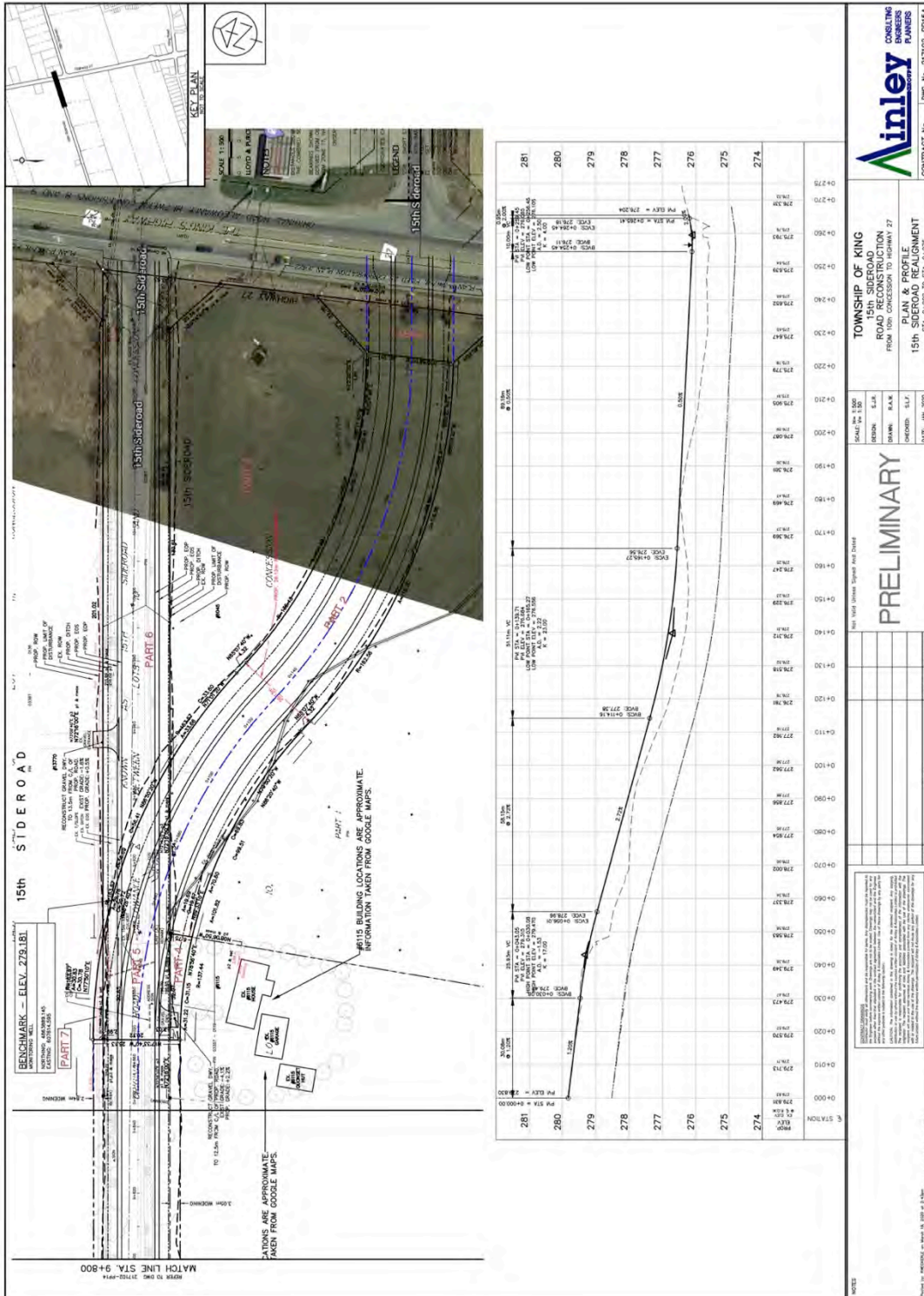
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MAP 29 15TH SIDEROAD: SHEET 6

ORIGINAL 16 January 2020 Stage 1 Archaeological Background Research (Vol. 2) of Proposed Reconstruction of 8th Con Rd from King Rd to 15th SR, 10th Con from King Rd to 15th SR, and 15th SR from Hwy 27 to 10th Con (Geo Twp of King, County of York), Twp of King (Nobleton), R.M. of York (AMICK File #2020996/MHSTCI File #/P058-1818-2020)



MAP 30 15TH SIDEROAD: SHEET 7



1.0 Project Report Cover Page

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P058

PROJECT INFORMATION:

Corporate Project Number:

2020996

MHSTCI Project Number:

P058-1818-2020

Investigation Type:

Stage 1 Background Study (Volume 3 of 4)

Project Name:

Nobleton Road Refurbishment

Project Location:

8th Concession Road from King Road to 15th
Sideroad, 10th Concession Road from King Road to
15th Sideroad, 15th Sideroad from Highway 27 to
10th Concession (Geographic Township of King,
County of York), Township of King (Nobleton), R.
M. of York

Project Designation Number:

Not Currently Available

MHSTCI FILING INFORMATION:

Site Record/Update Form(s):

N/A

Date of Report Filing:

16 January 2021

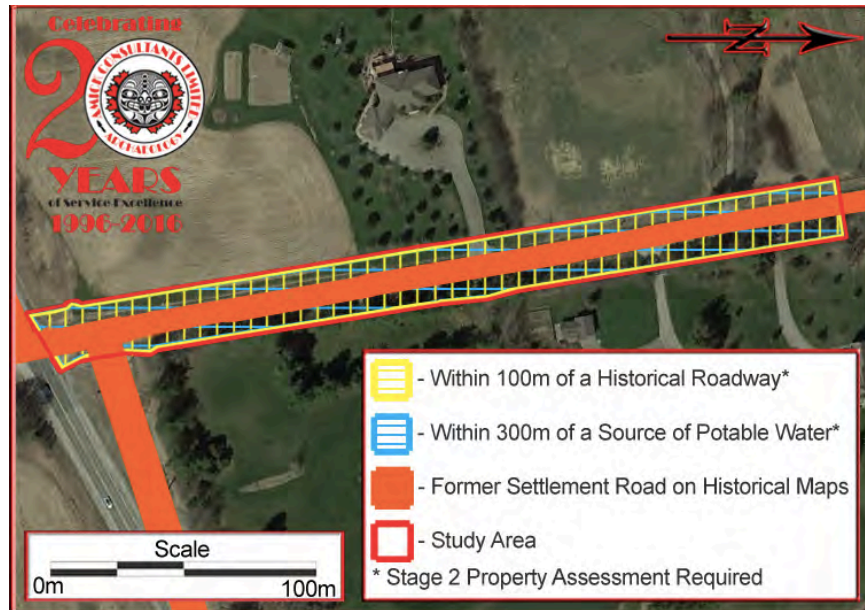
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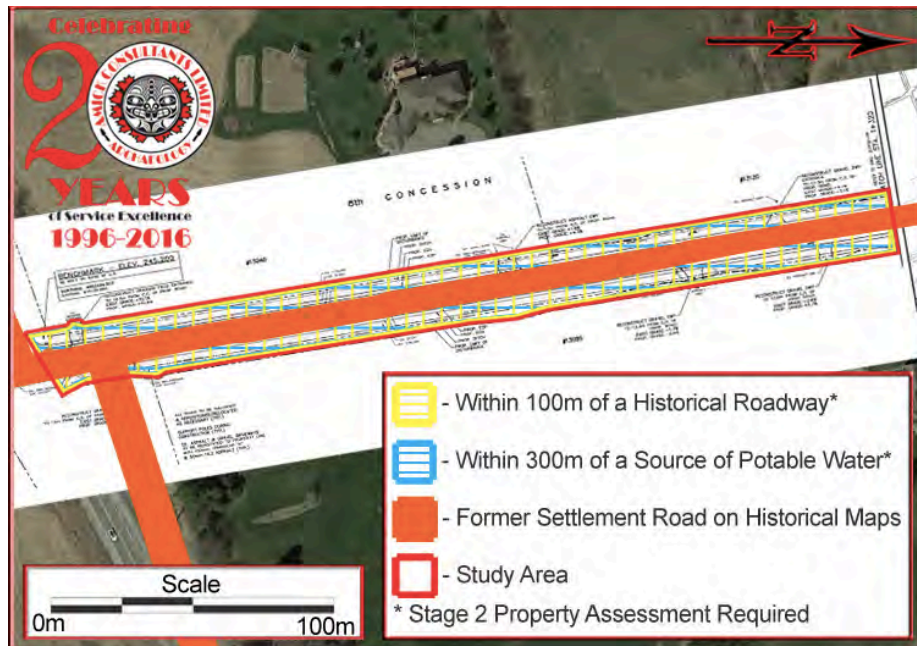
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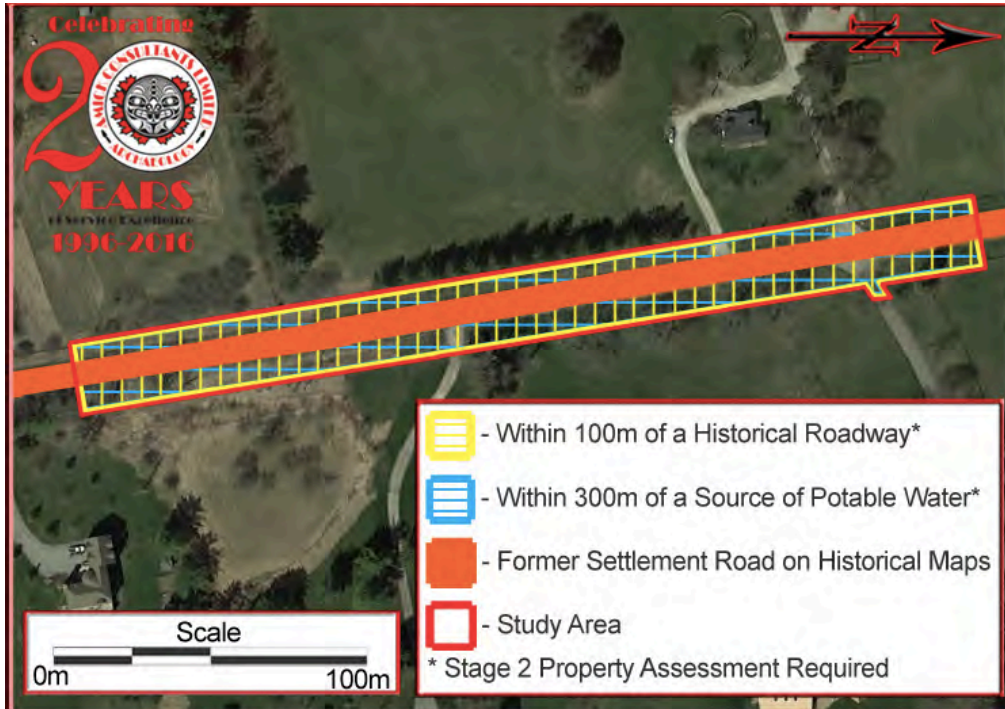
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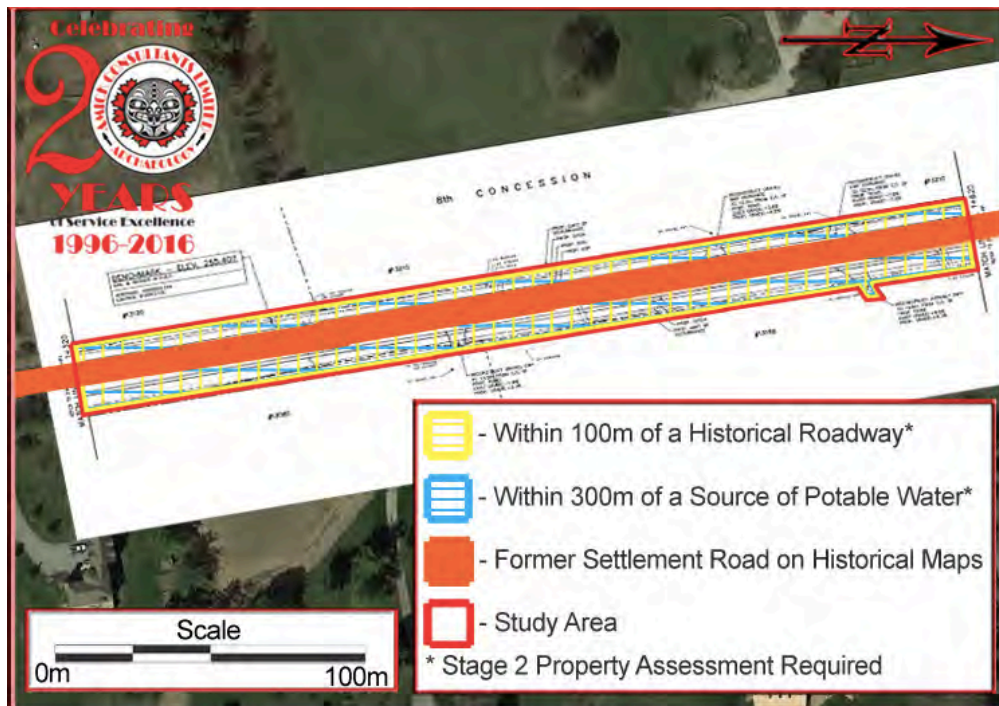
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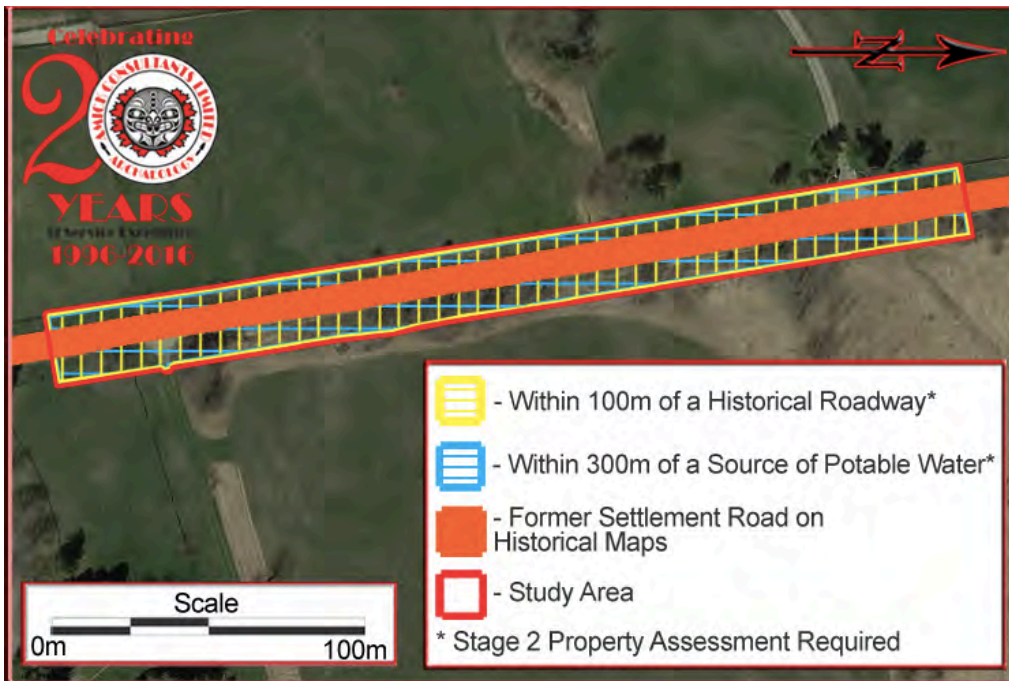
MAP 32 SHEET 1: DETAILED PLAN OF THE STUDY AREA



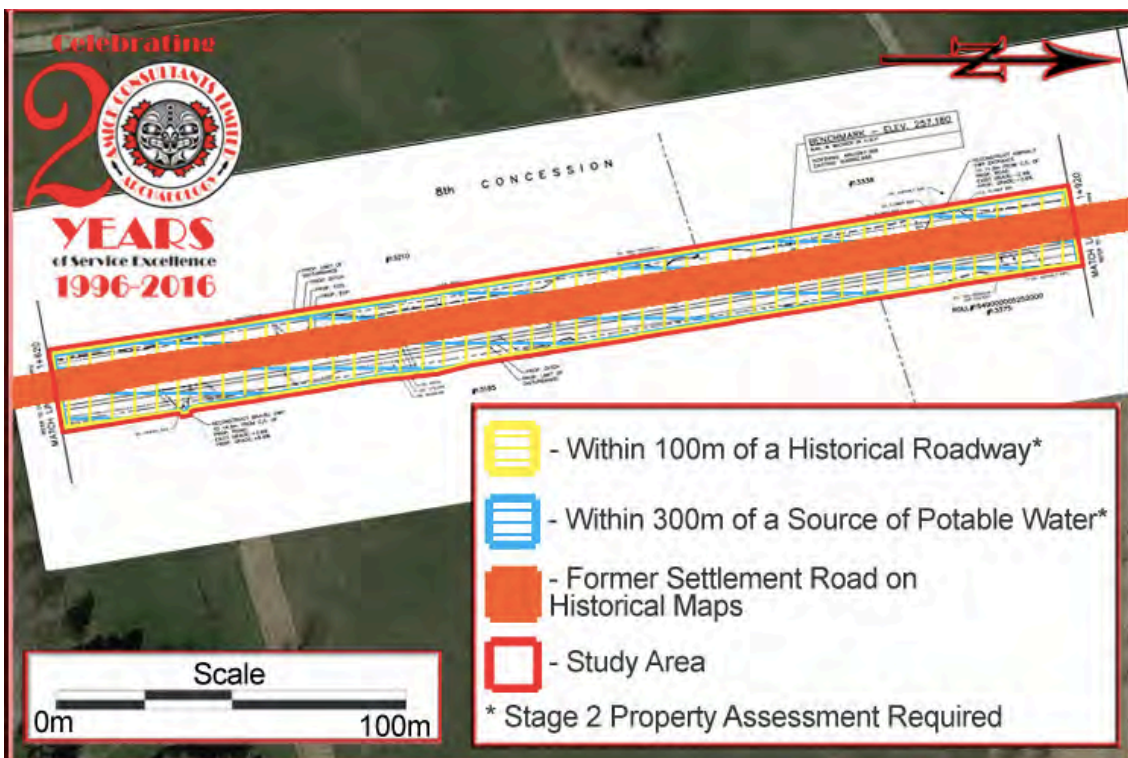
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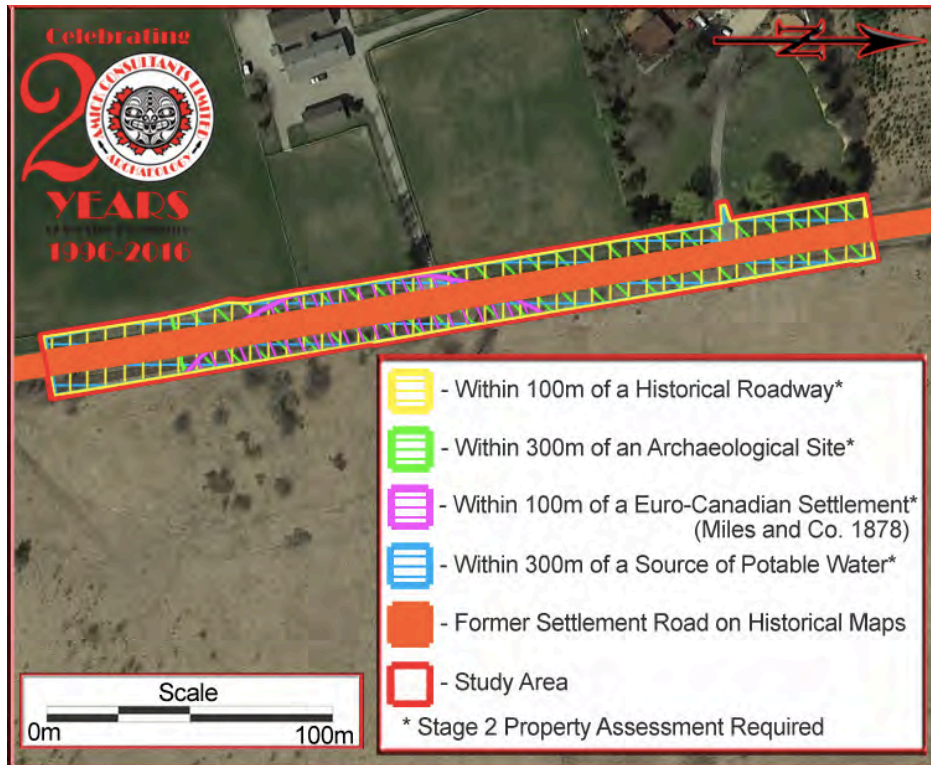
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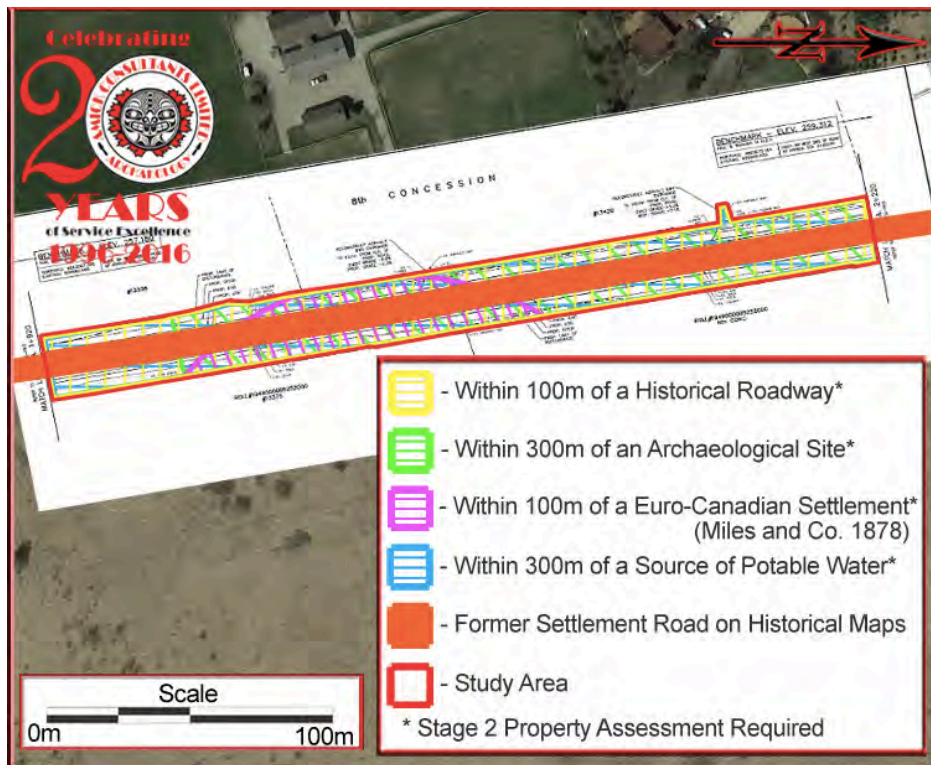
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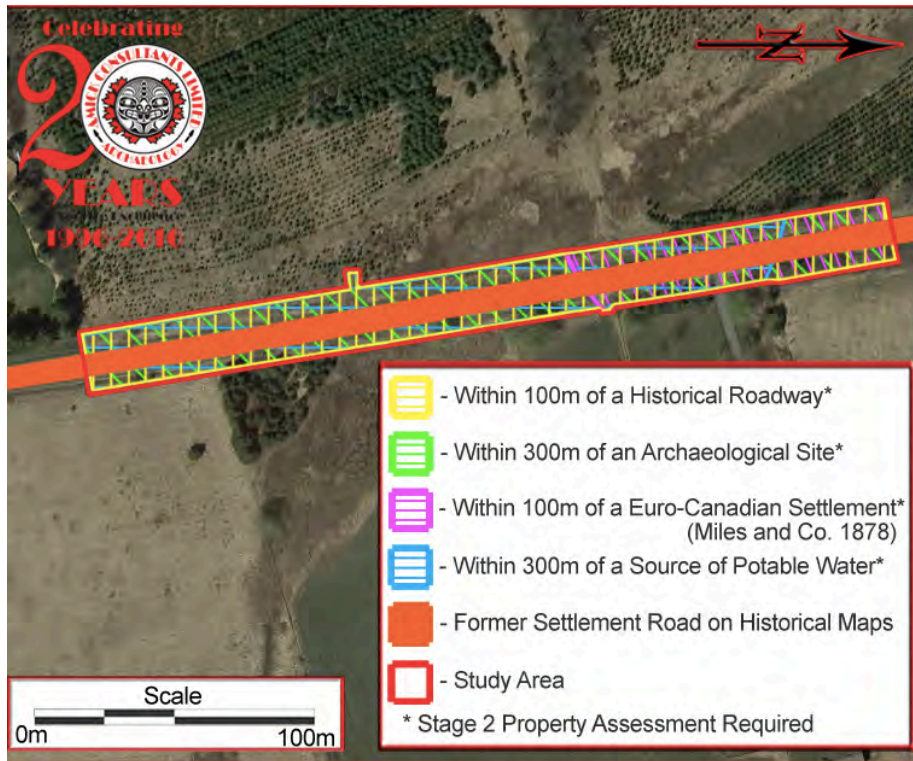
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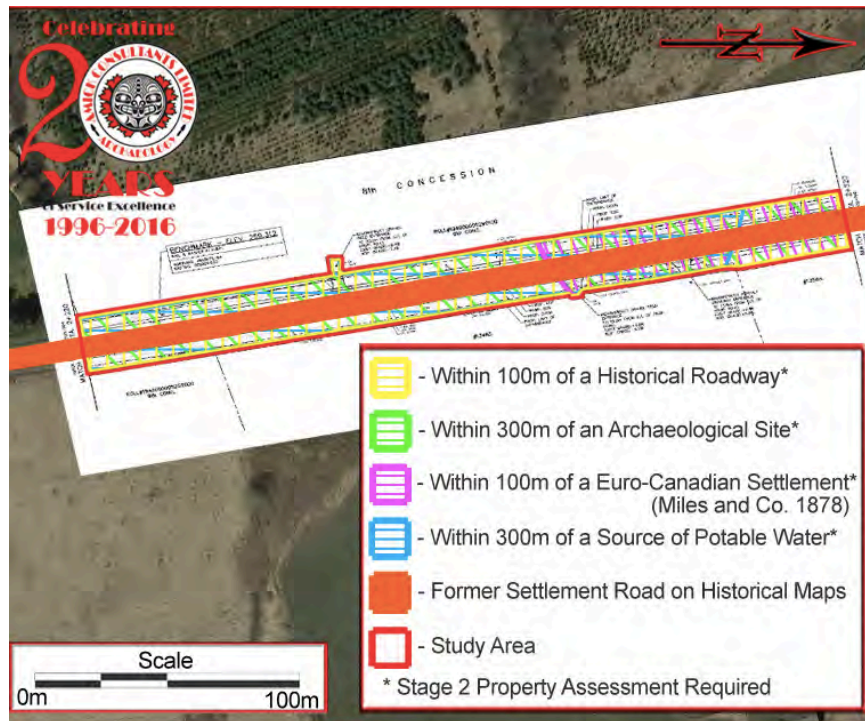
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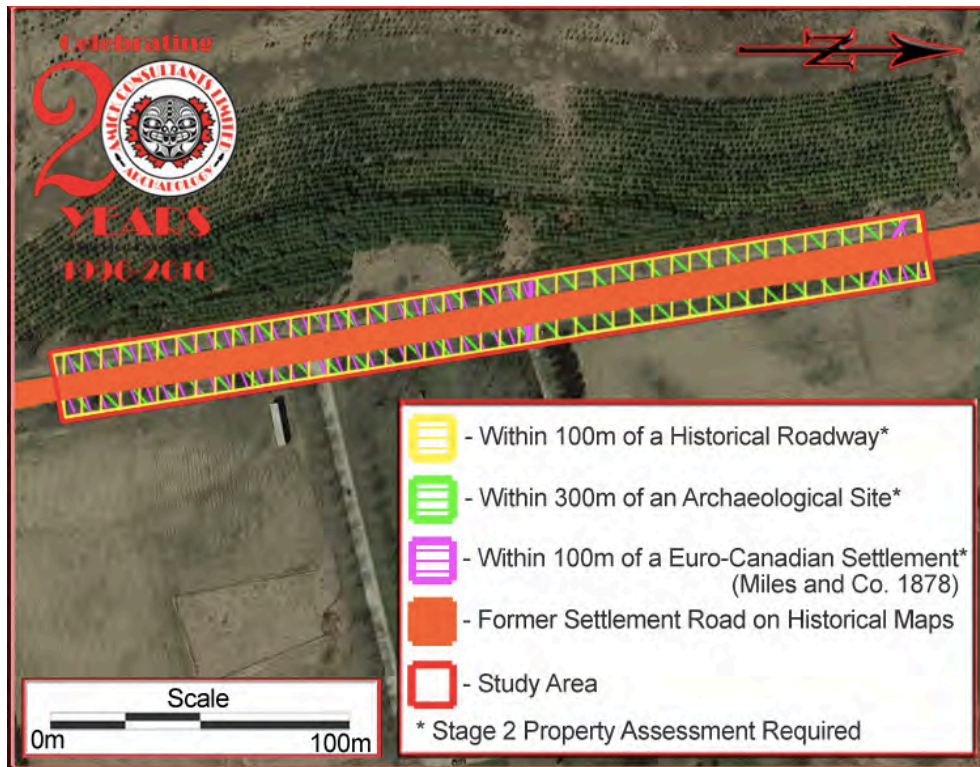
MAP 38 SHEET 4: DETAILED PLAN OF THE STUDY AREA



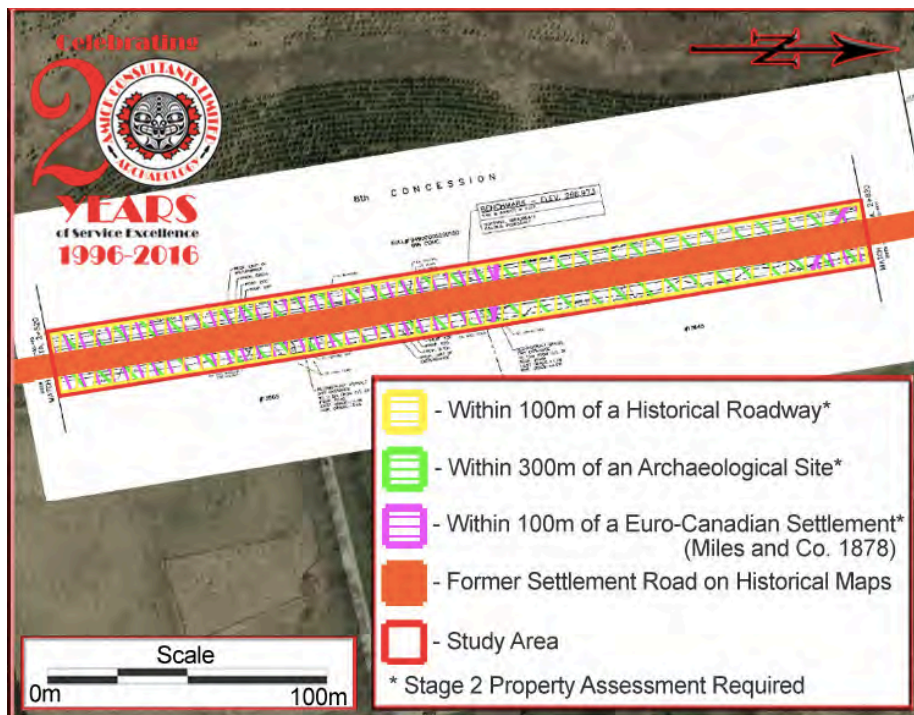
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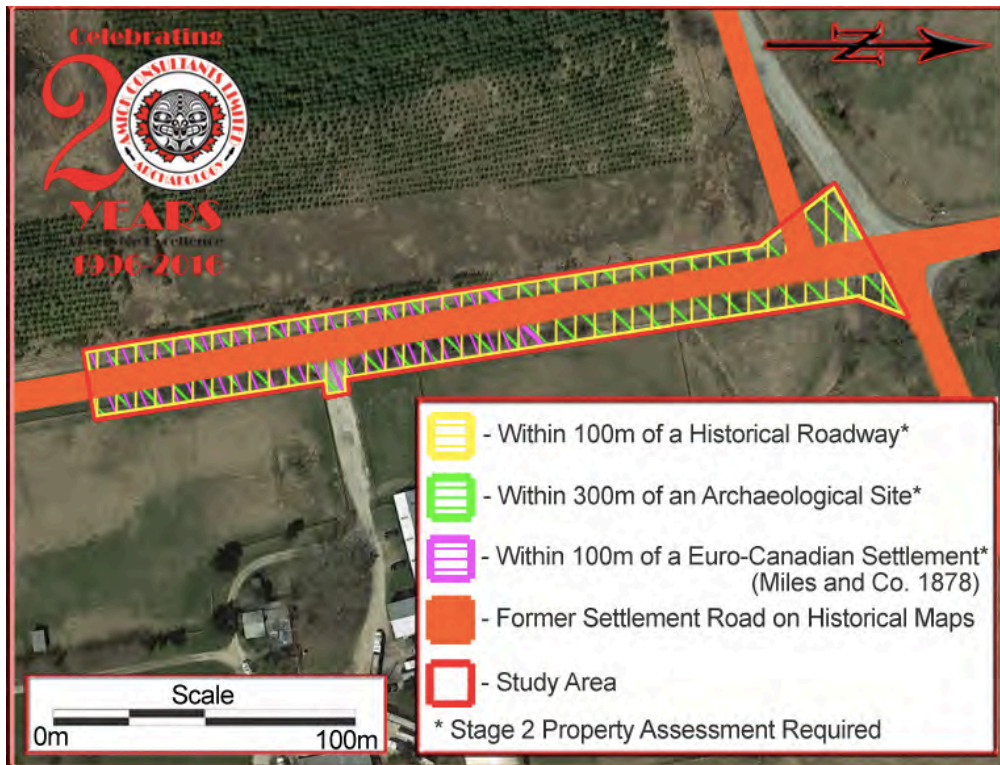
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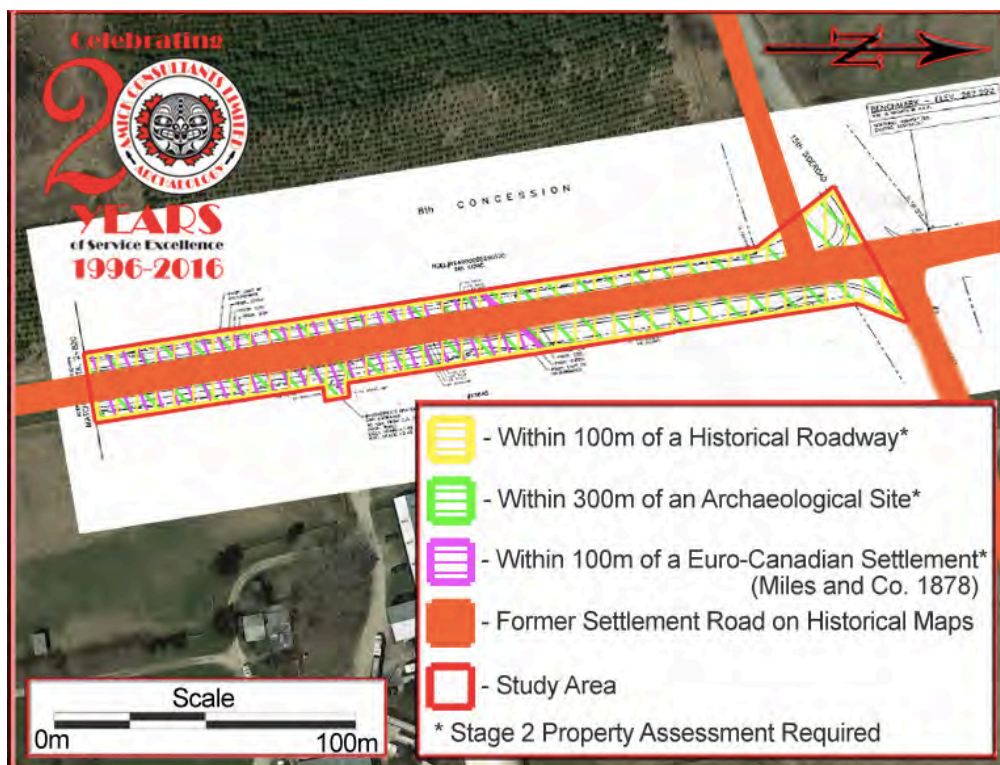
MAP 41 SHEET 6: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



MAP 42 SHEET 6: DETAILED PLAN OF THE STUDY AREA

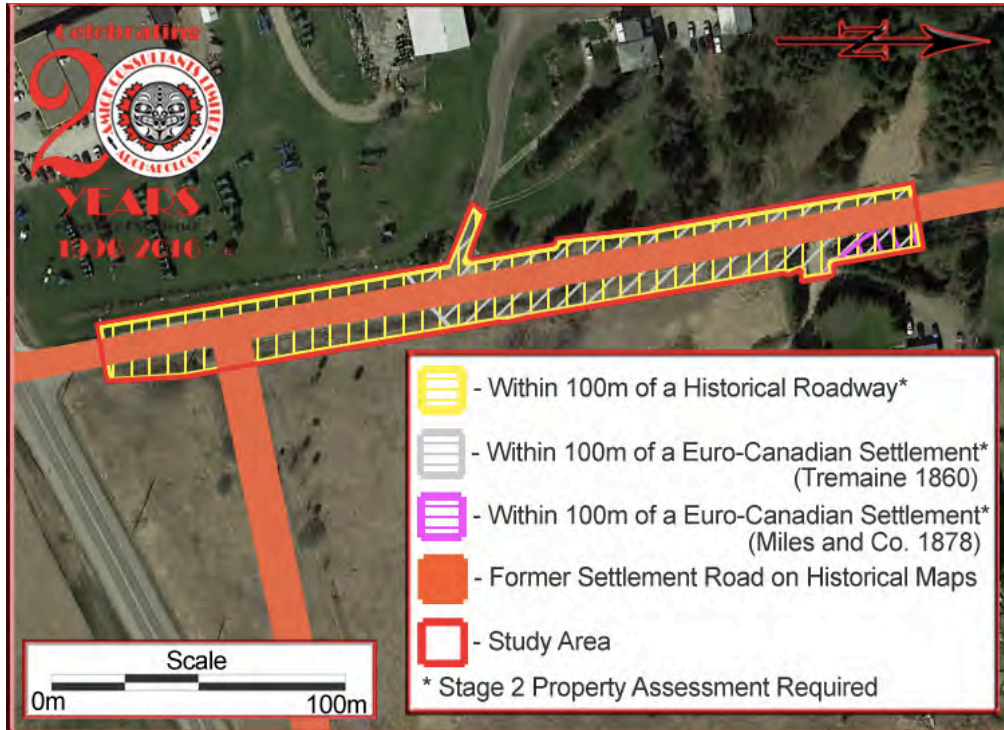


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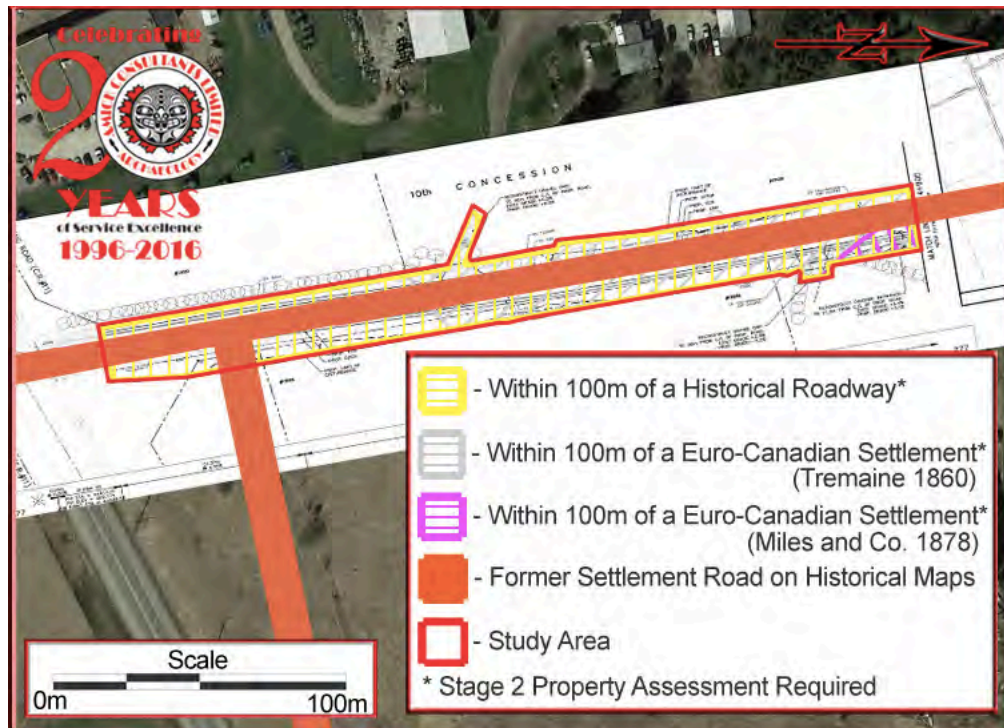


MAP 44 SHEET 7: DETAILED PLAN OF THE STUDY AREA

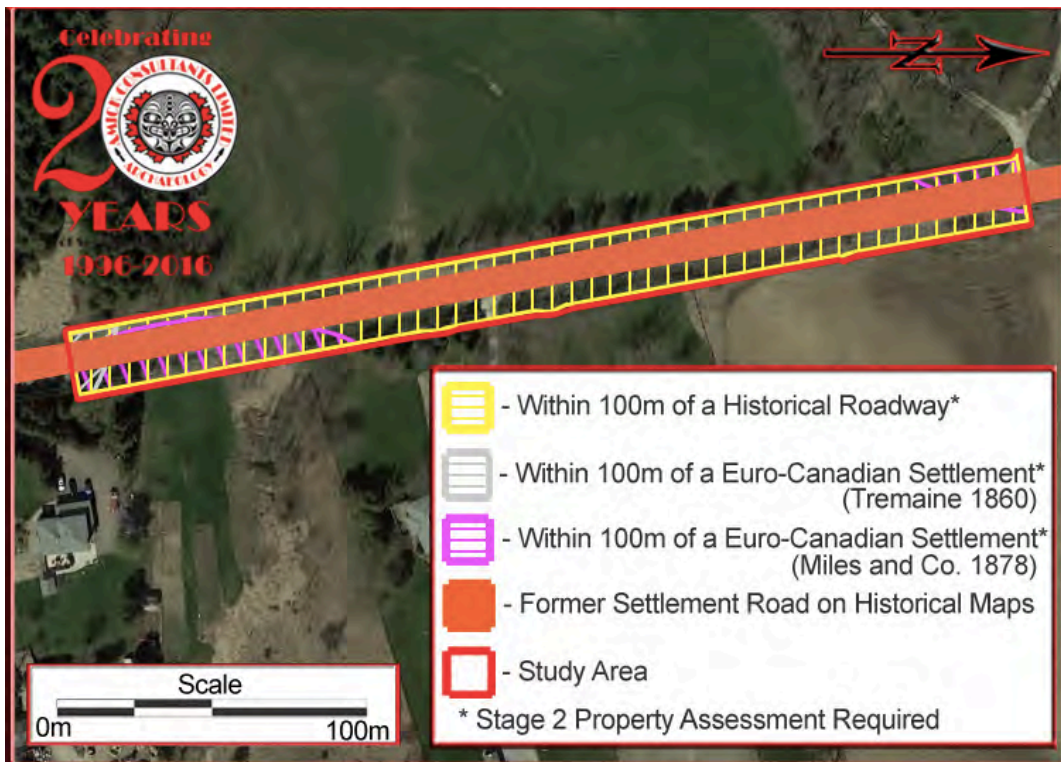
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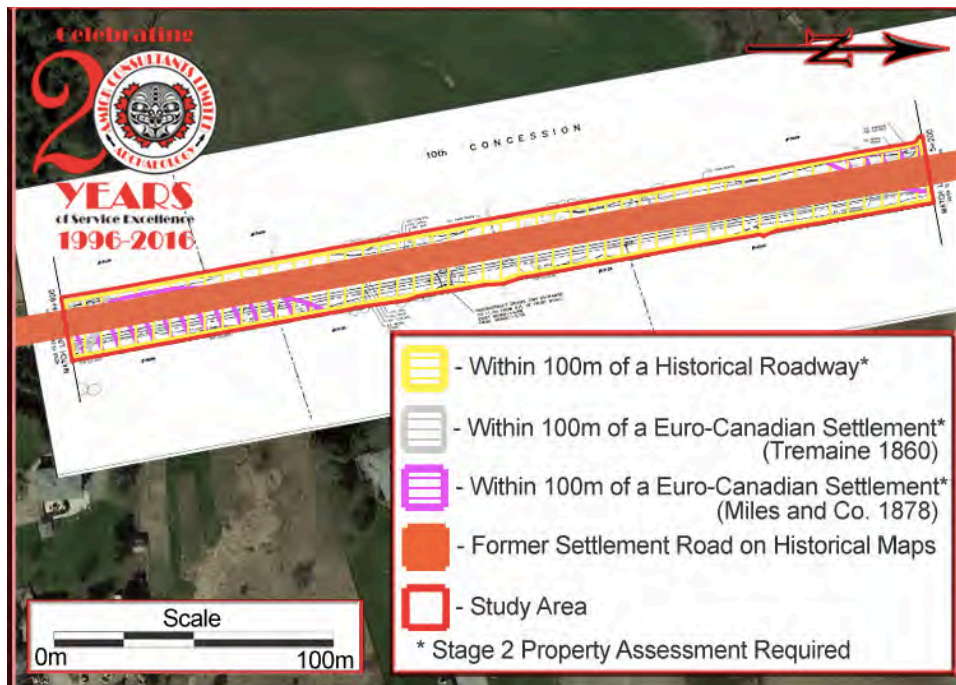
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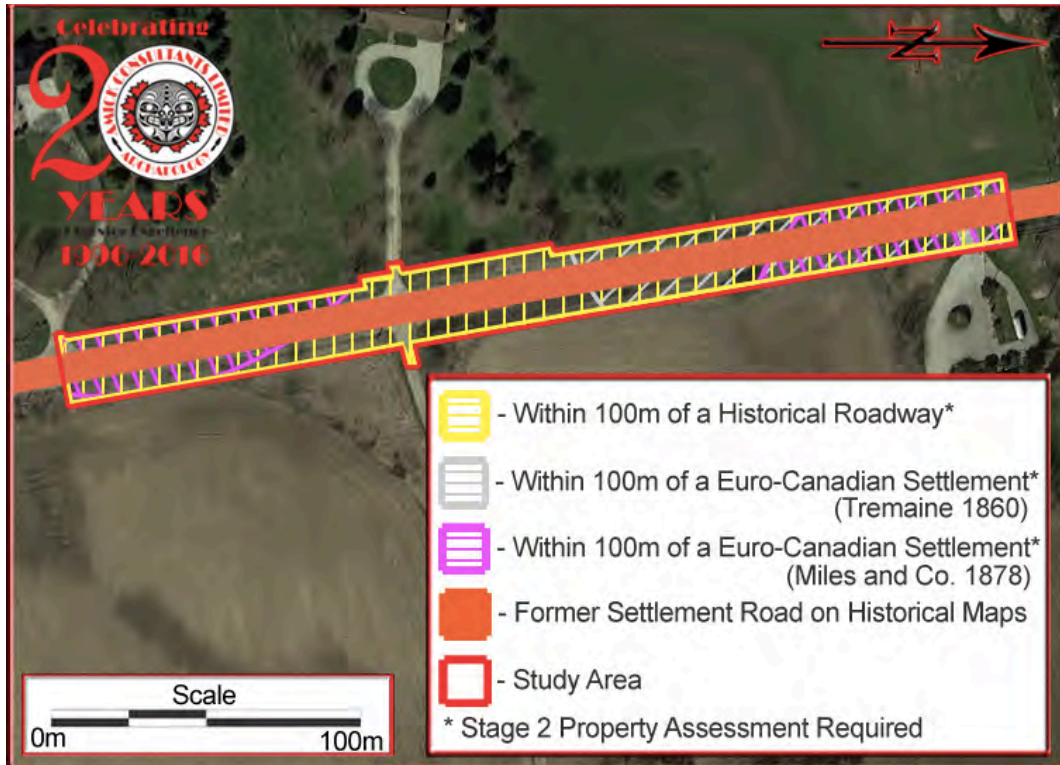
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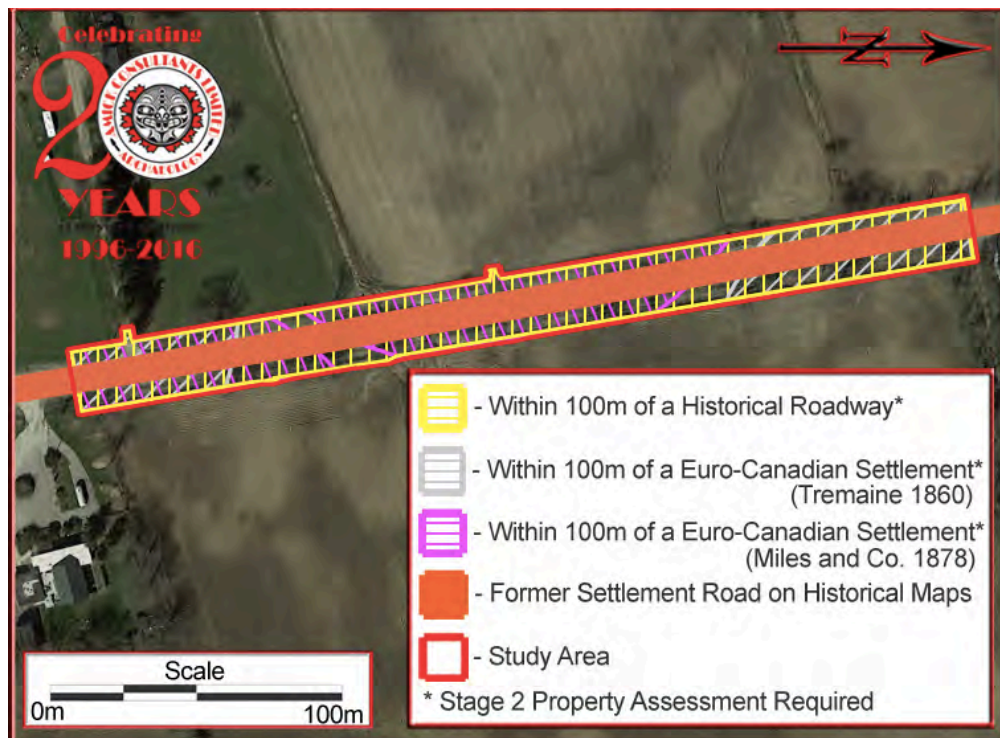
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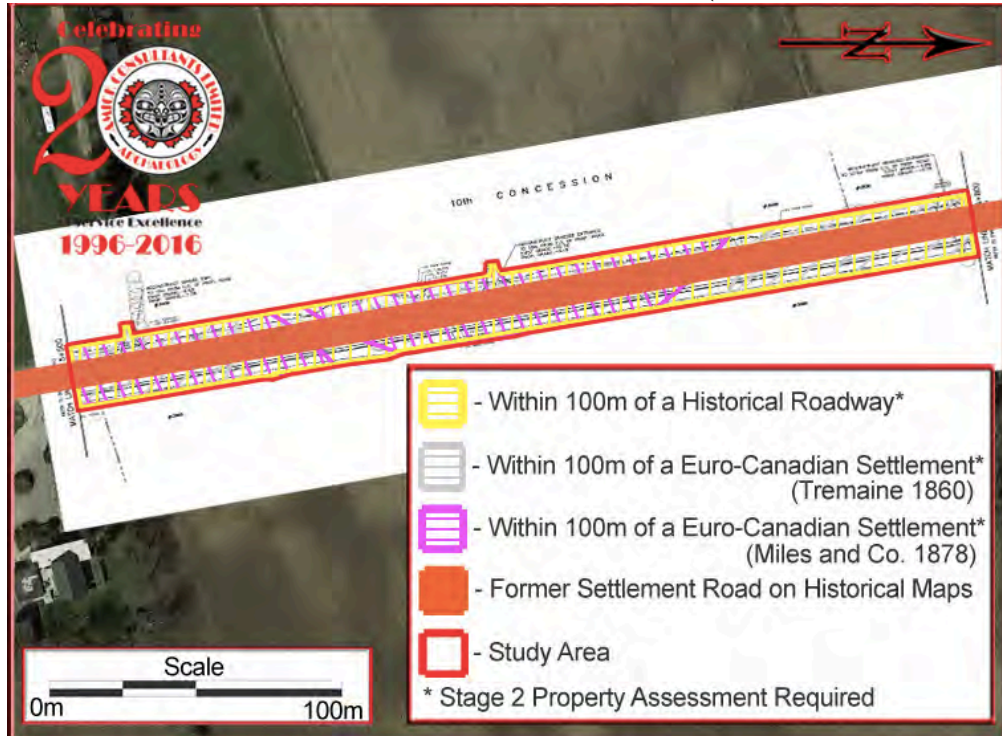
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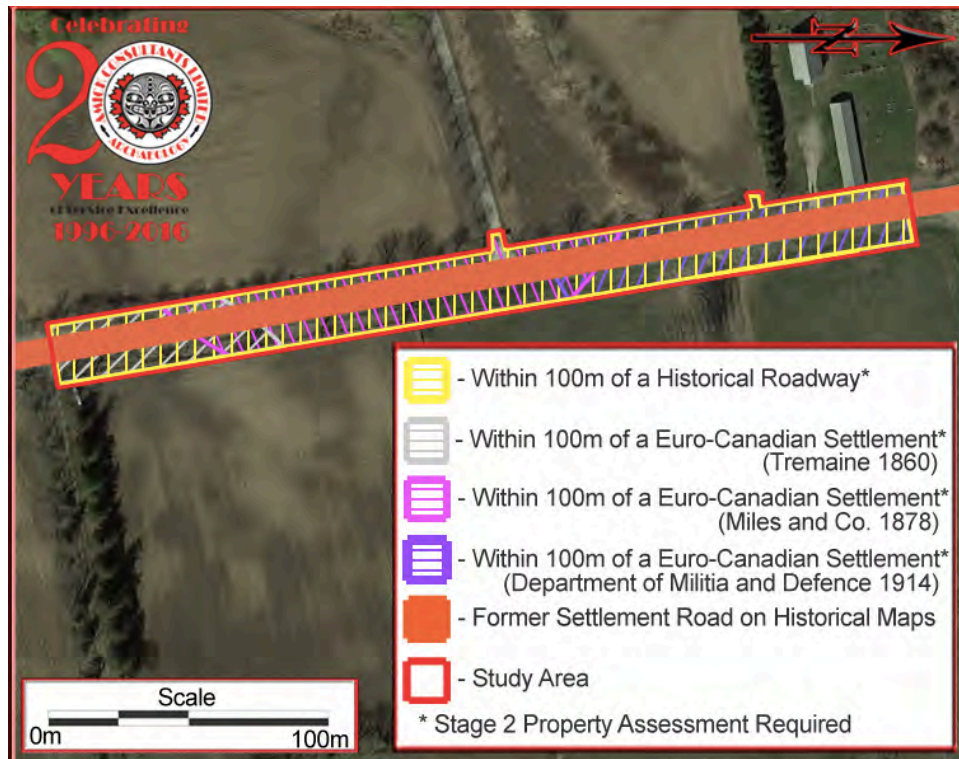
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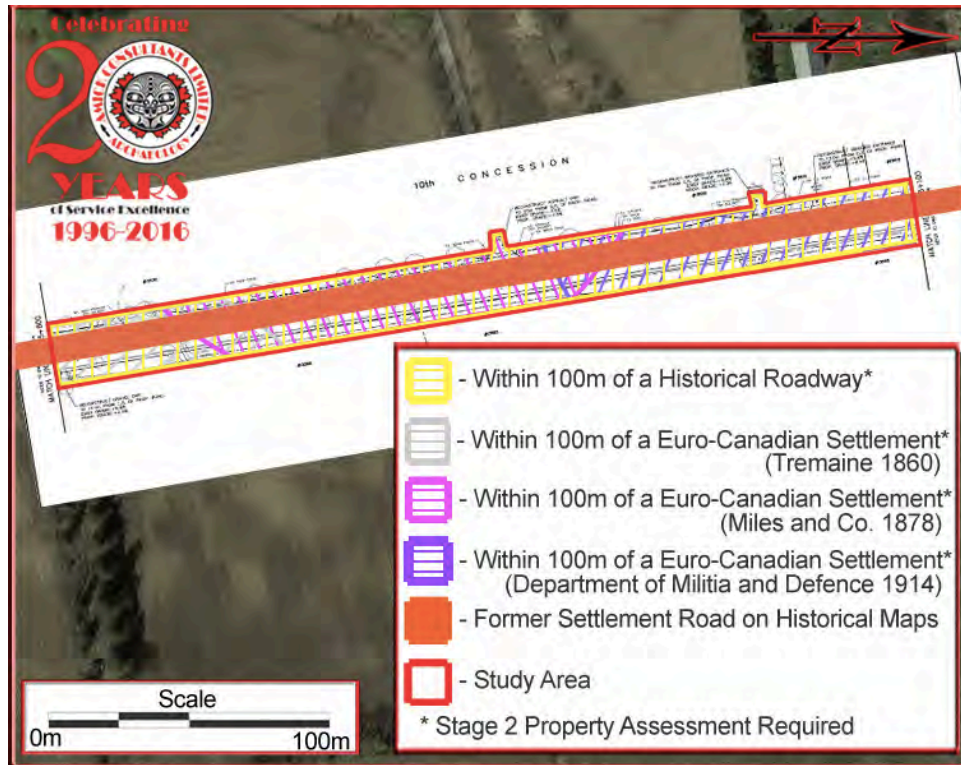
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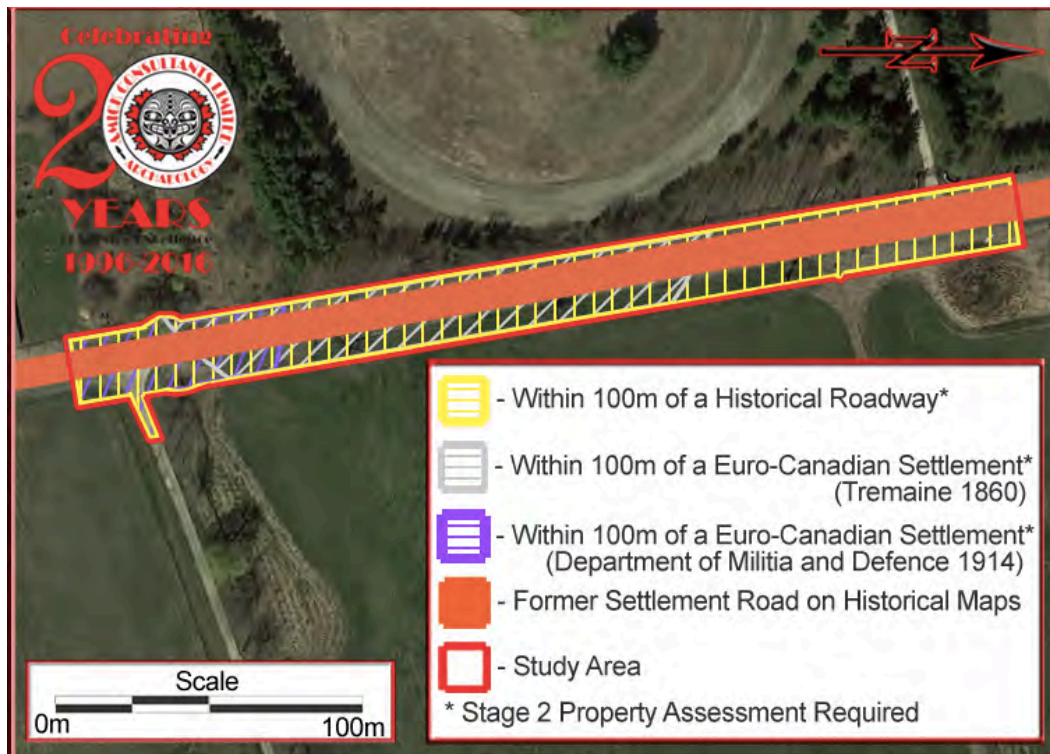
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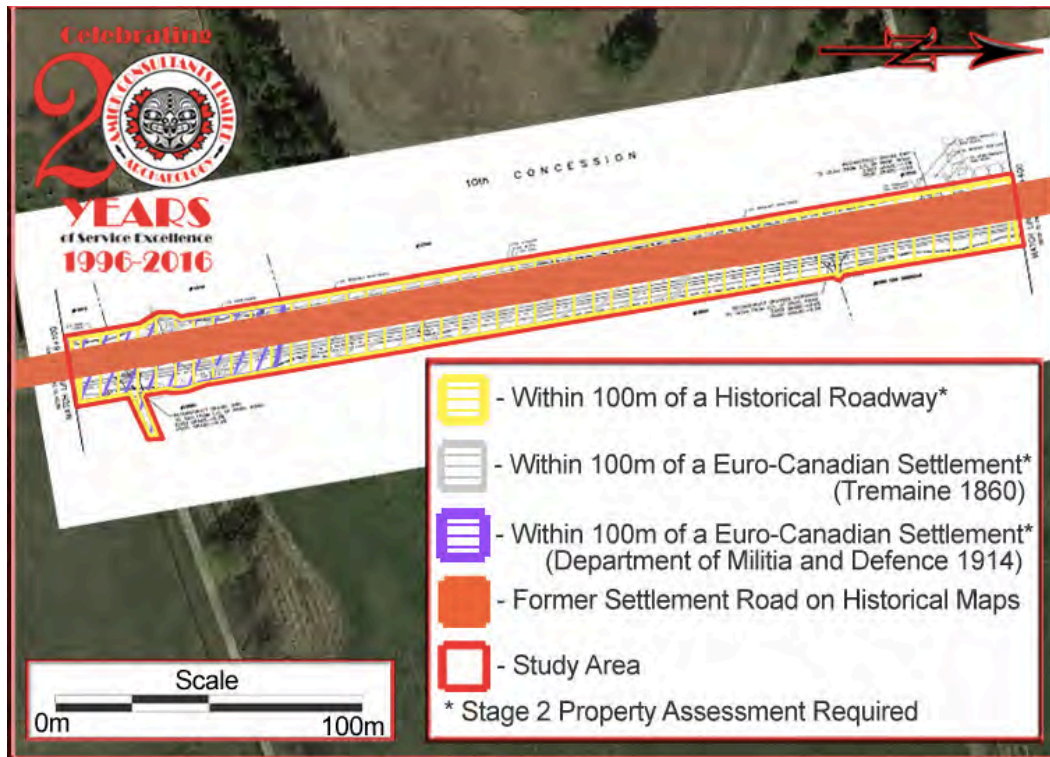
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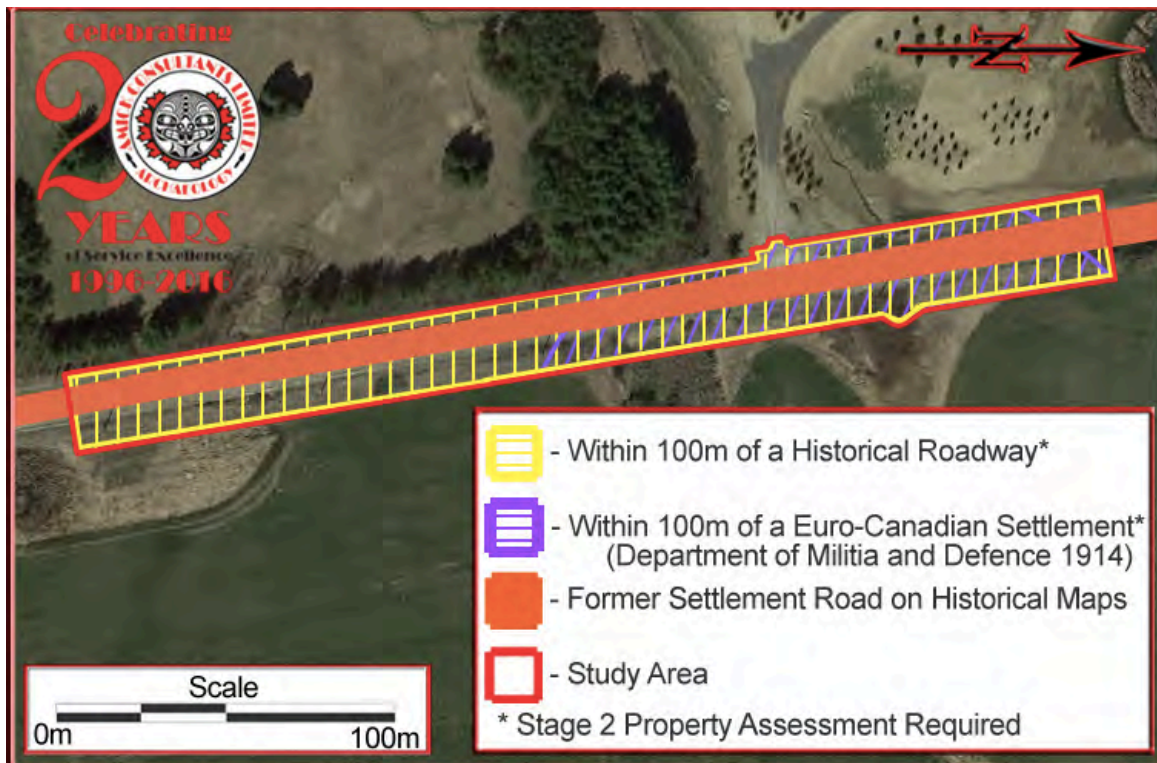
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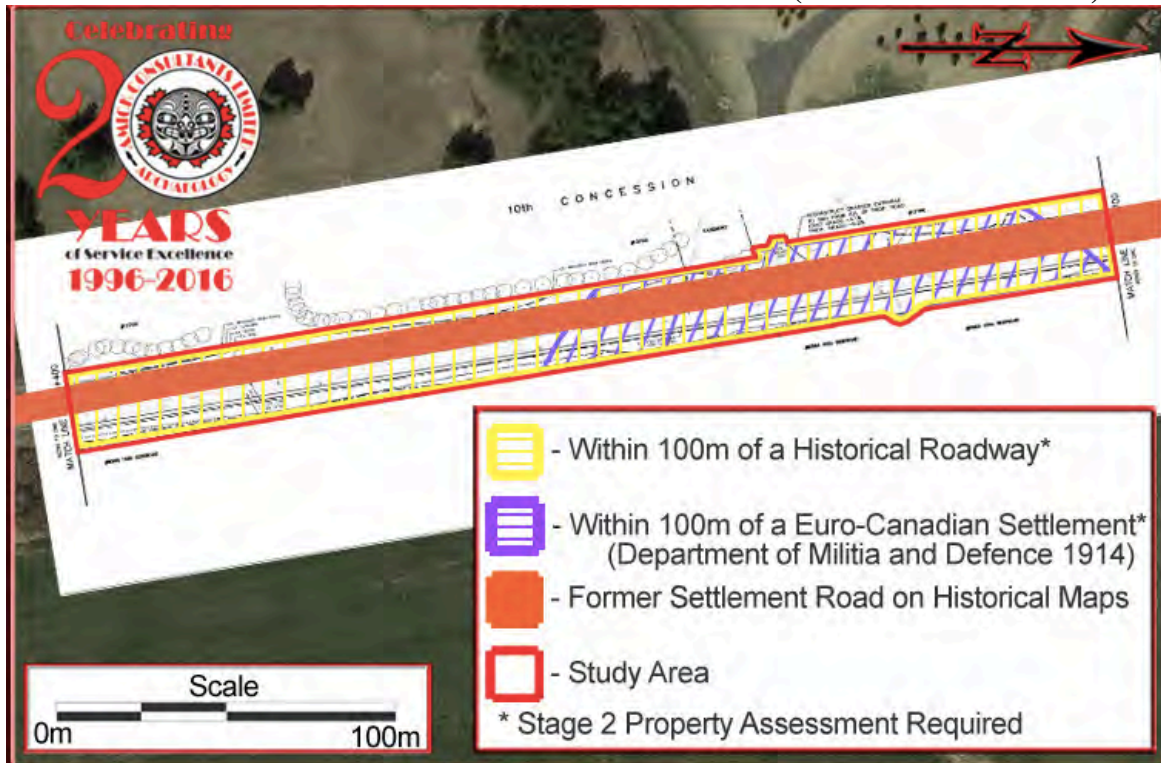
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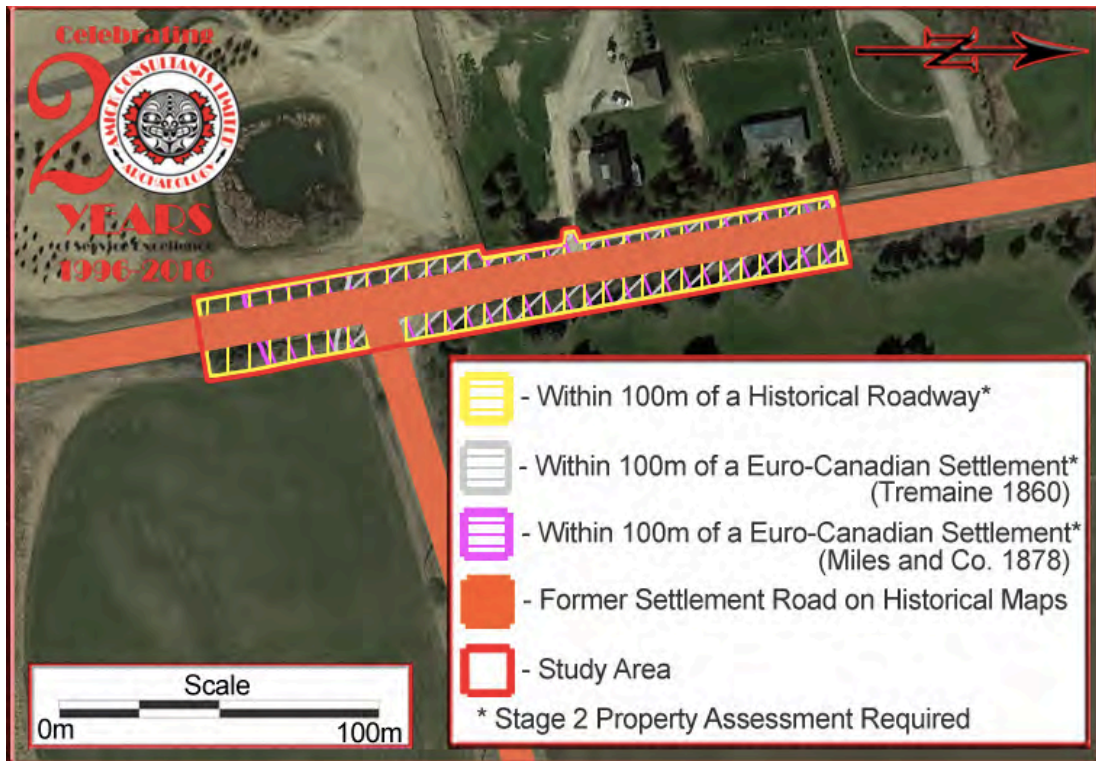
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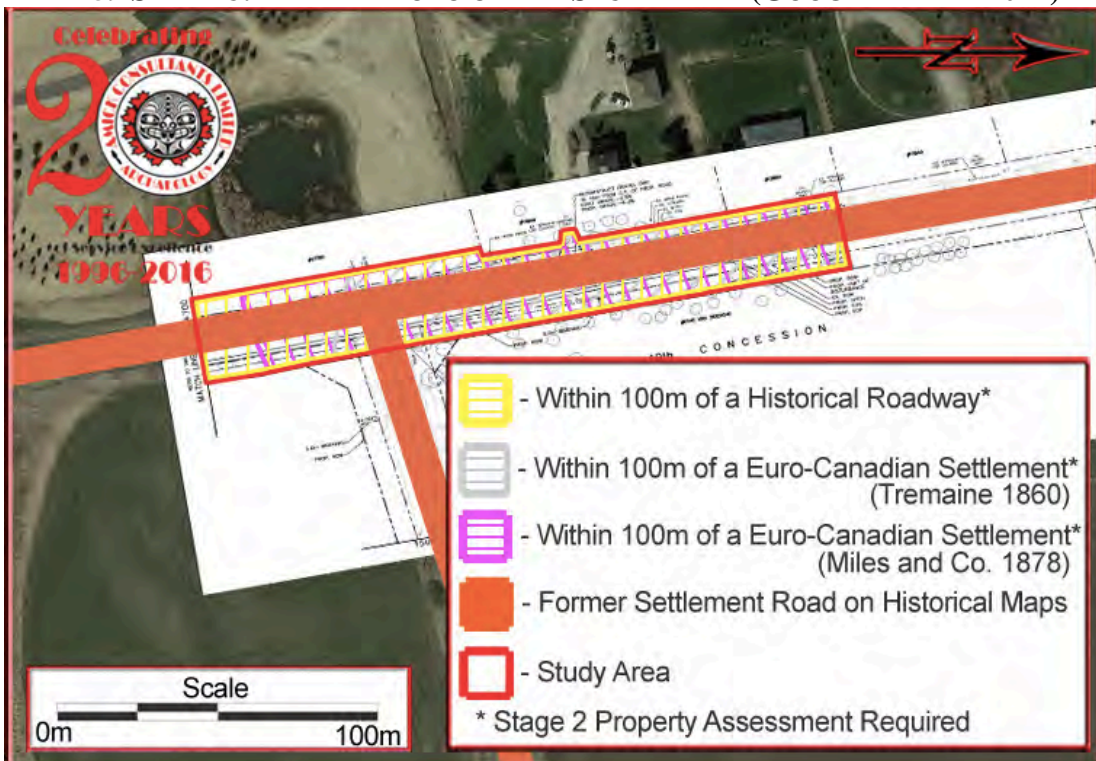
MAP 57 SHEET 7: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



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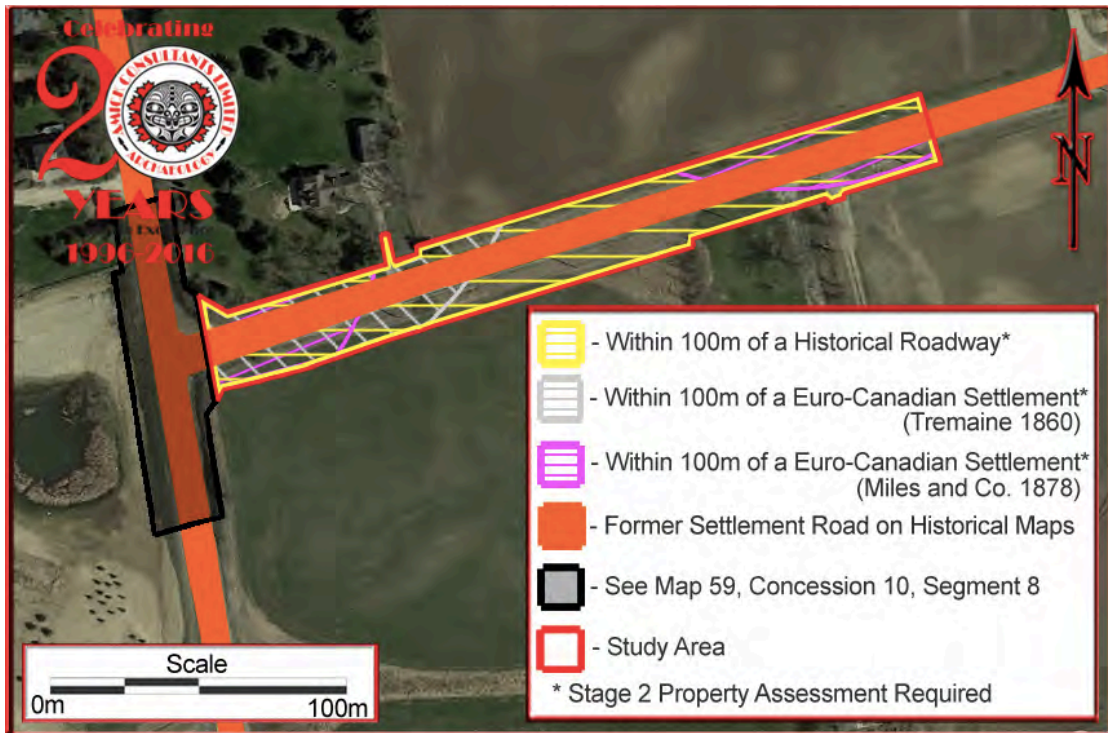


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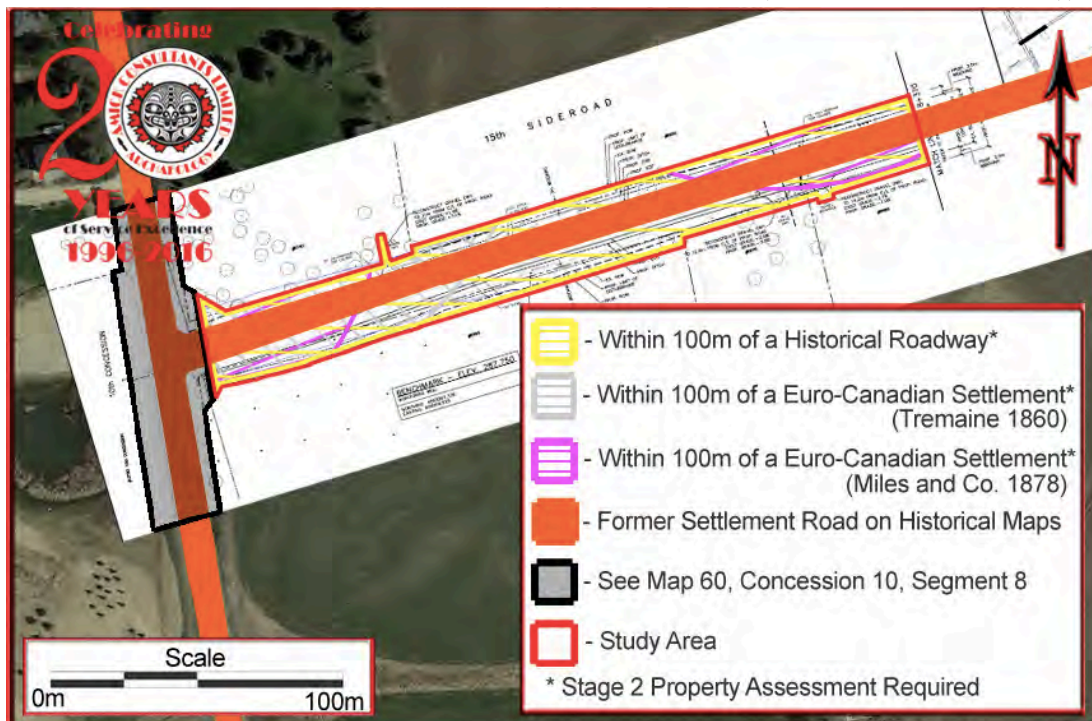


MAP 60 SHEET 8: DETAILED PLAN OF THE STUDY AREA

5.0 ARCHAEOLOGICAL POTENTIAL MAPS: 15TH SIDEROAD



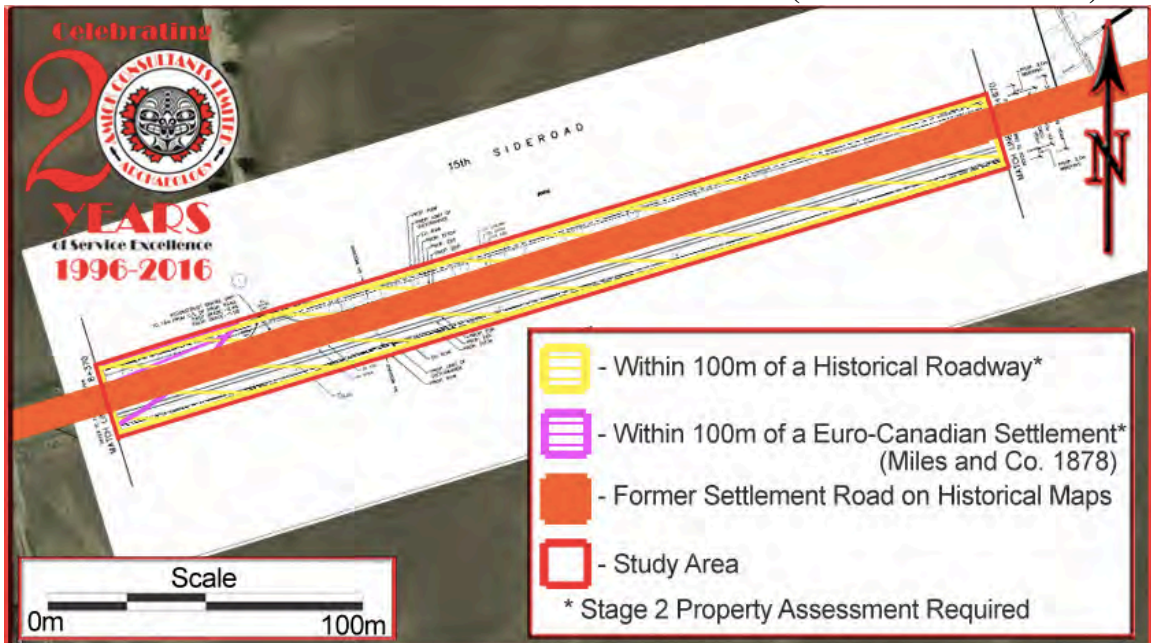
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MAP 62 SHEET 1: DETAILED PLAN OF THE STUDY AREA



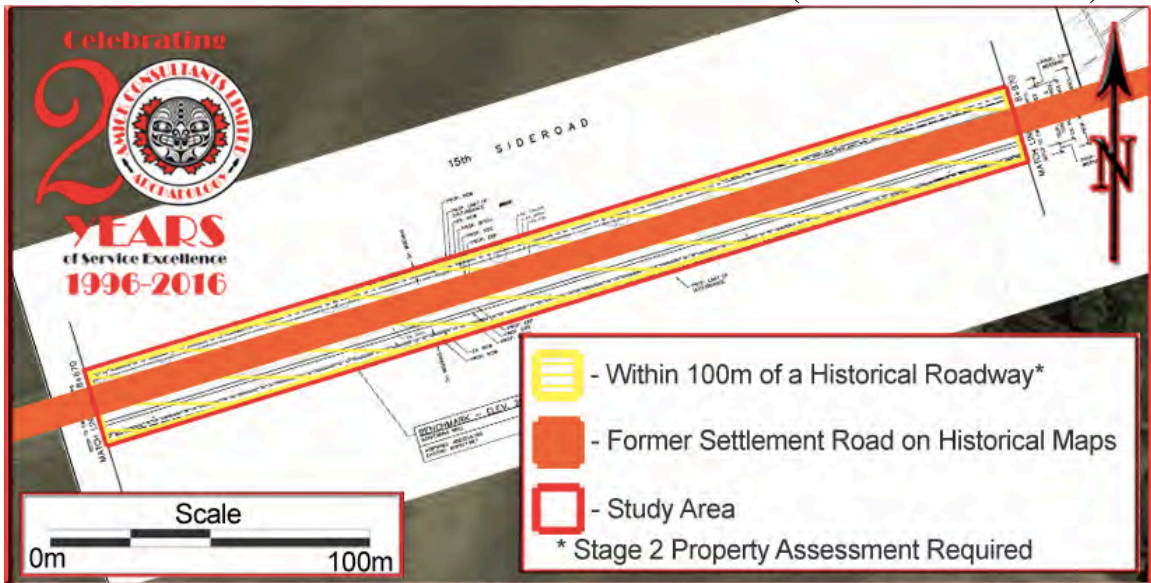
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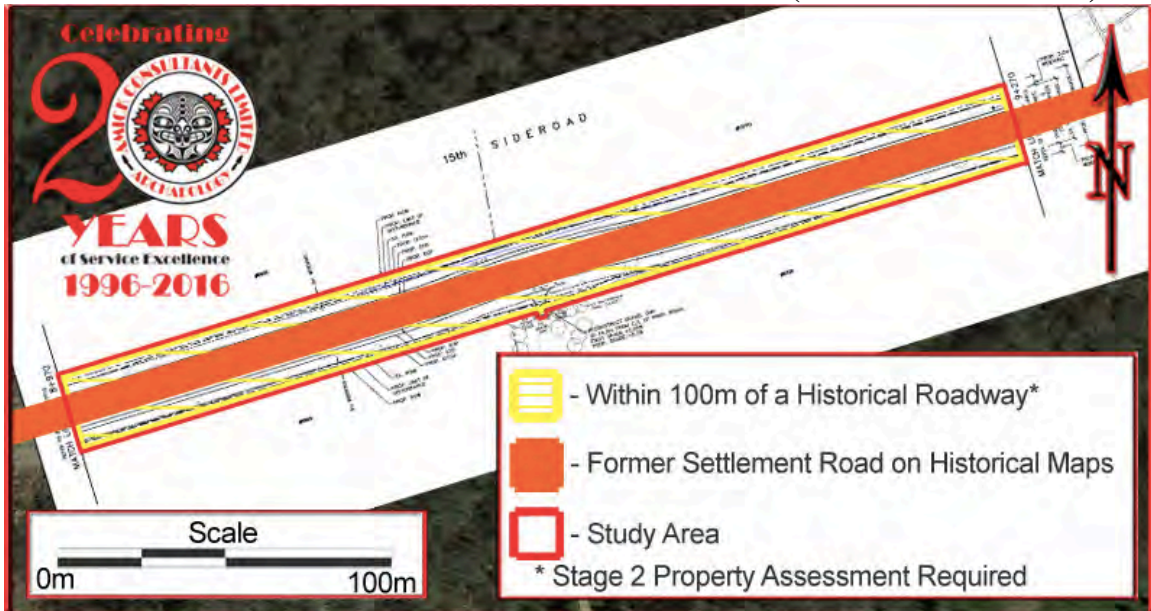
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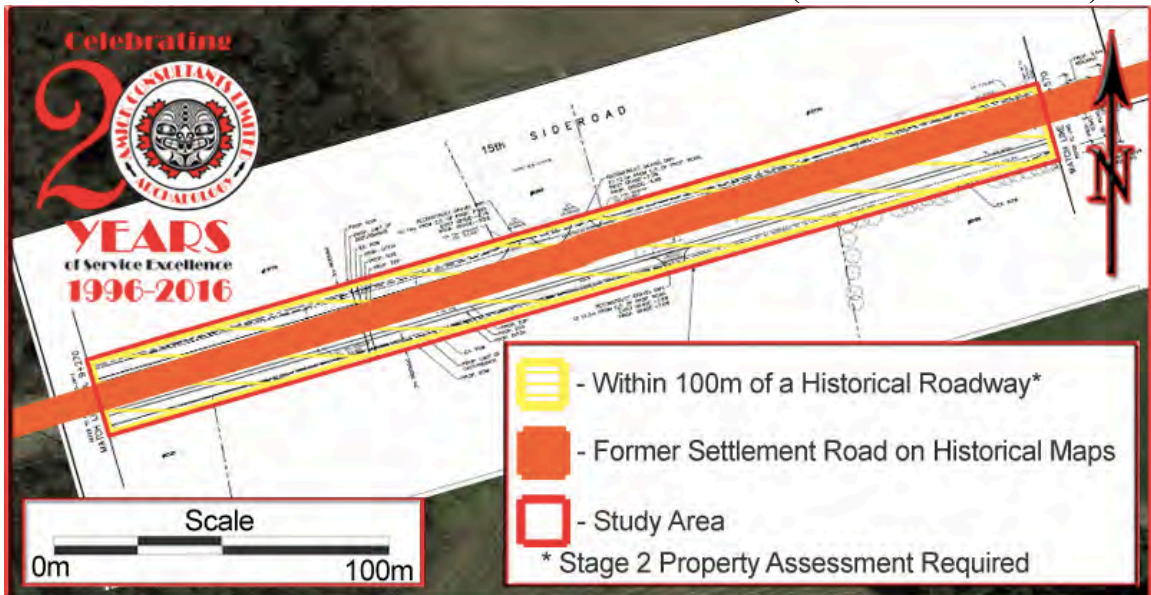
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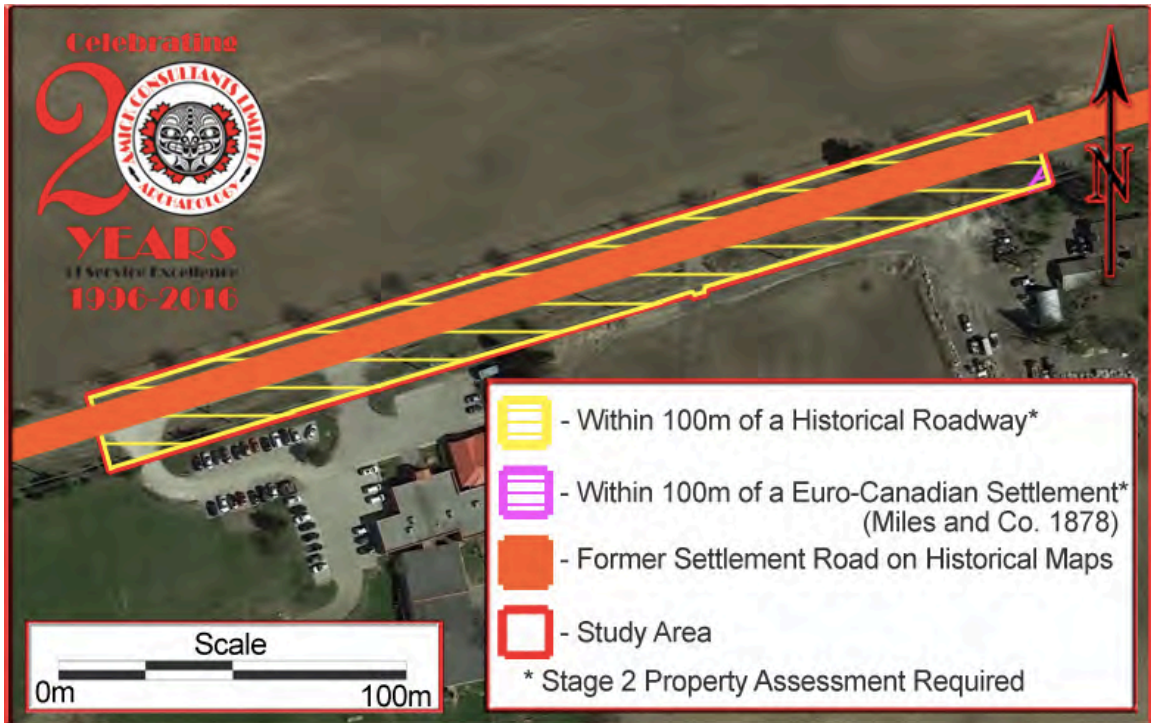
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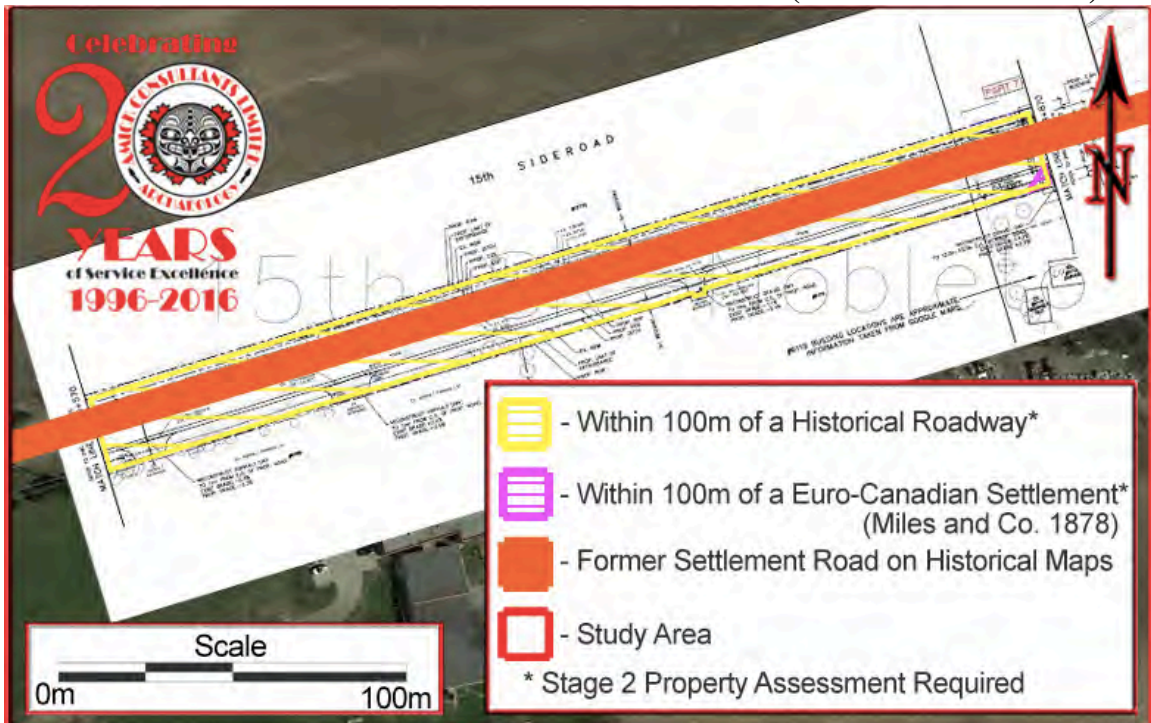
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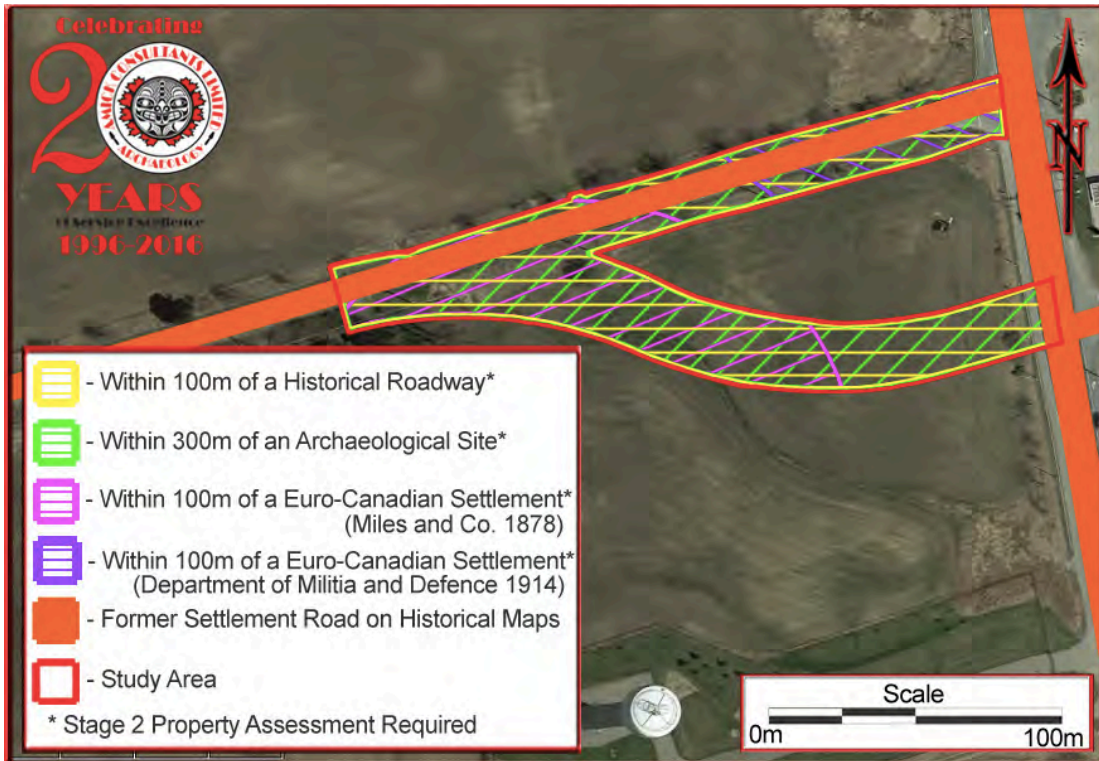
MAP 70 SHEET 5: DETAILED PLAN OF THE STUDY AREA



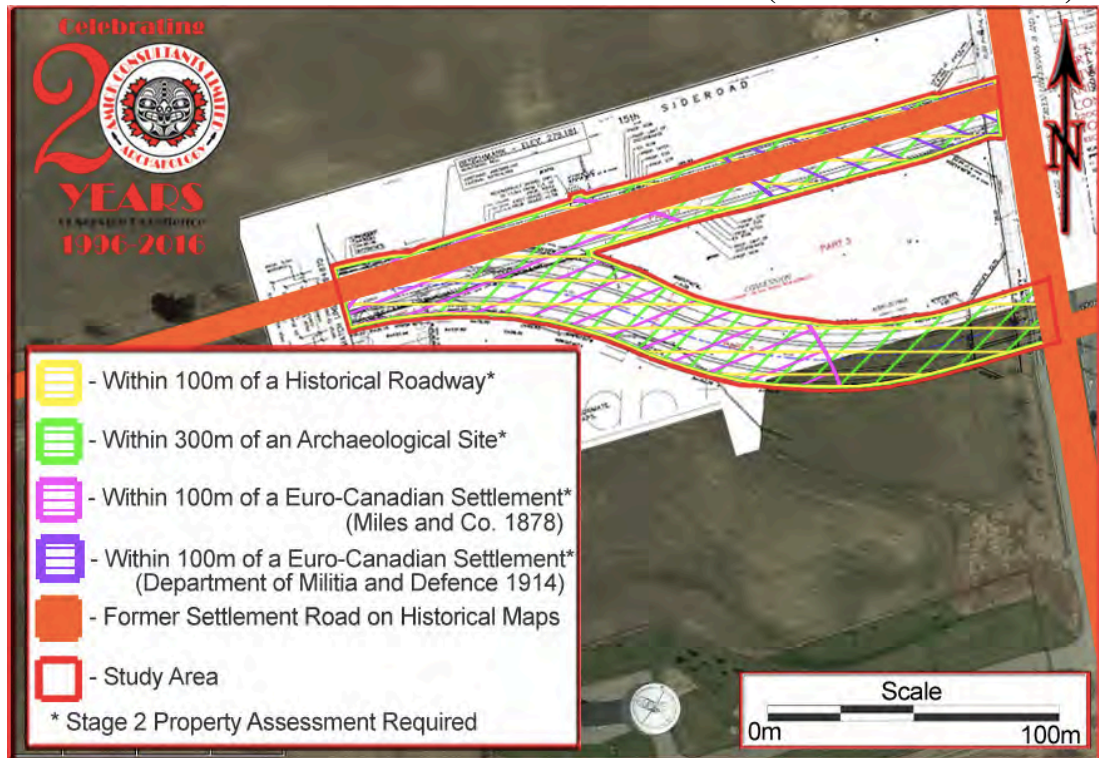
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MAP 72 SHEET 6: DETAILED PLAN OF THE STUDY AREA



MAP 73 SHEET 7: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



MAP 74 SHEET 7: DETAILED PLAN OF THE STUDY AREA



1.0 Project Report Cover Page

LICENSEE INFORMATION:

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Licensee:

Ontario Archaeology Licence:

Michael B. Henry CD BA FRAI FRSA
P058

PROJECT INFORMATION:

Corporate Project Number:

2020996

MHSTCI Project Number:

P058-1818-2020

Investigation Type:

Stage 1 Background Study (Volume 4 of 4)

Project Name:

Nobleton Road Refurbishment

Project Location:

8th Concession Road from King Road to 15th
Sideroad, 10th Concession Road from King Road to
15th Sideroad, 15th Sideroad from Highway 27 to
10th Concession (Geographic Township of King,
County of York), Township of King (Nobleton), R.
M. of York

Project Designation Number:

Not Currently Available

MHSTCI FILING INFORMATION:

Site Record/Update Form(s):

N/A

Date of Report Filing:

16 January 2021

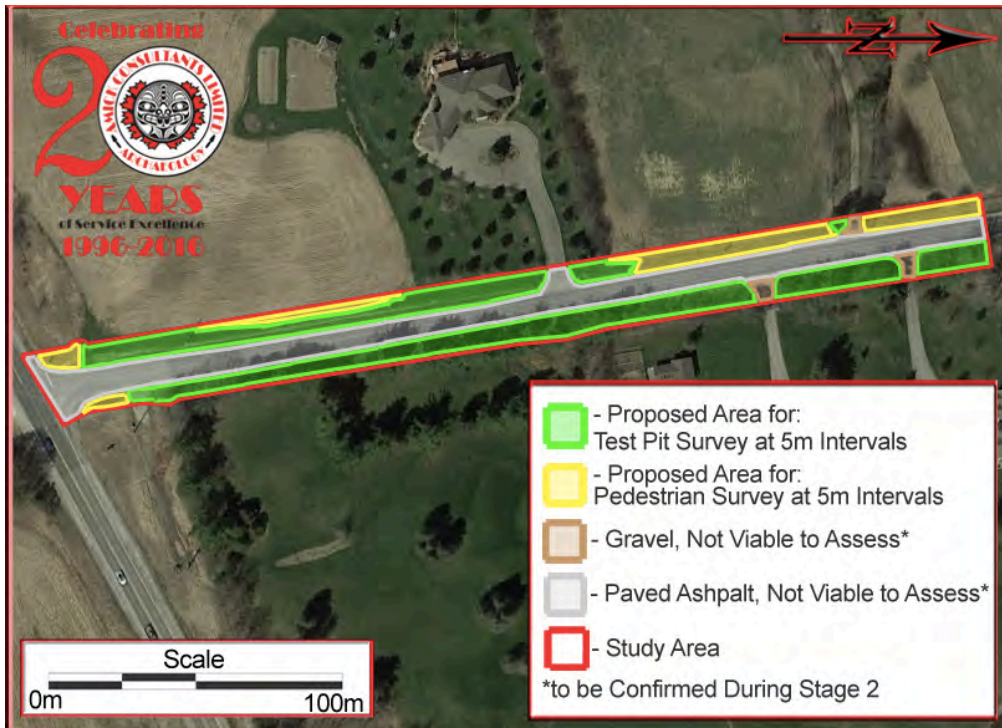
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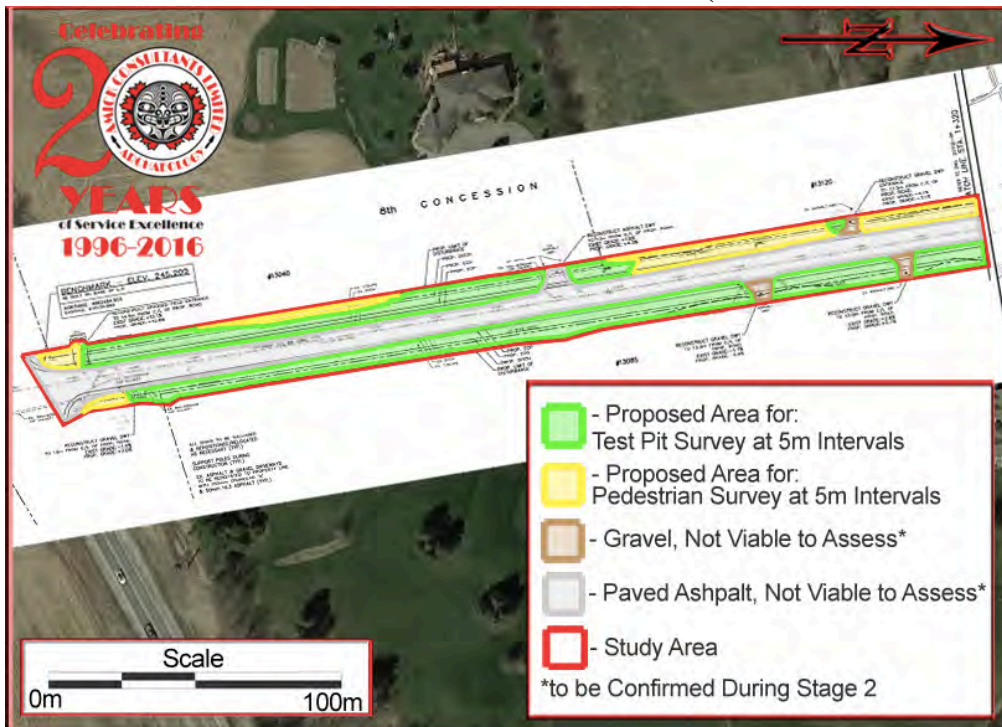
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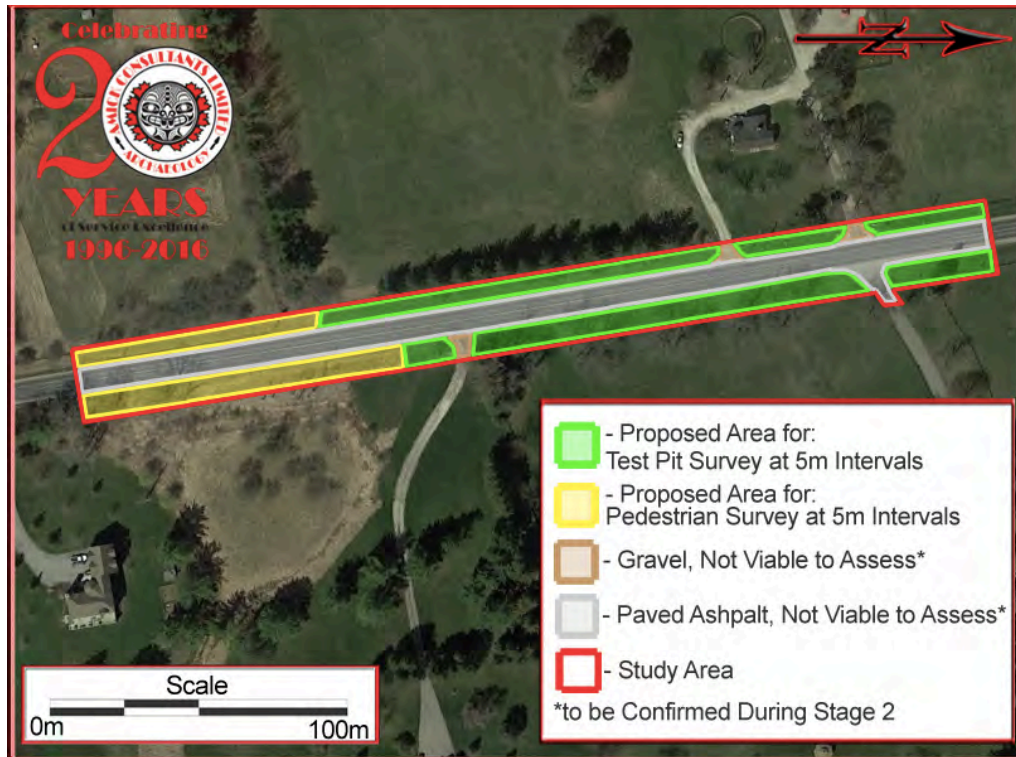
3.0 ASSESSMENT STRATEGY: 8TH CONCESSION ROAD



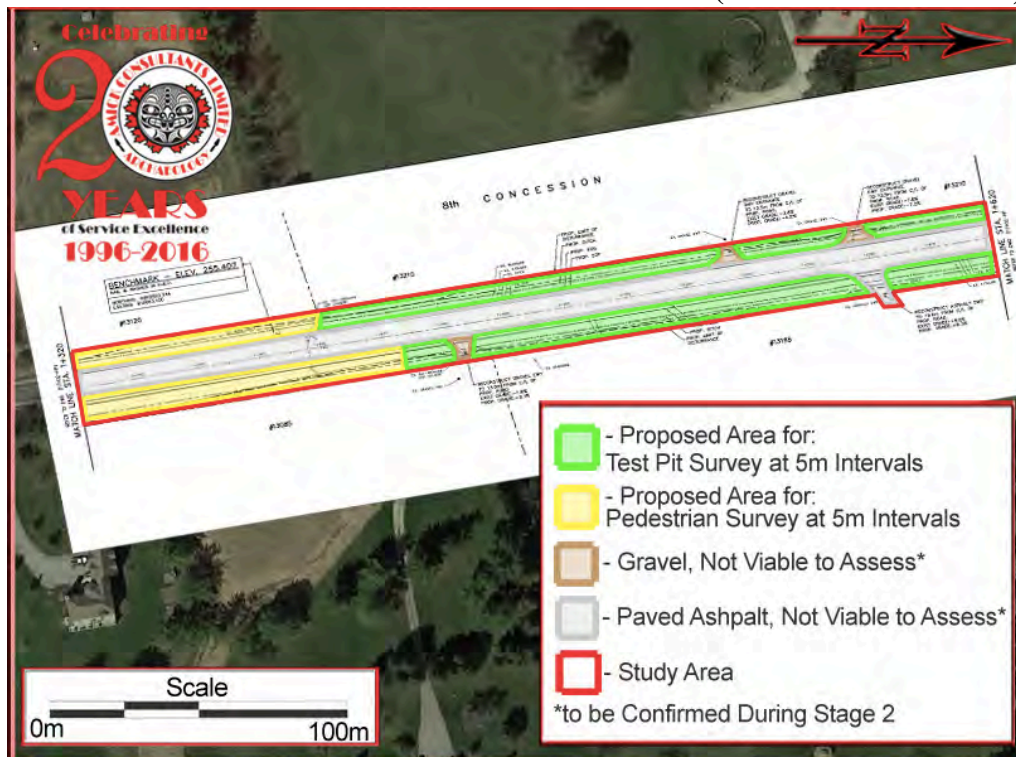
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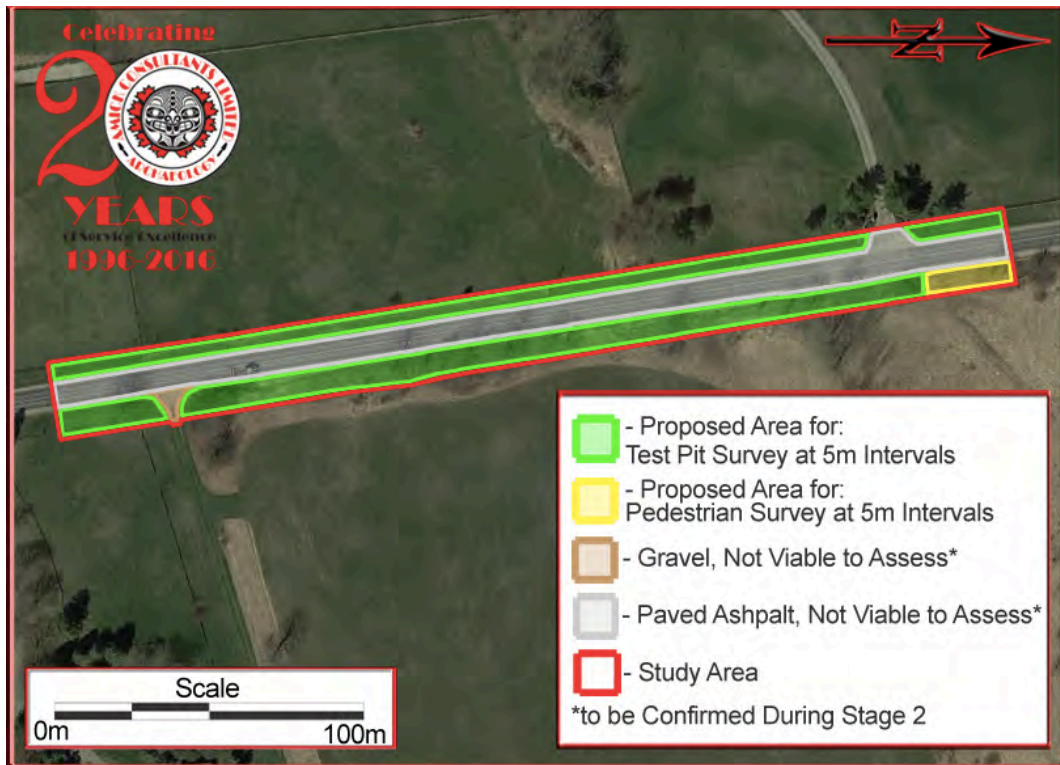
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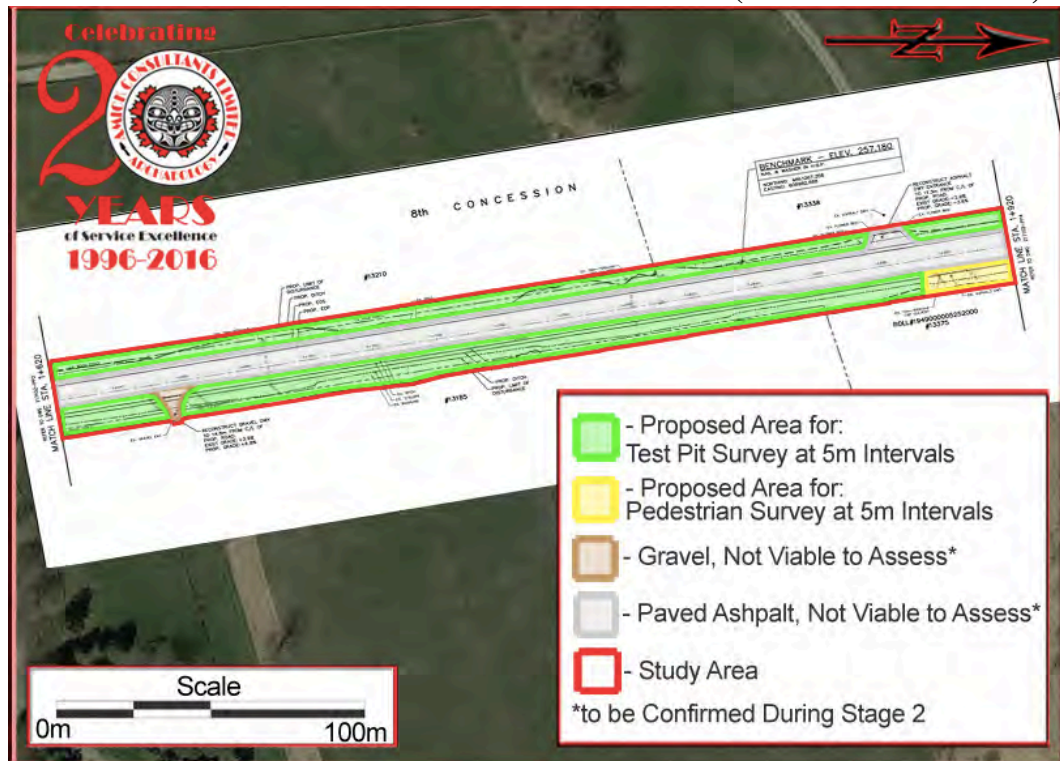
MAP 77 SHEET 2: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



MAP 78 SHEET 2: DETAILED PLAN OF THE STUDY AREA

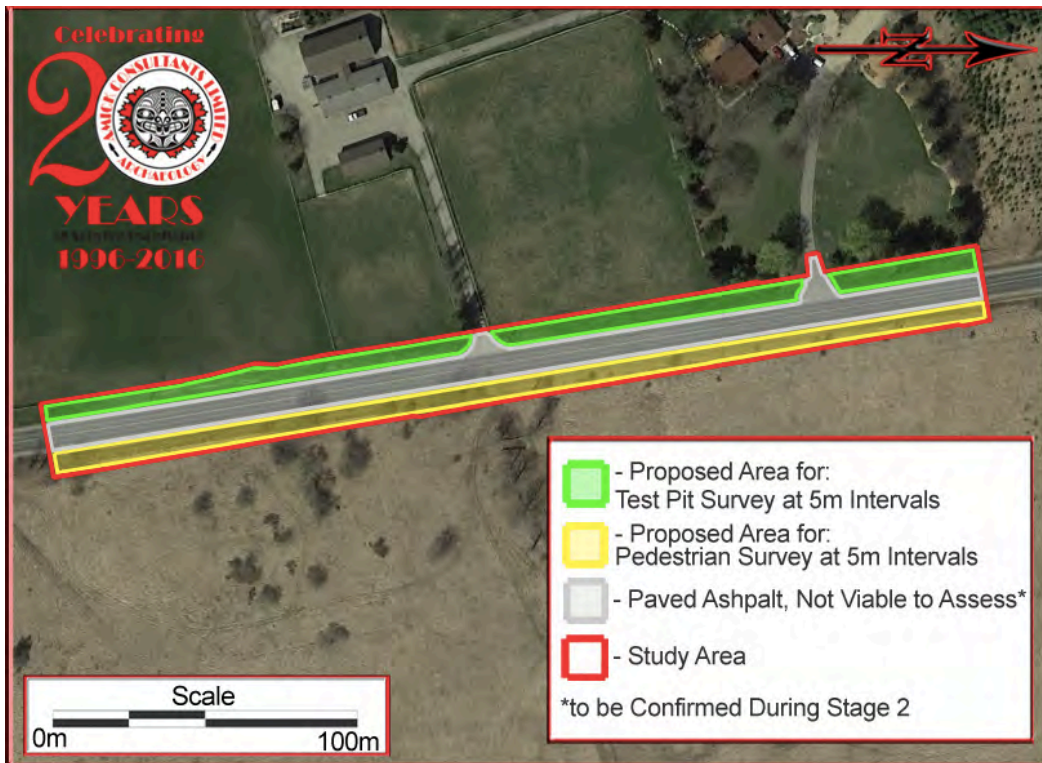


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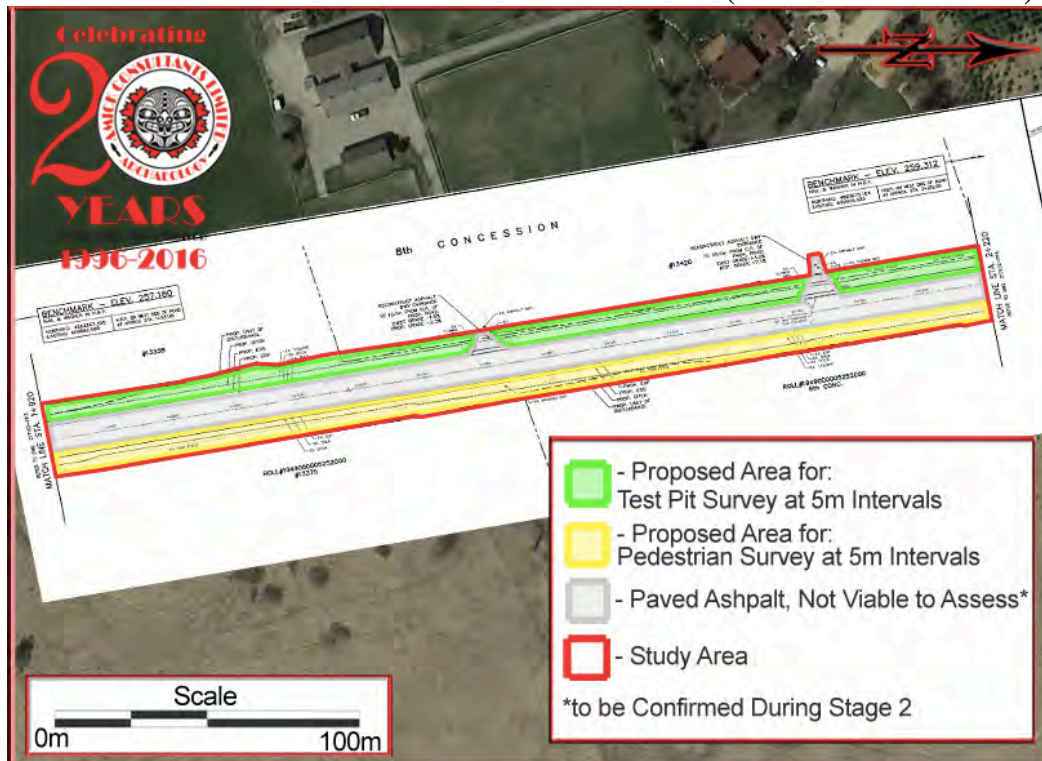


MAP 80 SHEET 3: DETAILED PLAN OF THE STUDY AREA

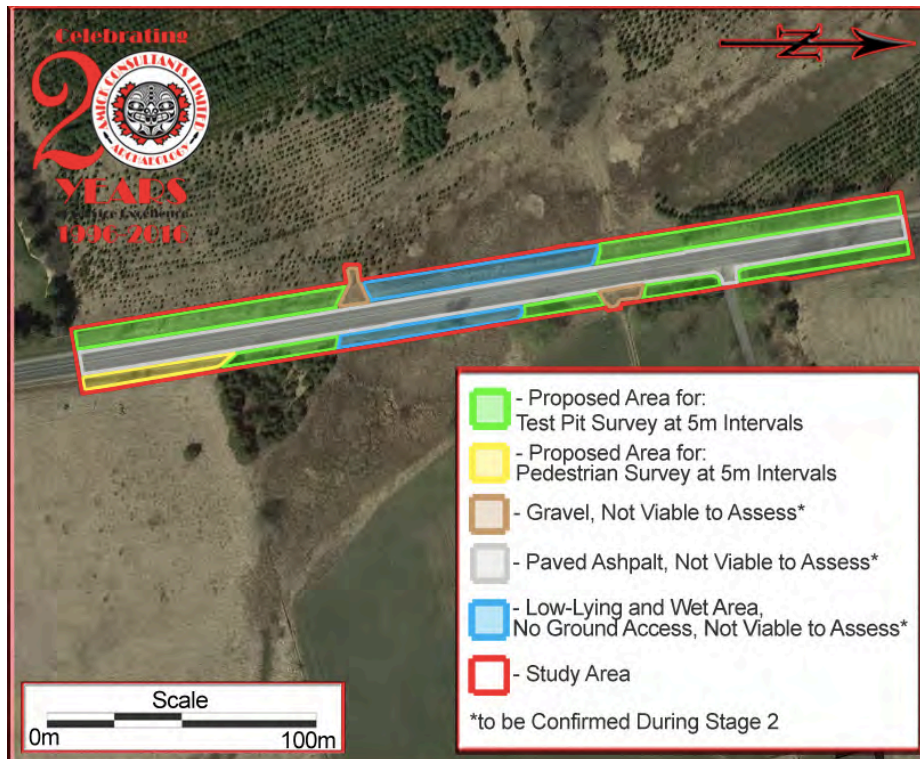
ORIGINAL 16 January 2020 Stage 1 Archaeological Background Research (Vol. 3) of Proposed Reconstruction of 8th Con Rd from King Rd to 15th SR, 10th Con from King Rd to 15th SR, and 15th SR from Hwy 27 to 10th Con (Geo Twp of King, County of York), Twp of King (Nobleton), R.M. of York (AMICK File #2020996/MHSTCI File #/P058-1818-2020)



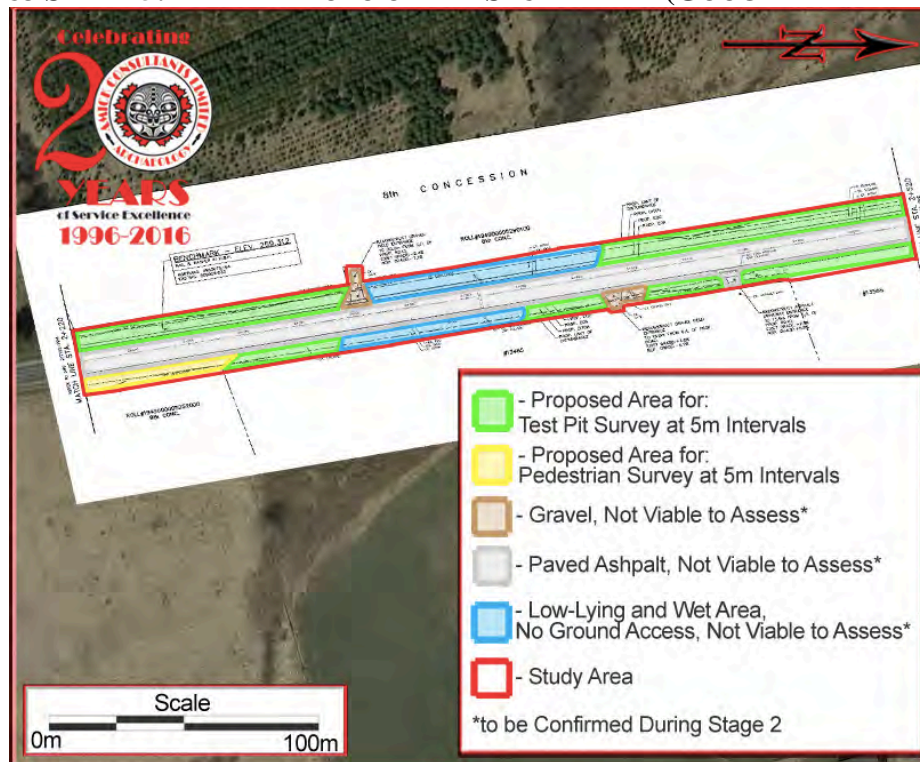
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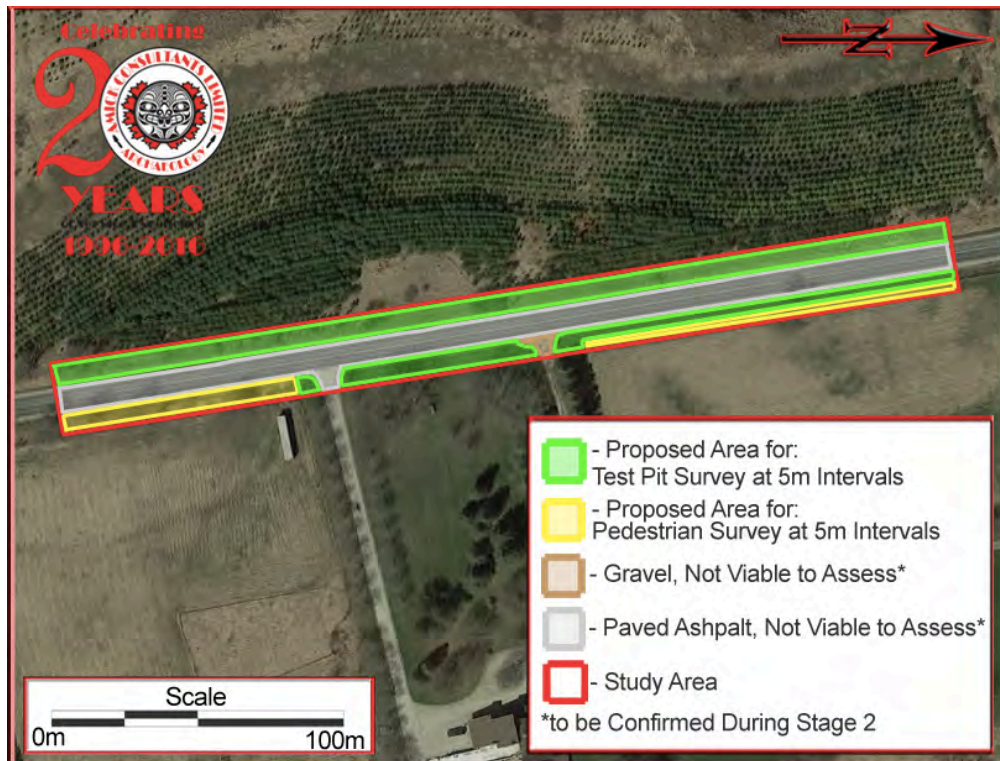
MAP 82 SHEET 4: DETAILED PLAN OF THE STUDY AREA



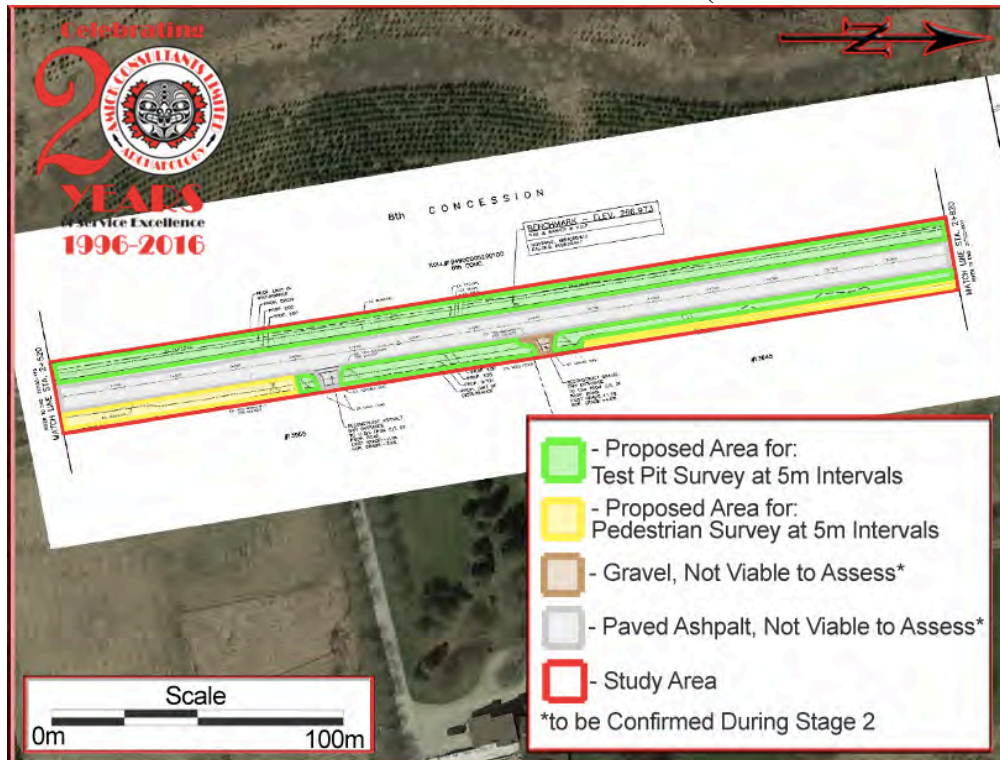
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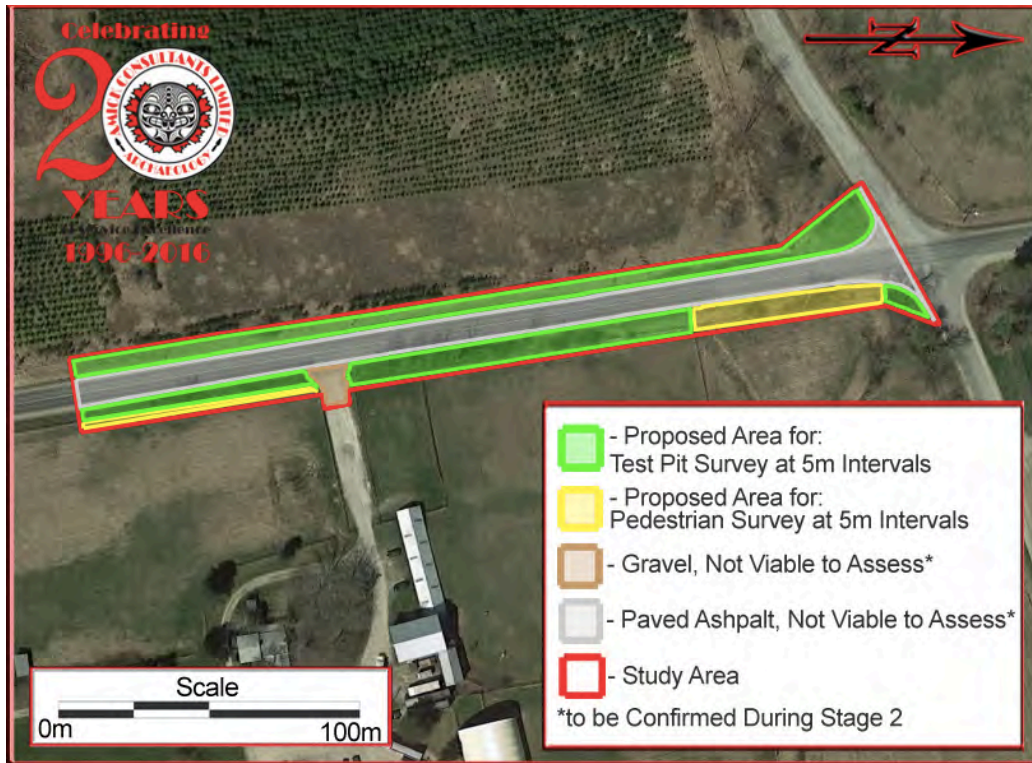
MAP 84 SHEET 5: DETAILED PLAN OF THE STUDY AREA



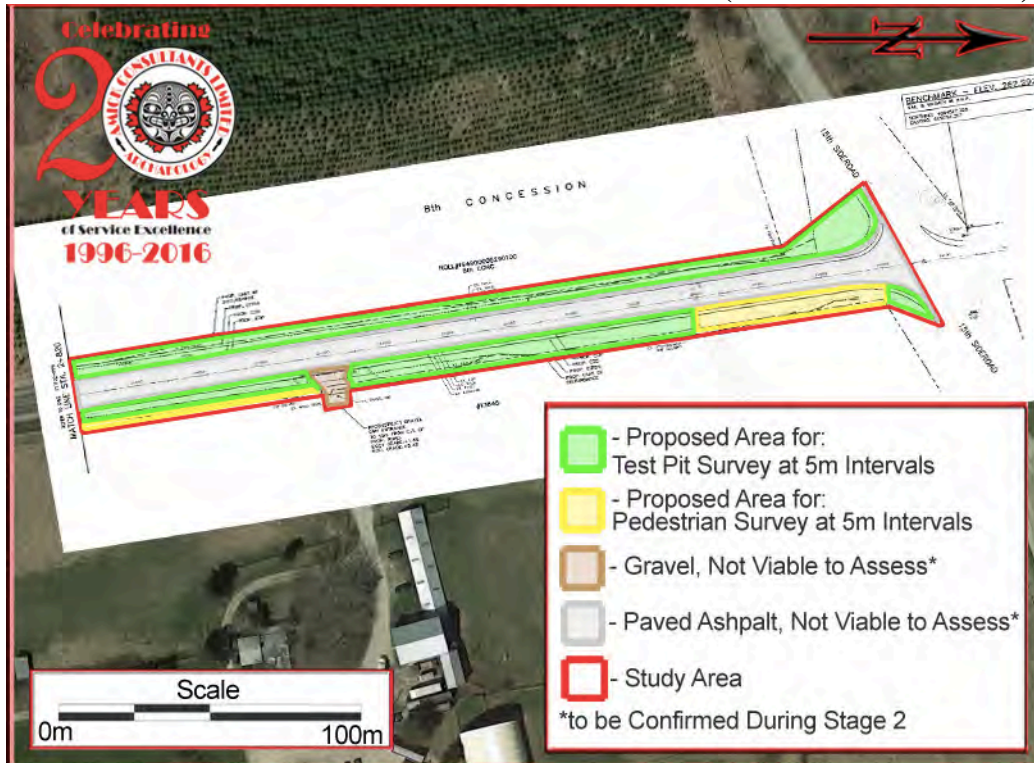
MAP 85 SHEET 6: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



MAP 86 SHEET 6: DETAILED PLAN OF THE STUDY AREA



MAP 87 SHEET 7: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)

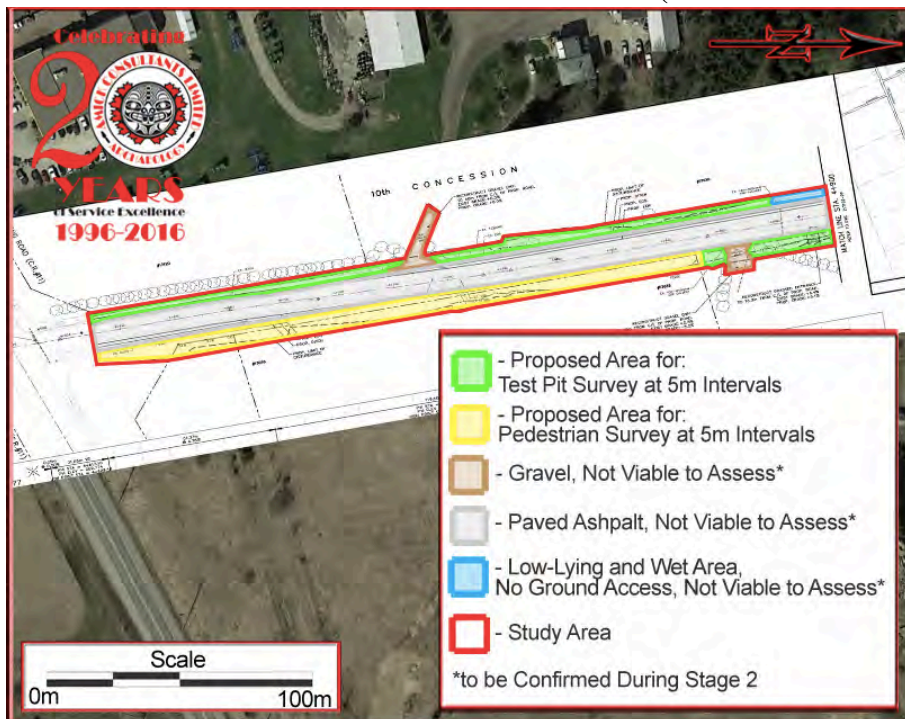


MAP 88 SHEET 7: DETAILED PLAN OF THE STUDY AREA

4.0 ASSESSMENT STRATEGY: 10TH CONCESSION ROAD



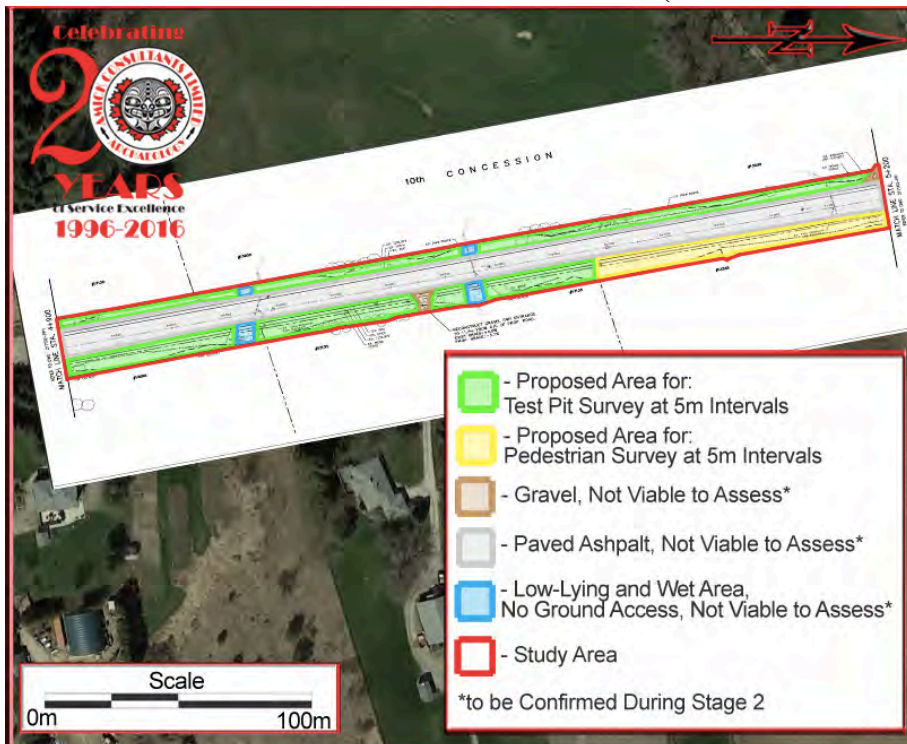
MAP 89 SHEET 1: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



MAP 90 SHEET 1: DETAILED PLAN OF THE STUDY AREA



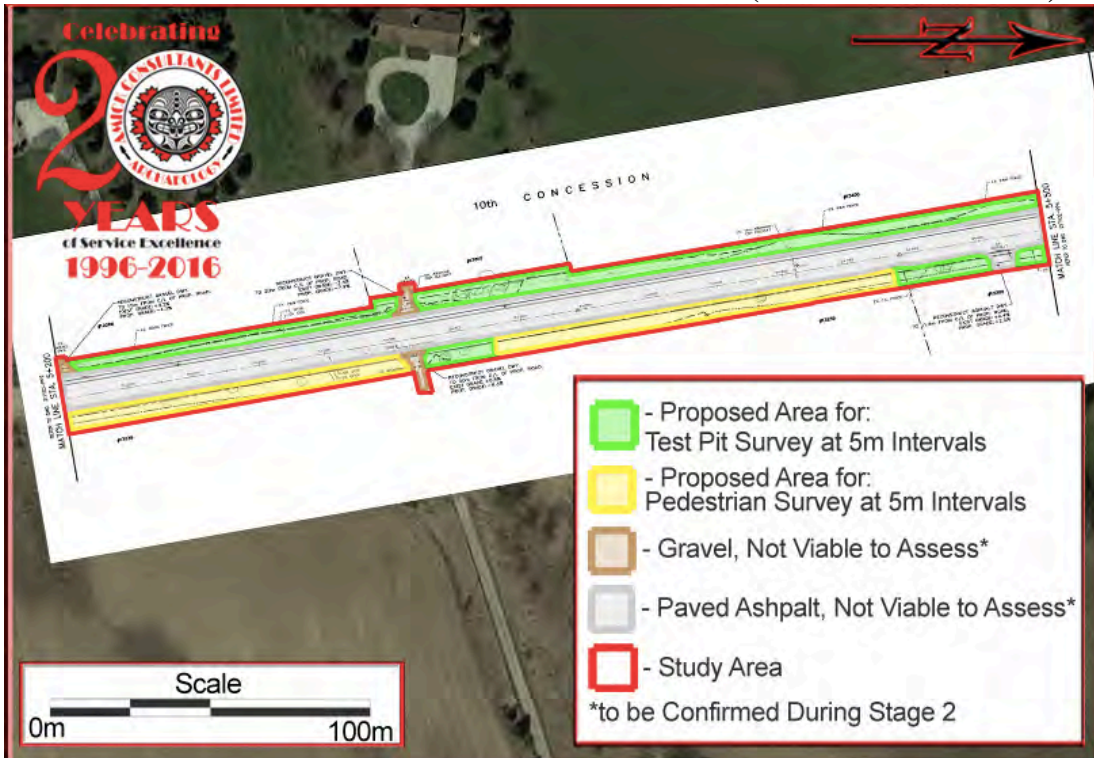
MAP 91 SHEET 2: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



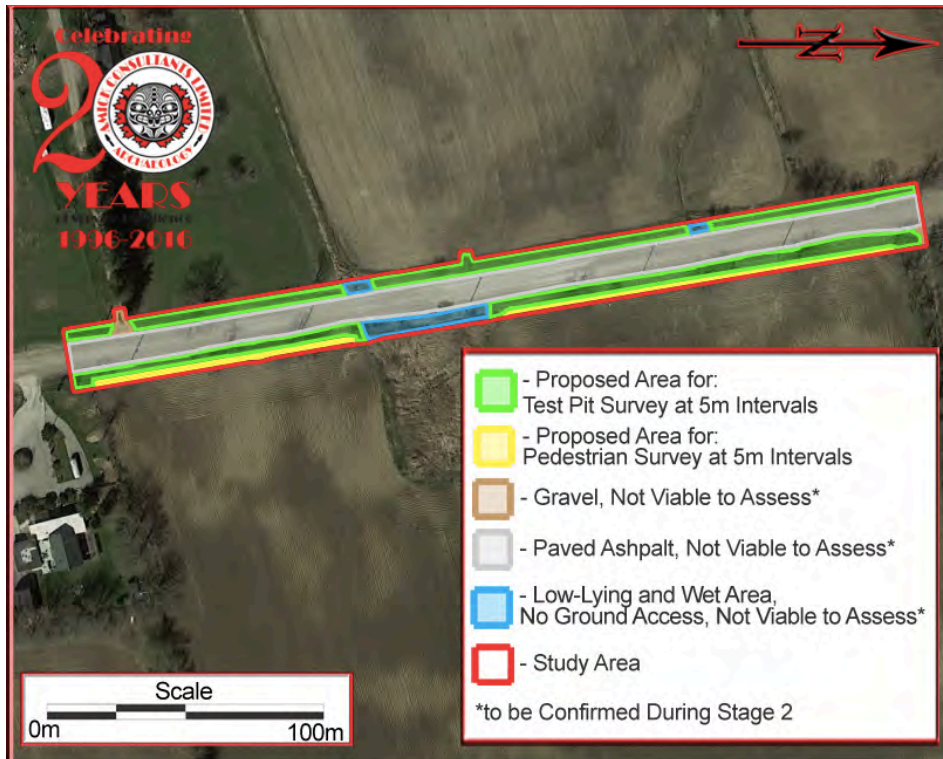
MAP 92 SHEET 2: DETAILED PLAN OF THE STUDY AREA



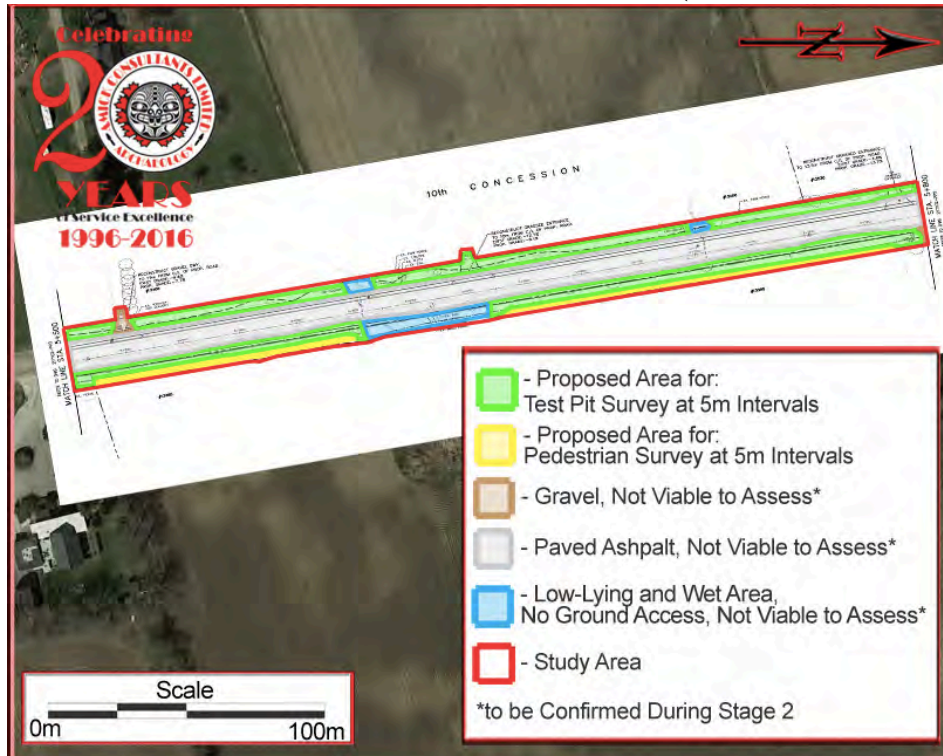
MAP 93 SHEET 3: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



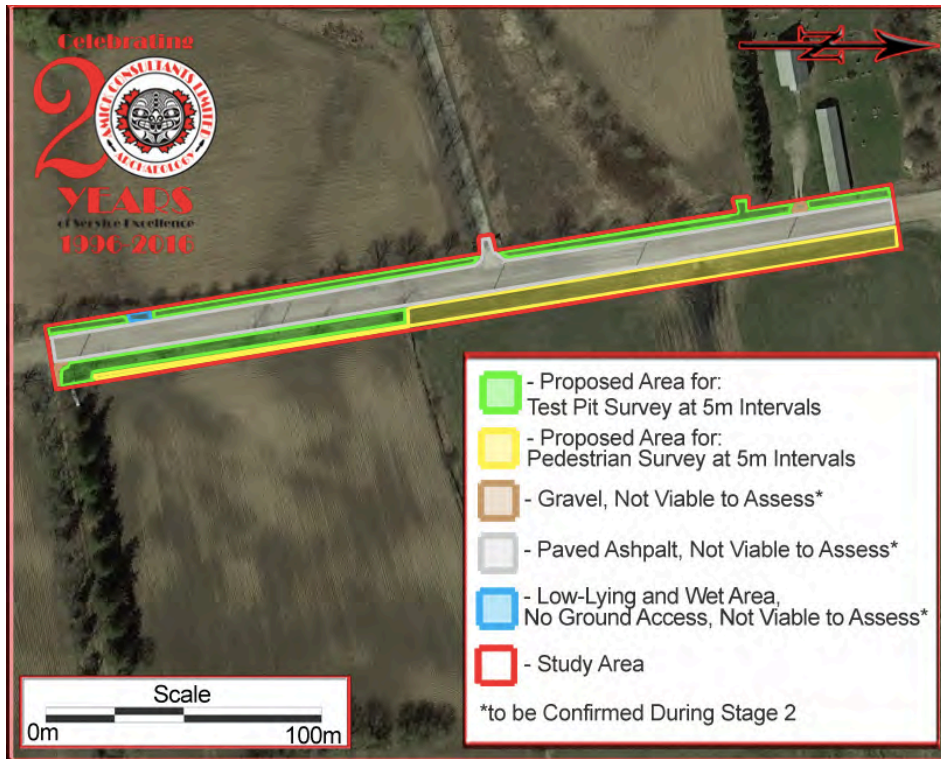
MAP 94 SHEET 3: DETAILED PLAN OF THE STUDY AREA



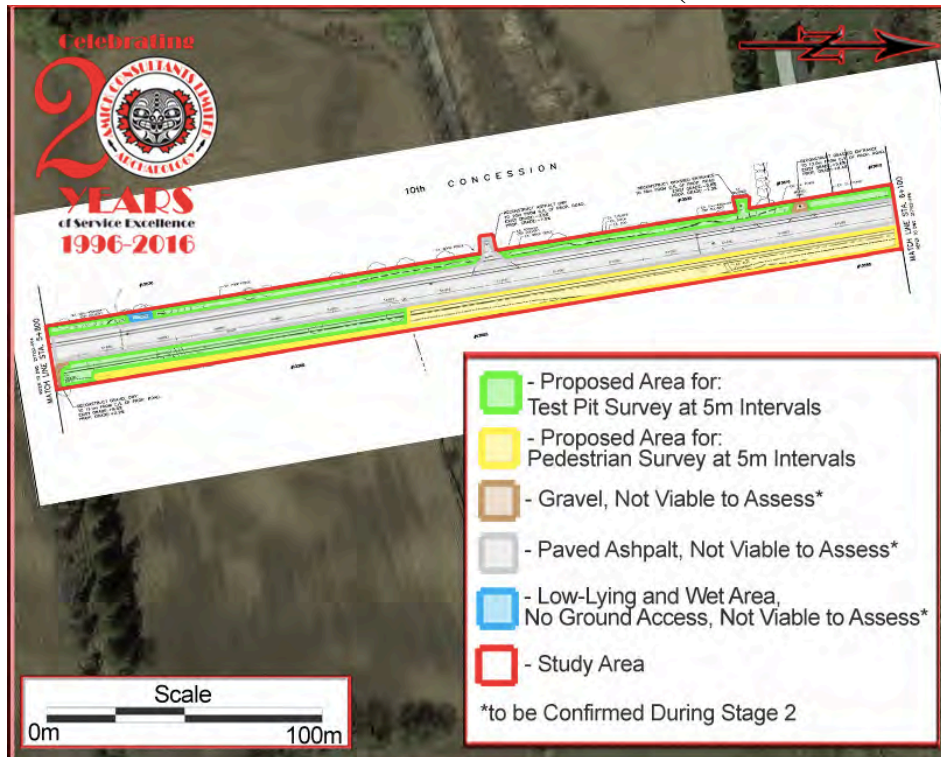
MAP 95 SHEET 4: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



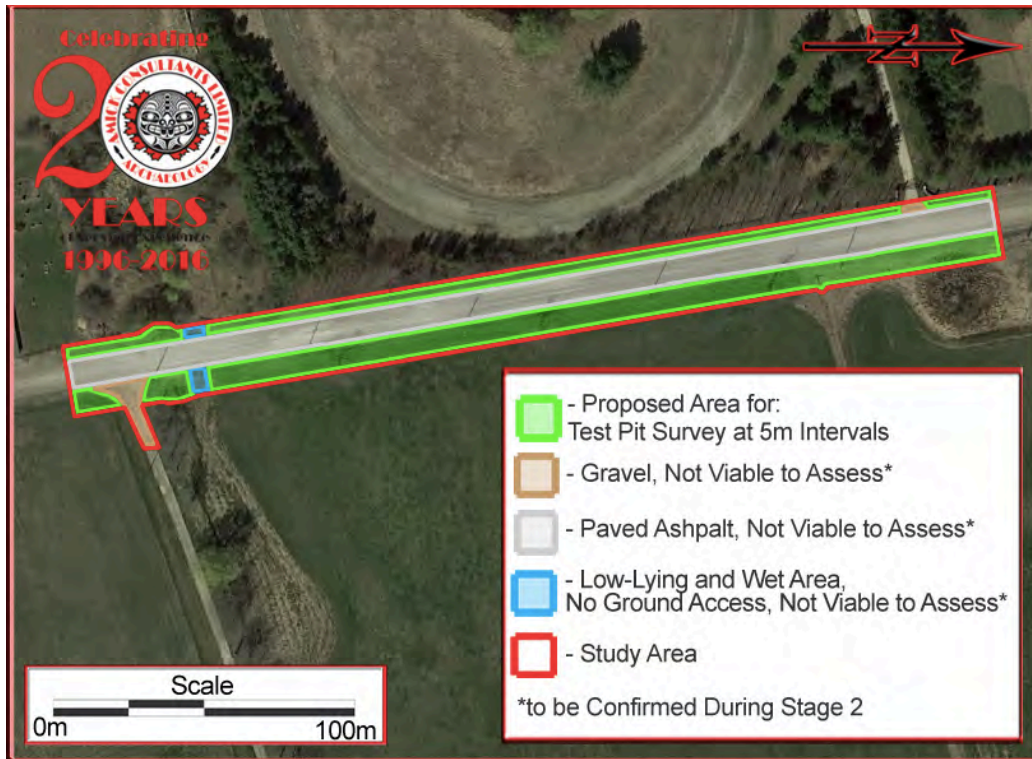
MAP 96 SHEET 4: DETAILED PLAN OF THE STUDY AREA



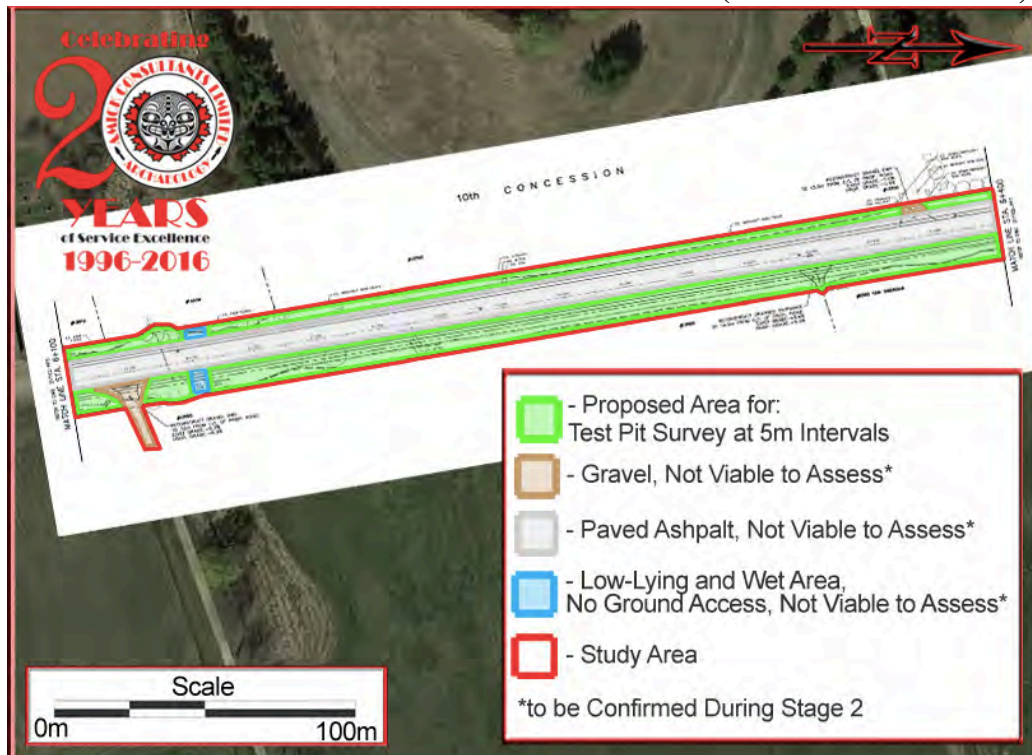
MAP 97 SHEET 5: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



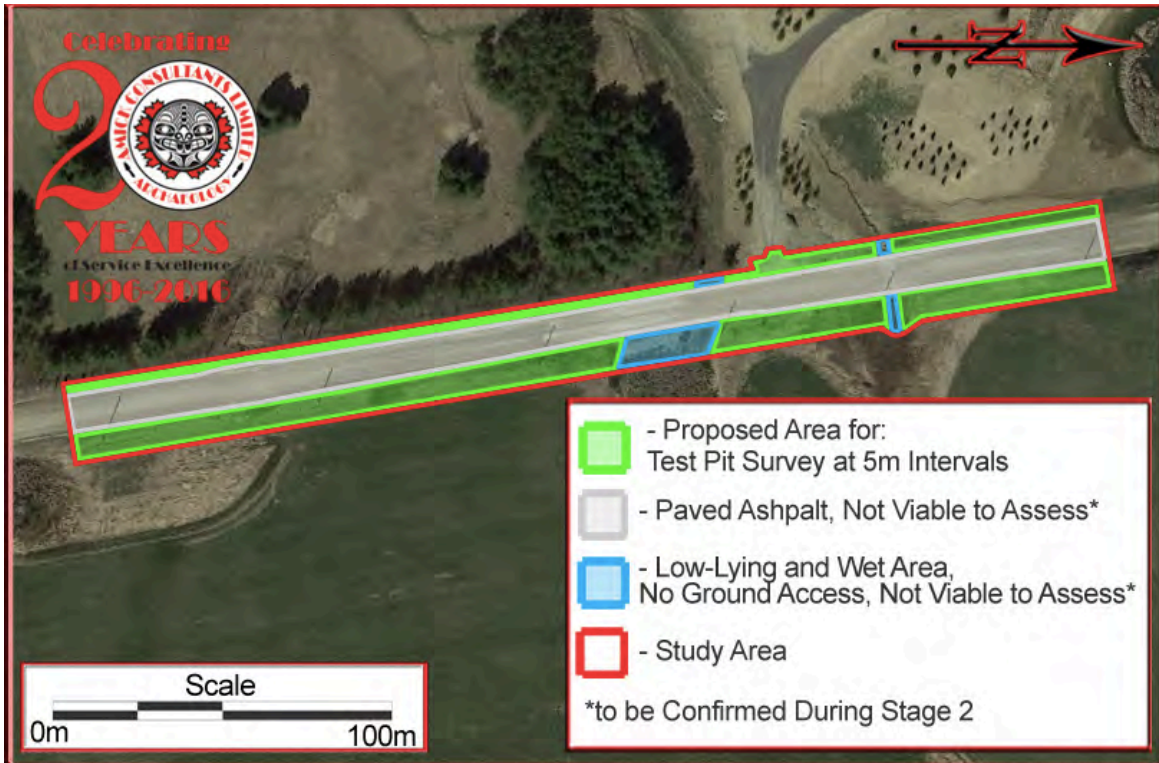
MAP 98 SHEET 5: DETAILED PLAN OF THE STUDY AREA



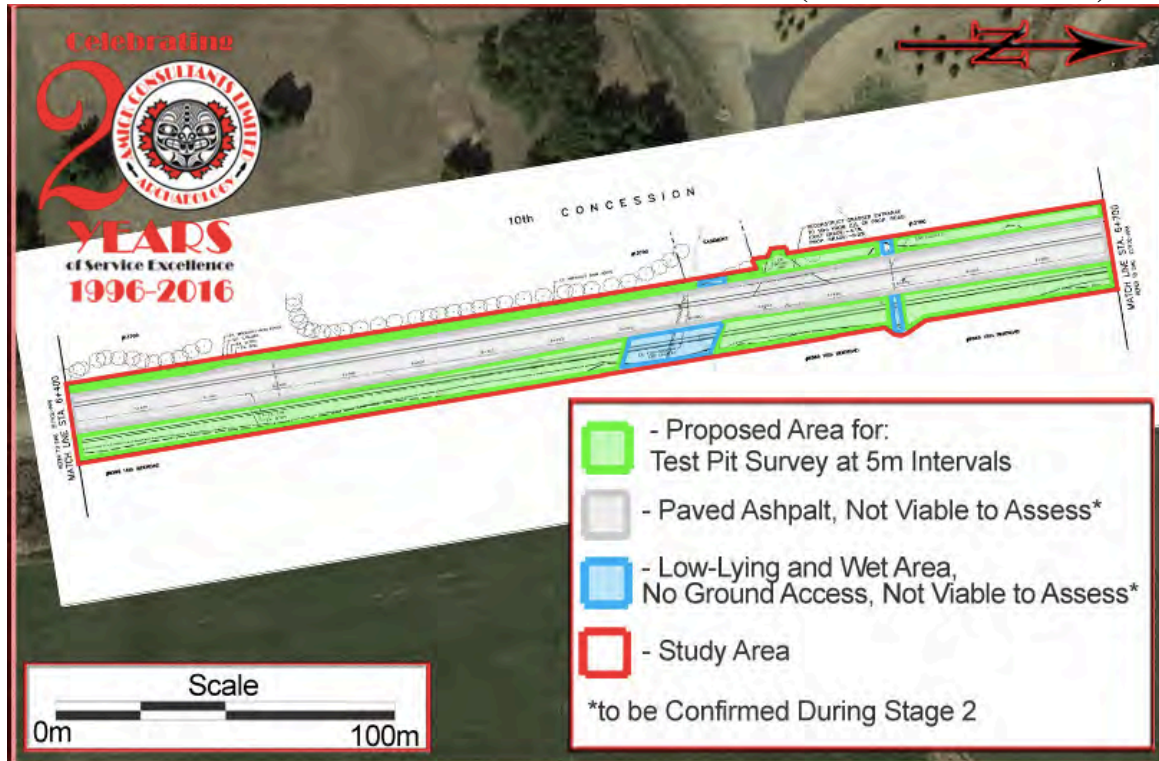
MAP 99 SHEET 6: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



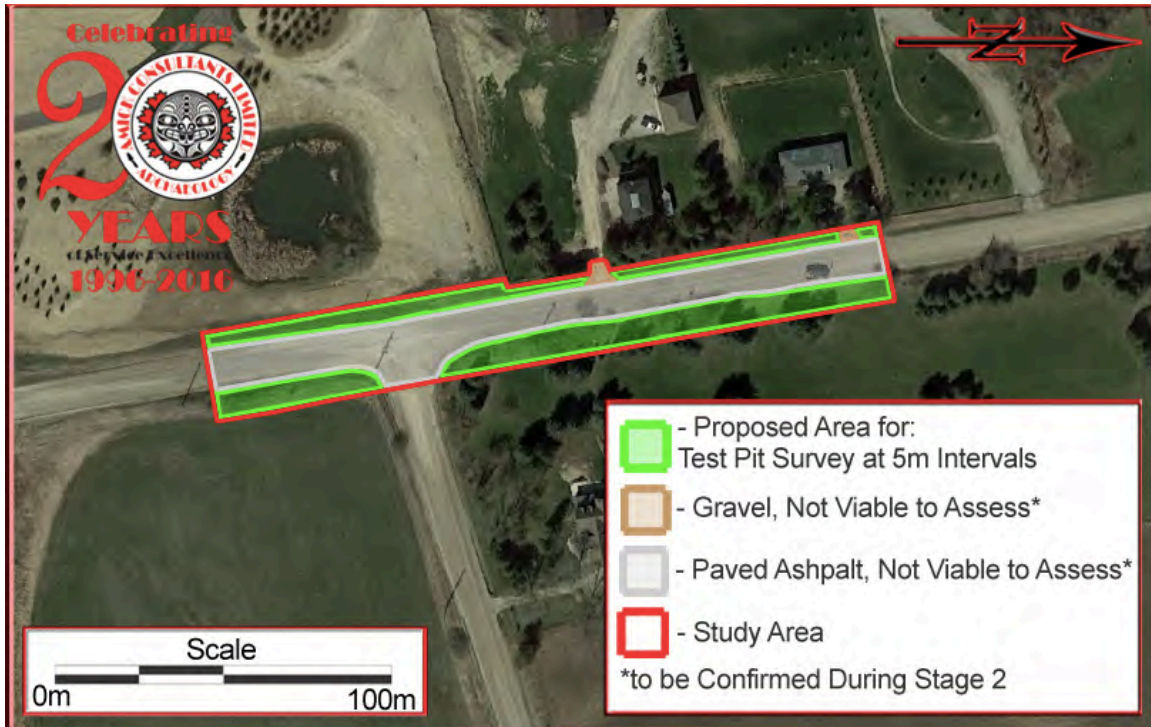
MAP 100 SHEET 6: DETAILED PLAN OF THE STUDY AREA



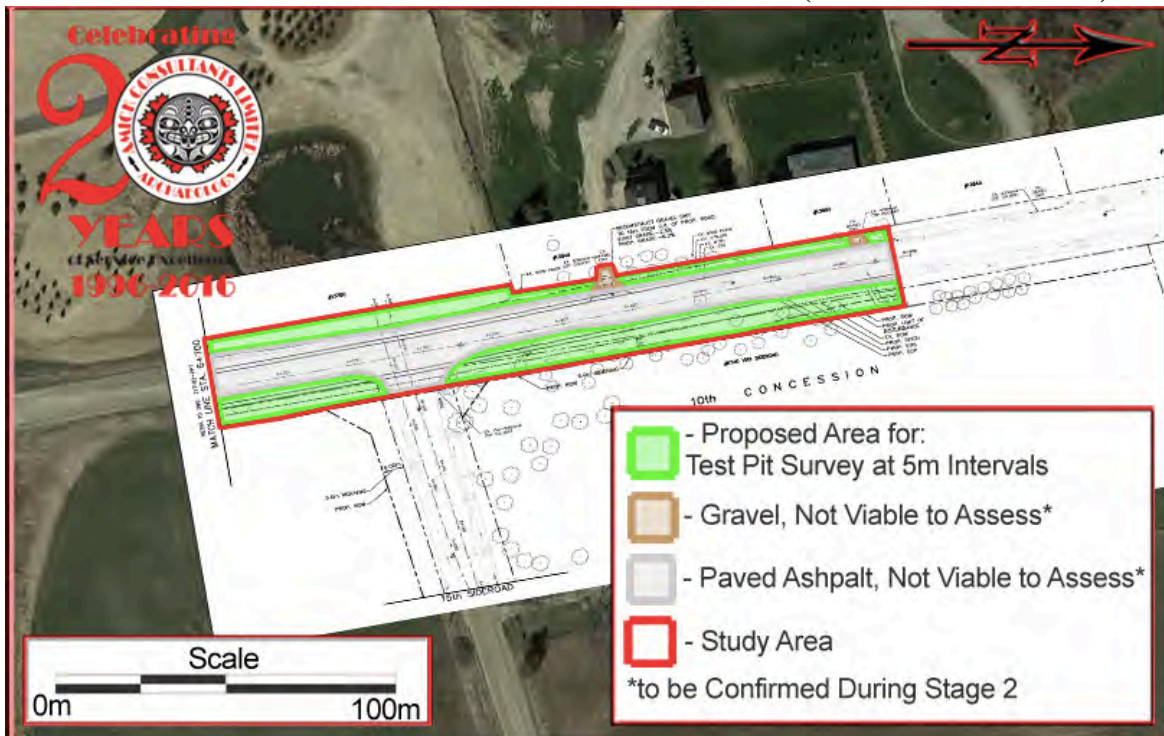
MAP 101 SHEET 7: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



MAP 102 SHEET 7: DETAILED PLAN OF THE STUDY AREA



MAP 103 SHEET 8: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)

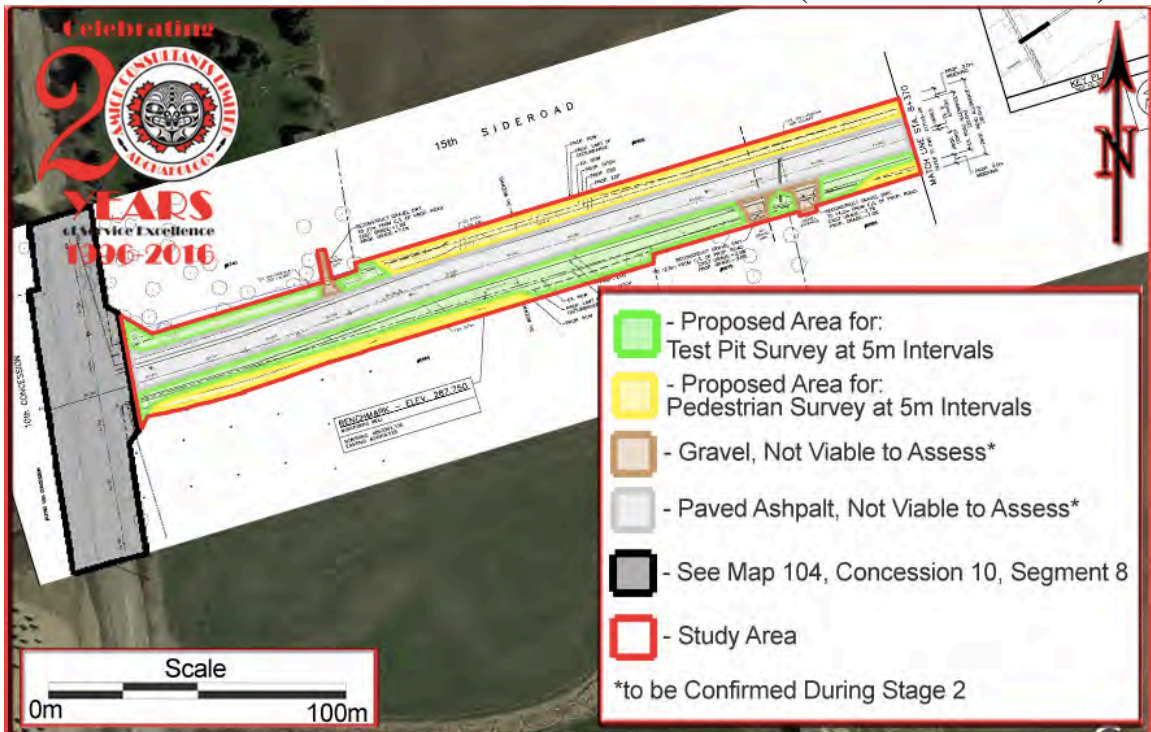


MAP 104 SHEET 8: DETAILED PLAN OF THE STUDY AREA

5.0 ASSESSMENT STRATEGY: 15TH SIDEROAD



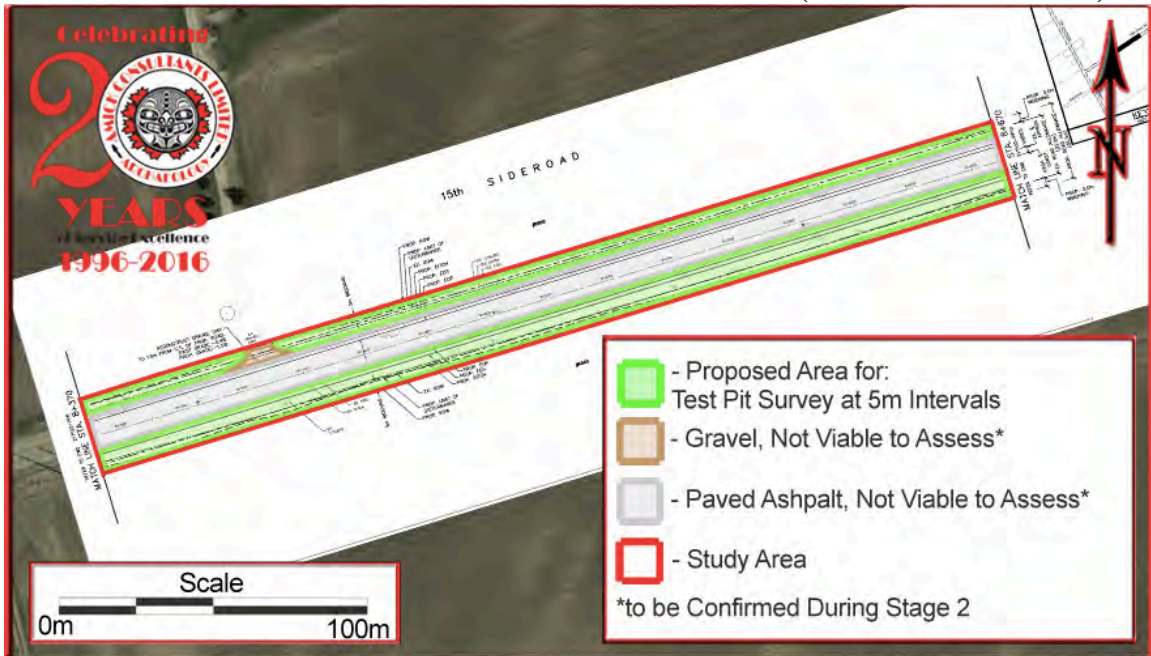
MAP 105 SHEET 1: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



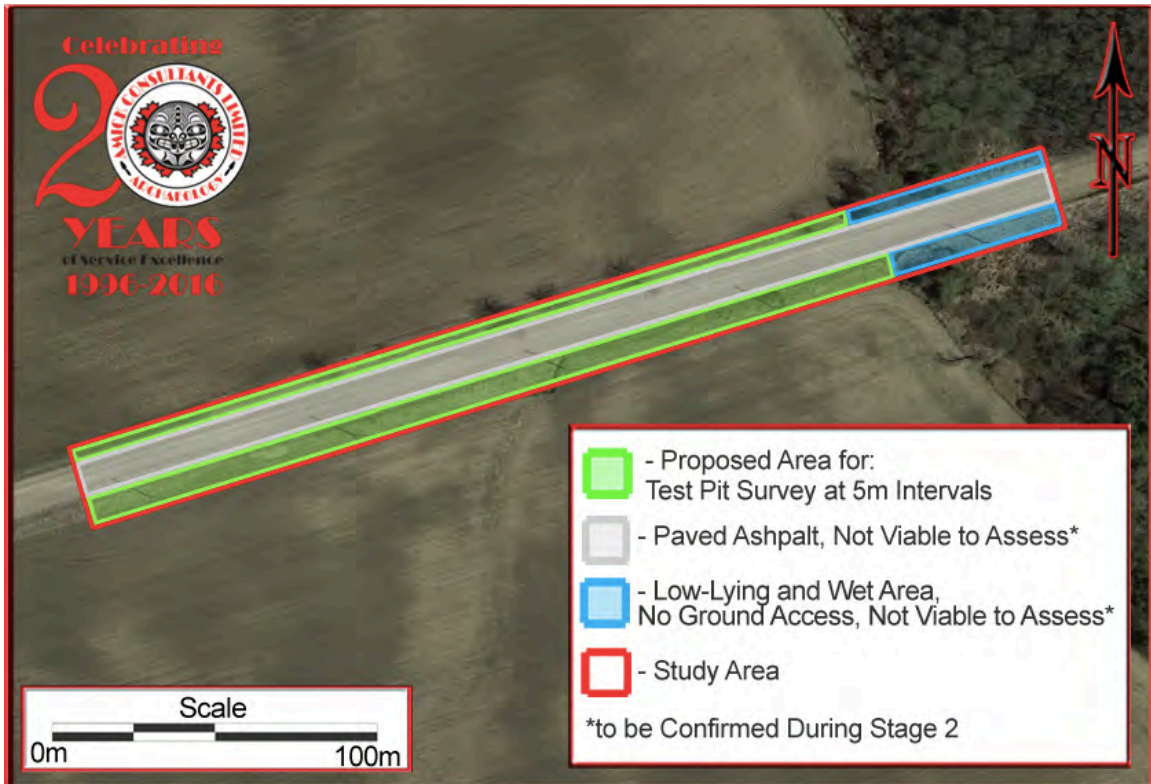
MAP 106 SHEET 1: DETAILED PLAN OF THE STUDY AREA



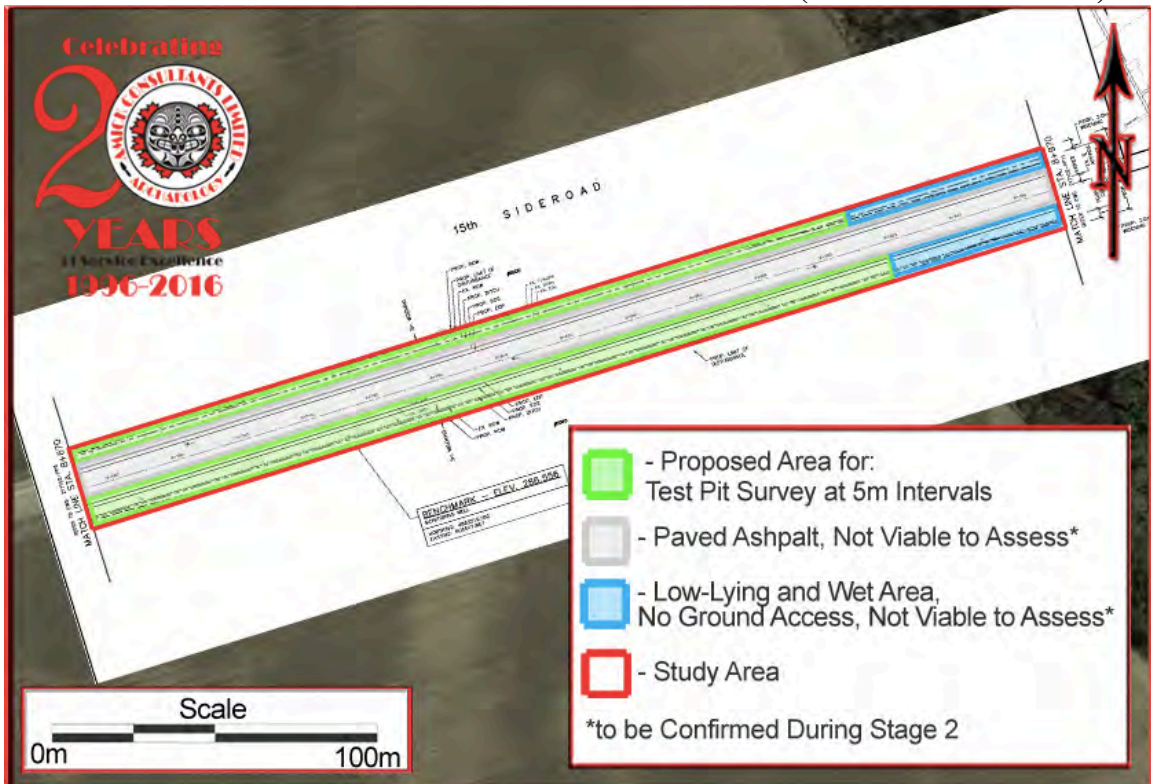
MAP 107 SHEET 2: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



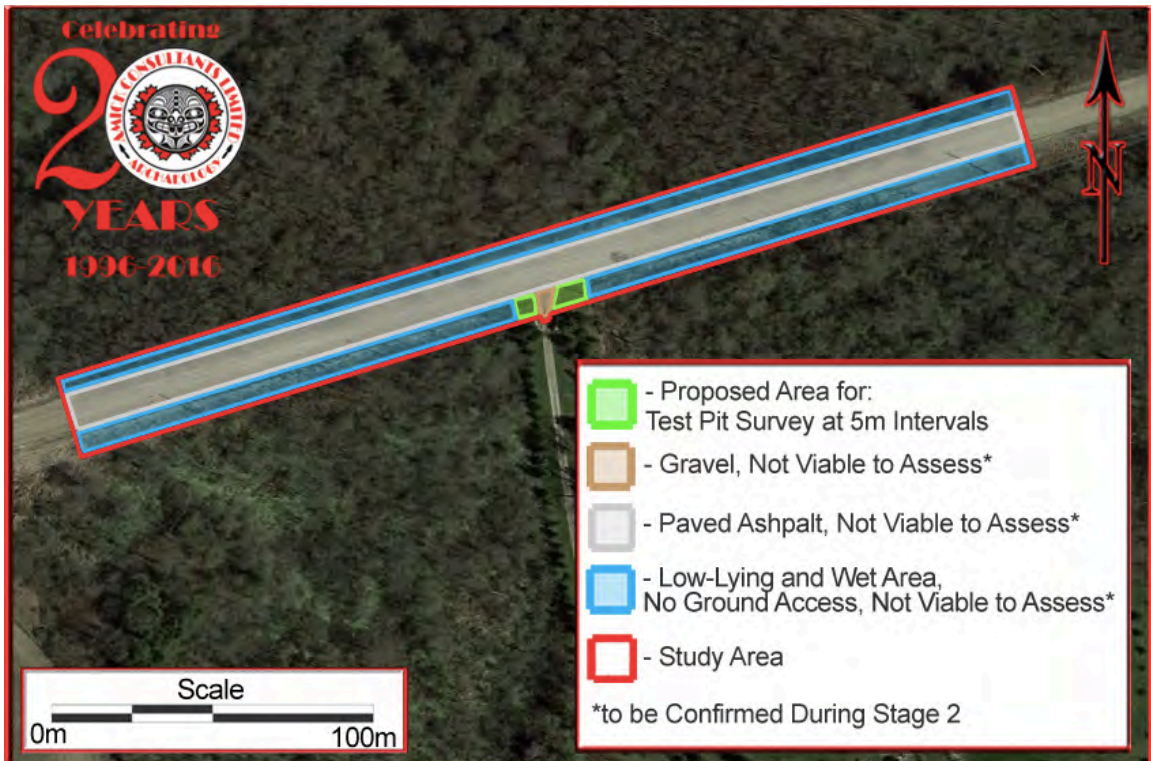
MAP 108 SHEET 2: DETAILED PLAN OF THE STUDY AREA



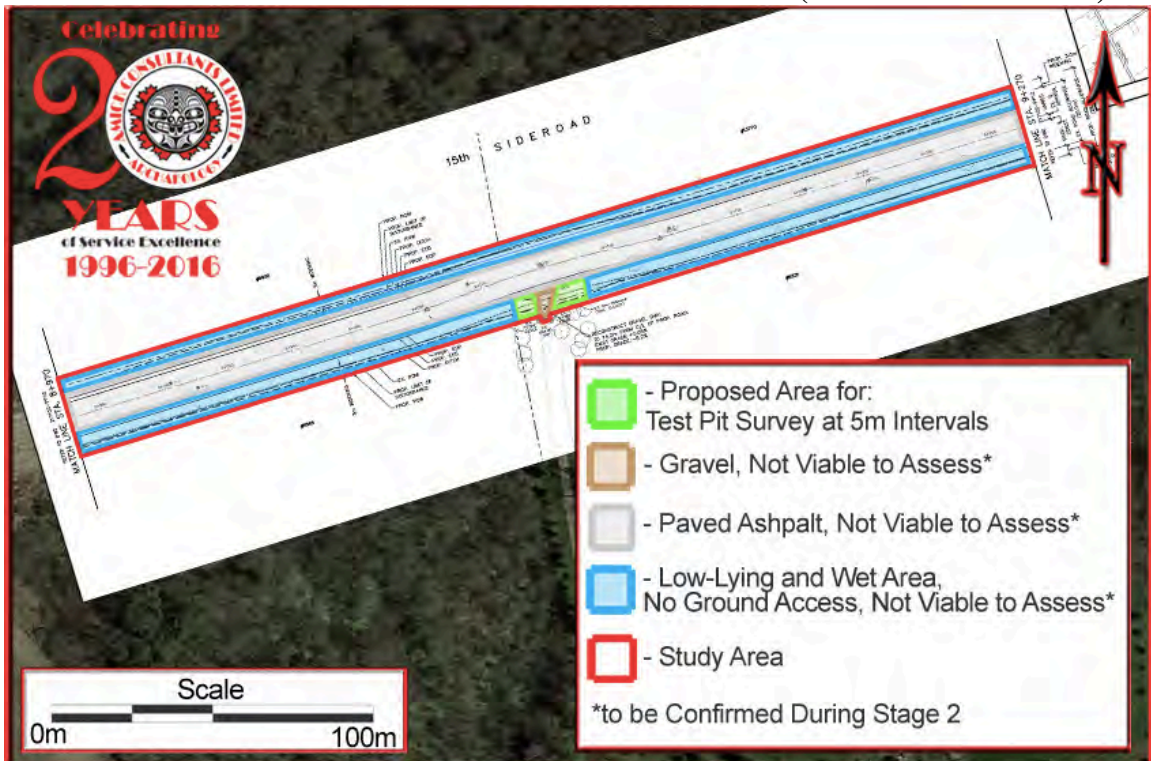
MAP 109 SHEET 3: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



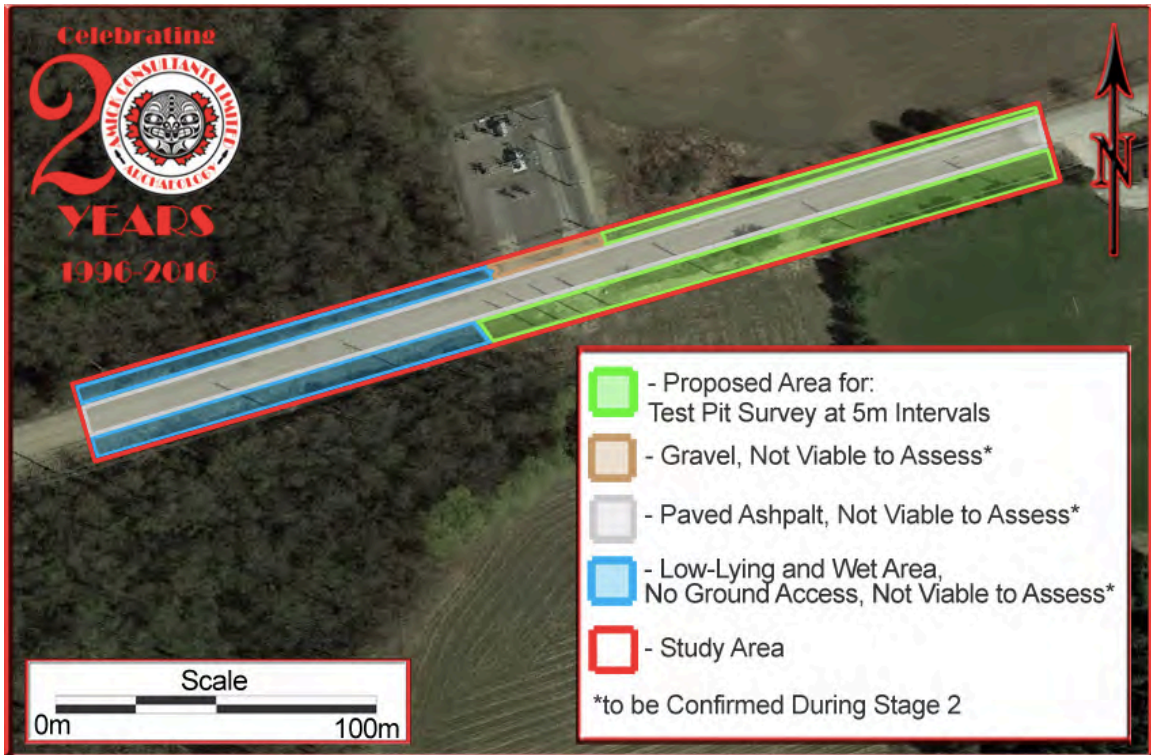
MAP 110 SHEET 3: DETAILED PLAN OF THE STUDY AREA



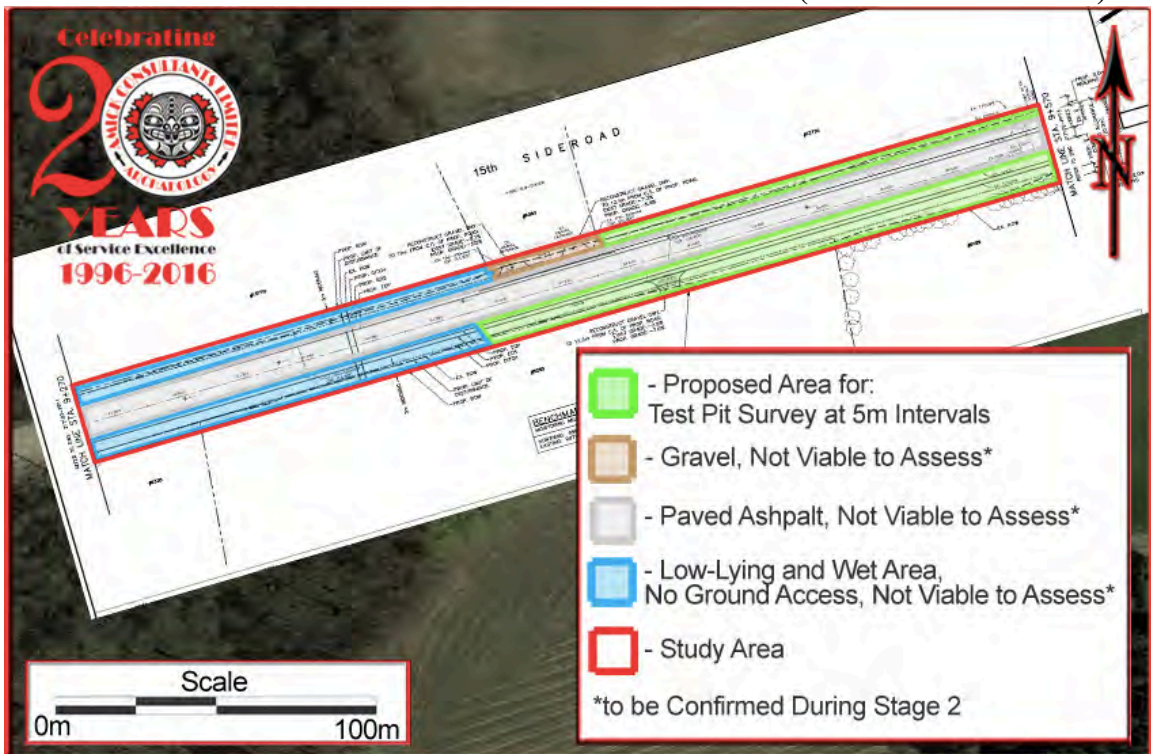
MAP 111 SHEET 4: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



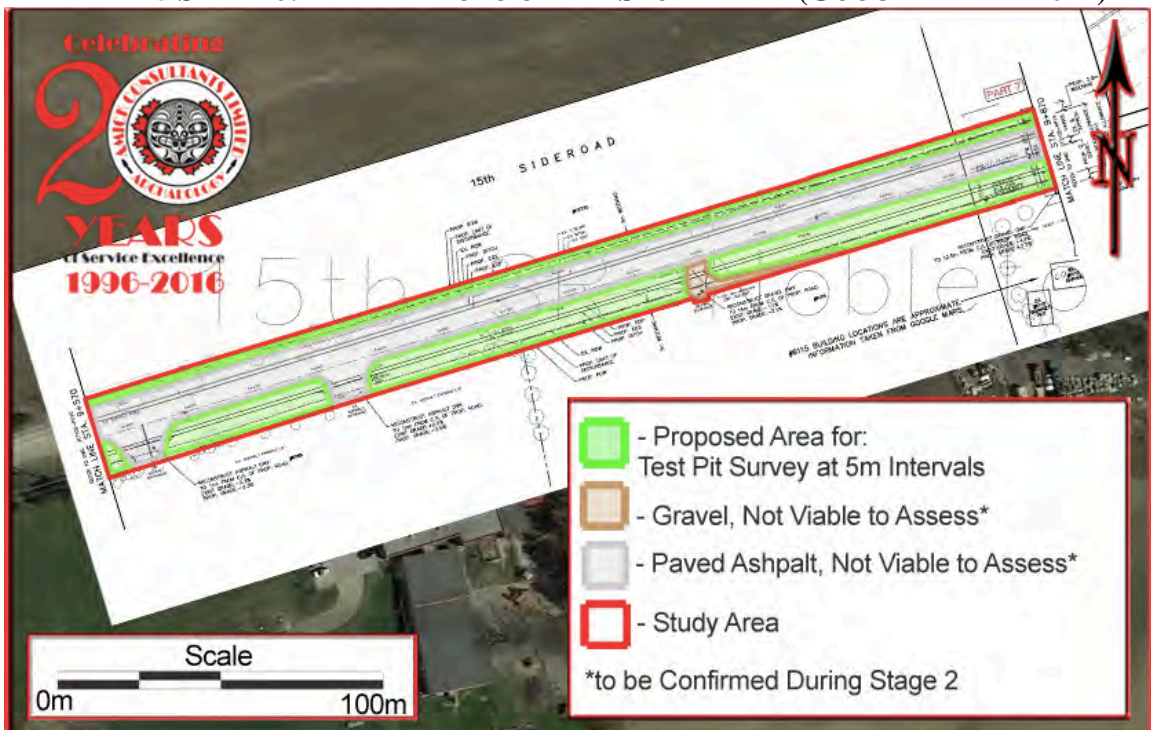
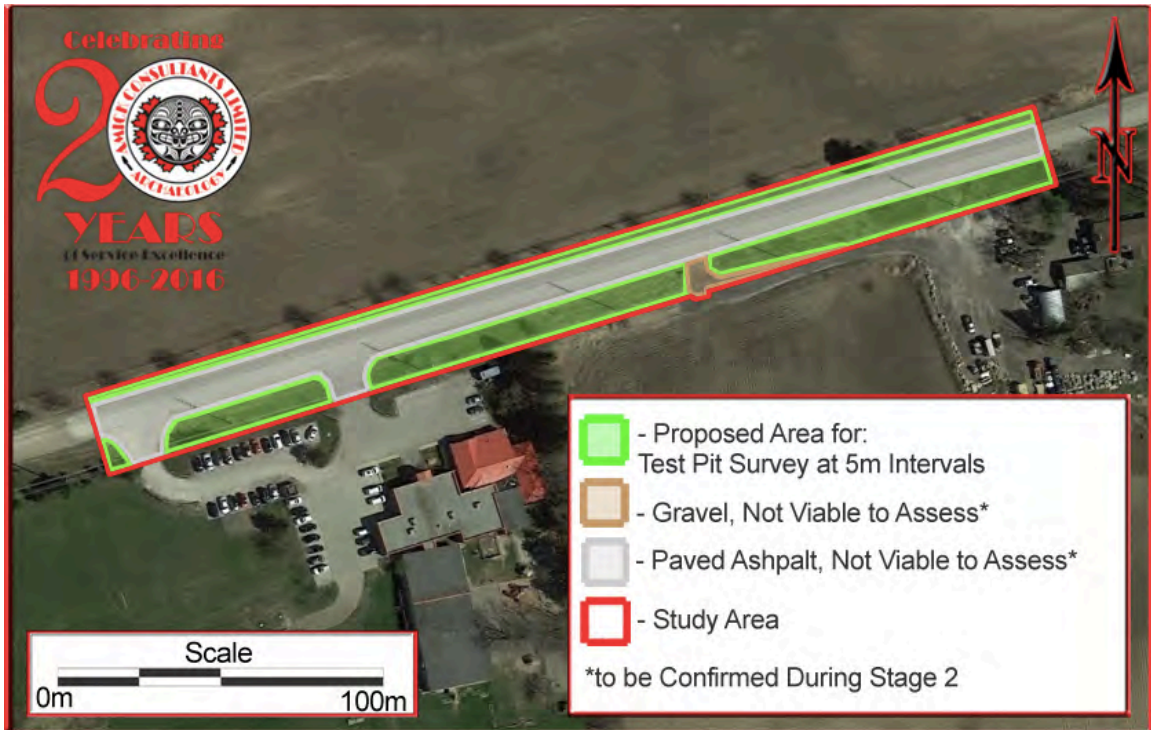
MAP 112 SHEET 4: DETAILED PLAN OF THE STUDY AREA



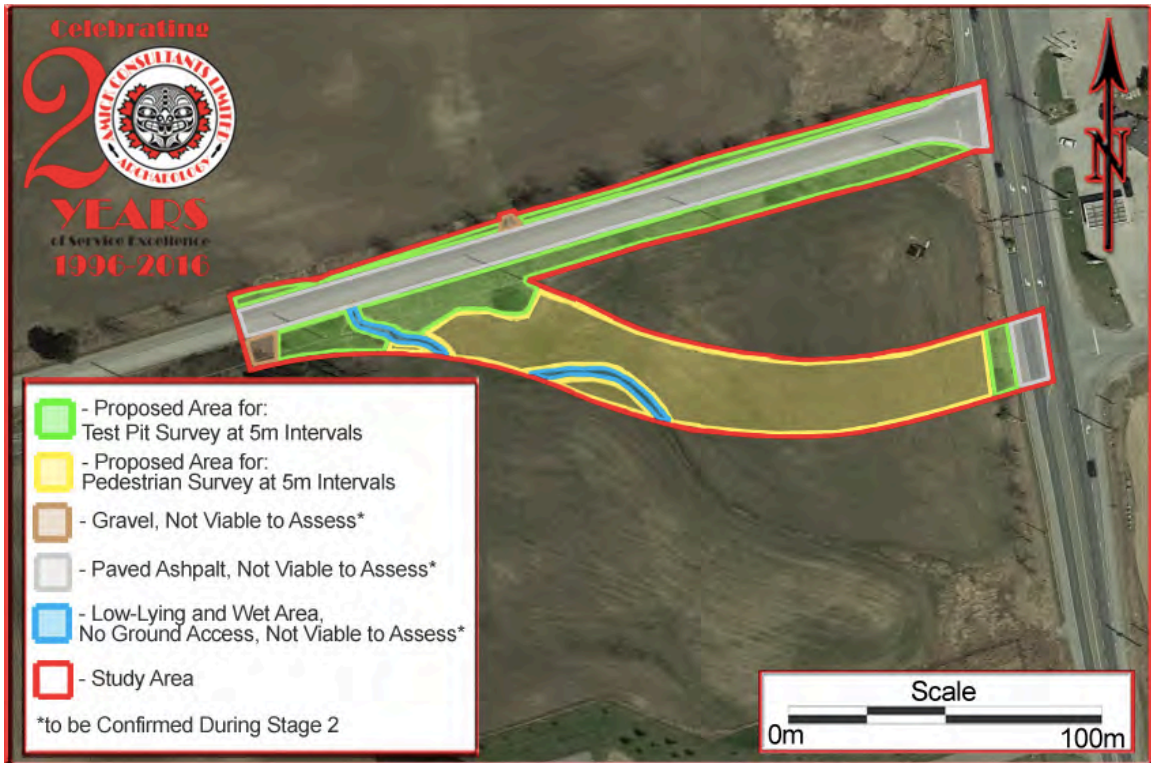
MAP 113 SHEET 5: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



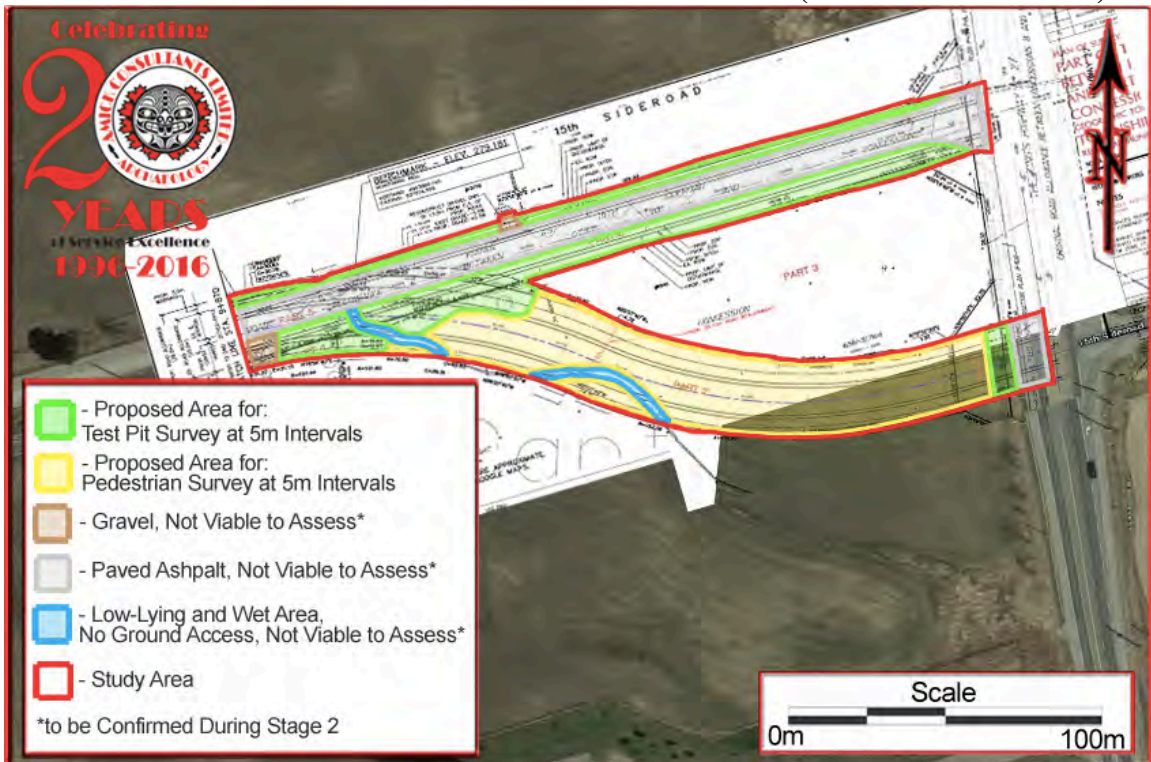
MAP 114 SHEET 5: DETAILED PLAN OF THE STUDY AREA



ORIGINAL 16 January 2020 Stage 1 Archaeological Background Research (Vol. 3) of Proposed Reconstruction of 8th Con Rd from King Rd to 15th SR, 10th Con from King Rd to 15th SR, and 15th SR from Hwy 27 to 10th Con (Geo Twp of King, County of York), Twp of King (Nobleton), R.M. of York (AMICK File #2020996/MHSTCI File #/P058-1818-2020)



MAP 117 SHEET 7: AERIAL PHOTO OF THE STUDY AREA (GOOGLE EARTH 2011)



MAP 118 SHEET 7: DETAILED PLAN OF THE STUDY AREA

Appendix C

MHSTCI Built Heritage and Cultural Landscapes Checklist

The **purpose of the checklist** is to determine:

- if a property(ies) or project area:
 - is a recognized heritage property
 - may be of cultural heritage value
- it includes all areas that may be impacted by project activities, including – but not limited to:
 - the main project area
 - temporary storage
 - staging and working areas
 - temporary roads and detours

Processes covered under this checklist, such as:

- *Planning Act*
- *Environmental Assessment Act*
- *Aggregates Resources Act*
- *Ontario Heritage Act* – Standards and Guidelines for Conservation of Provincial Heritage Properties

Cultural Heritage Evaluation Report (CHER)

If you are not sure how to answer one or more of the questions on the checklist, you may want to hire a qualified person(s) (see page 5 for definitions) to undertake a cultural heritage evaluation report (CHER).

The CHER will help you:

- identify, evaluate and protect cultural heritage resources on your property or project area
- reduce potential delays and risks to a project

Other checklists

Please use a separate checklist for your project, if:

- you are seeking a Renewable Energy Approval under Ontario Regulation 359/09 – [separate checklist](#)
- your Parent Class EA document has an approved screening criteria (as referenced in Question 1)

Please refer to the Instructions pages for more detailed information and when completing this form.

Project or Property Name

Road Rehabilitation of 15th SR, 10th Conc. and 8th Conc. Class Environmental Assessment Schedule 'B'

Project or Property Location (upper and lower or single tier municipality)

Township of King

Proponent Name

Wayne Pinkney

Proponent Contact Information

Tel: 905 833-4575 Email: wpinkney@king.ca

Screening Questions

	Yes	No
1. Is there a pre-approved screening checklist, methodology or process in place?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes, please follow the pre-approved screening checklist, methodology or process.

If No, continue to Question 2.

Part A: Screening for known (or recognized) Cultural Heritage Value

	Yes	No
2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes, do **not** complete the rest of the checklist.

The proponent, property owner and/or approval authority will:

- summarize the previous evaluation and
- add this checklist to the project file, with the appropriate documents that demonstrate a cultural heritage evaluation was undertaken

The summary and appropriate documentation may be:

- submitted as part of a report requirement
- maintained by the property owner, proponent or approval authority

If No, continue to Question 3.

	Yes	No
3. Is the property (or project area):		
a. identified, designated or otherwise protected under the <i>Ontario Heritage Act</i> as being of cultural heritage value?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. a National Historic Site (or part of)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. designated under the <i>Heritage Railway Stations Protection Act</i> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. designated under the <i>Heritage Lighthouse Protection Act</i> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes to any of the above questions, you need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report, if a Statement of Cultural Heritage Value has not previously been prepared or the statement needs to be updated

If a Statement of Cultural Heritage Value has been prepared previously and if alterations or development are proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No, continue to Question 4.

Part B: Screening for Potential Cultural Heritage Value

	Yes	No
4. Does the property (or project area) contain a parcel of land that:		
a. is the subject of a municipal, provincial or federal commemorative or interpretive plaque?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. has or is adjacent to a known burial site and/or cemetery?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. is in a Canadian Heritage River watershed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. contains buildings or structures that are 40 or more years old?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Part C: Other Considerations

	Yes	No
5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):		
a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has a special association with a community, person or historical event?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. contains or is part of a cultural heritage landscape?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes to one or more of the above questions (Part B and C), there is potential for cultural heritage resources on the property or within the project area.

You need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report (CHER)

If the property is determined to be of cultural heritage value and alterations or development is proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No to all of the above questions, there is low potential for built heritage or cultural heritage landscape on the property.

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g. under the *Environmental Assessment Act*, *Planning Act* processes
- maintained by the property owner, proponent or approval authority

Instructions

Please have the following available, when requesting information related to the screening questions below:

- a clear map showing the location and boundary of the property or project area
 - large scale and small scale showing nearby township names for context purposes
- the municipal addresses of all properties within the project area
- the lot(s), concession(s), and parcel number(s) of all properties within a project area

For more information, see the Ministry of Tourism, Culture and Sport's [Ontario Heritage Toolkit](#) or [Standards and Guidelines for Conservation of Provincial Heritage Properties](#).

In this context, the following definitions apply:

- **qualified person(s)** means individuals – professional engineers, architects, archaeologists, etc. – having relevant, recent experience in the conservation of cultural heritage resources.
- **proponent** means a person, agency, group or organization that carries out or proposes to carry out an undertaking or is the owner or person having charge, management or control of an undertaking.

1. Is there a pre-approved screening checklist, methodology or process in place?

An existing checklist, methodology or process may already be in place for identifying potential cultural heritage resources, including:

- one endorsed by a municipality
- an environmental assessment process e.g. screening checklist for municipal bridges
- one that is approved by the Ministry of Tourism, Culture and Sport (MTCS) under the Ontario government's [Standards & Guidelines for Conservation of Provincial Heritage Properties \[s.B.2.\]](#)

Part A: Screening for known (or recognized) Cultural Heritage Value

2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value?

Respond 'yes' to this question, if all of the following are true:

A property can be considered not to be of cultural heritage value if:

- a Cultural Heritage Evaluation Report (CHER) - or equivalent - has been prepared for the property with the advice of a qualified person and it has been determined not to be of cultural heritage value and/or
- the municipal heritage committee has evaluated the property for its cultural heritage value or interest and determined that the property is not of cultural heritage value or interest

A property may need to be re-evaluated, if:

- there is evidence that its heritage attributes may have changed
- new information is available
- the existing Statement of Cultural Heritage Value does not provide the information necessary to manage the property
- the evaluation took place after 2005 and did not use the criteria in Regulations 9/06 and 10/06

Note: Ontario government ministries and public bodies [prescribed under Regulation 157/10] may continue to use their existing evaluation processes, until the evaluation process required under section B.2 of the Standards & Guidelines for Conservation of Provincial Heritage Properties has been developed and approved by MTCS.

To determine if your property or project area has been evaluated, contact:

- the approval authority
- the proponent
- the Ministry of Tourism, Culture and Sport

3a. Is the property (or project area) identified, designated or otherwise protected under the *Ontario Heritage Act* as being of cultural heritage value e.g.:

- i. designated under the *Ontario Heritage Act*
 - individual designation (Part IV)
 - part of a heritage conservation district (Part V)

Individual Designation – Part IV

A property that is designated:

- by a municipal by-law as being of cultural heritage value or interest [s.29 of the *Ontario Heritage Act*]
- by order of the Minister of Tourism, Culture and Sport as being of cultural heritage value or interest of provincial significance [s.34.5]. **Note:** To date, no properties have been designated by the Minister.

Heritage Conservation District – Part V

A property or project area that is located within an area designated by a municipal by-law as a heritage conservation district [s. 41 of the *Ontario Heritage Act*].

For more information on Parts IV and V, contact:

- municipal clerk
- [Ontario Heritage Trust](#)
- local land registry office (for a title search)

ii. subject of an agreement, covenant or easement entered into under Parts II or IV of the *Ontario Heritage Act*

An agreement, covenant or easement is usually between the owner of a property and a conservation body or level of government. It is usually registered on title.

The primary purpose of the agreement is to:

- preserve, conserve, and maintain a cultural heritage resource
- prevent its destruction, demolition or loss

For more information, contact:

- [Ontario Heritage Trust](#) - for an agreement, covenant or easement [clause 10 (1) (c) of the *Ontario Heritage Act*]
- municipal clerk – for a property that is the subject of an easement or a covenant [s.37 of the *Ontario Heritage Act*]
- local land registry office (for a title search)

iii. listed on a register of heritage properties maintained by the municipality

Municipal registers are the official lists - or record - of cultural heritage properties identified as being important to the community.

Registers include:

- all properties that are designated under the *Ontario Heritage Act* (Part IV or V)
- properties that have not been formally designated, but have been identified as having cultural heritage value or interest to the community

For more information, contact:

- municipal clerk
- municipal heritage planning staff
- municipal heritage committee

iv. subject to a notice of:

- intention to designate (under Part IV of the *Ontario Heritage Act*)
- a Heritage Conservation District study area bylaw (under Part V of the *Ontario Heritage Act*)

A property that is subject to a **notice of intention to designate** as a property of cultural heritage value or interest and the notice is in accordance with:

- section 29 of the *Ontario Heritage Act*
- section 34.6 of the *Ontario Heritage Act*. **Note:** To date, the only applicable property is Meldrum Bay Inn, Manitoulin Island. [s.34.6]

An area designated by a municipal by-law made under section 40.1 of the *Ontario Heritage Act* as a **heritage conservation district study area**.

For more information, contact:

- municipal clerk – for a property that is the subject of notice of intention [s. 29 and s. 40.1]
- [Ontario Heritage Trust](#)

v. included in the Ministry of Tourism, Culture and Sport's list of provincial heritage properties

Provincial heritage properties are properties the Government of Ontario owns or controls that have cultural heritage value or interest.

The Ministry of Tourism, Culture and Sport (MTCS) maintains a list of all provincial heritage properties based on information provided by ministries and prescribed public bodies. As they are identified, MTCS adds properties to the list of provincial heritage properties.

For more information, contact the MTCS Registrar at registrar@ontario.ca.

3b. Is the property (or project area) a National Historic Site (or part of)?

National Historic Sites are properties or districts of national historic significance that are designated by the Federal Minister of the Environment, under the *Canada National Parks Act*, based on the advice of the Historic Sites and Monuments Board of Canada.

For more information, see the [National Historic Sites website](#).

3c. Is the property (or project area) designated under the *Heritage Railway Stations Protection Act*?

The *Heritage Railway Stations Protection Act* protects heritage railway stations that are owned by a railway company under federal jurisdiction. Designated railway stations that pass from federal ownership may continue to have cultural heritage value.

For more information, see the [Directory of Designated Heritage Railway Stations](#).

3d. Is the property (or project area) designated under the *Heritage Lighthouse Protection Act*?

The *Heritage Lighthouse Protection Act* helps preserve historically significant Canadian lighthouses. The Act sets up a public nomination process and includes heritage building conservation standards for lighthouses which are officially designated.

For more information, see the [Heritage Lighthouses of Canada website](#).

3e. Is the property (or project area) identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office?

The role of the Federal Heritage Buildings Review Office (FHBRO) is to help the federal government protect the heritage buildings it owns. The policy applies to all federal government departments that administer real property, but not to federal Crown Corporations.

For more information, contact the [Federal Heritage Buildings Review Office](#).

See a [directory of all federal heritage designations](#).

3f. Is the property (or project area) located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?

A UNESCO World Heritage Site is a place listed by UNESCO as having outstanding universal value to humanity under the Convention Concerning the Protection of the World Cultural and Natural Heritage. In order to retain the status of a World Heritage Site, each site must maintain its character defining features.

Currently, the Rideau Canal is the only World Heritage Site in Ontario.

For more information, see Parks Canada – [World Heritage Site website](#).

Part B: Screening for potential Cultural Heritage Value

4a. Does the property (or project area) contain a parcel of land that has a municipal, provincial or federal commemorative or interpretive plaque?

Heritage resources are often recognized with formal plaques or markers.

Plaques are prepared by:

- municipalities
- provincial ministries or agencies
- federal ministries or agencies
- local non-government or non-profit organizations

For more information, contact:

- [municipal heritage committees](#) or local heritage organizations – for information on the location of plaques in their community
- Ontario Historical Society's [Heritage directory](#) – for a list of historical societies and heritage organizations
- Ontario Heritage Trust – for a [list of plaques](#) commemorating Ontario's history
- Historic Sites and Monuments Board of Canada – for a [list of plaques](#) commemorating Canada's history

4b. Does the property (or project area) contain a parcel of land that has or is adjacent to a known burial site and/or cemetery?

For more information on known cemeteries and/or burial sites, see:

- Cemeteries Regulations, Ontario Ministry of Consumer Services – for a [database of registered cemeteries](#)
- Ontario Genealogical Society (OGS) – to [locate records of Ontario cemeteries](#), both currently and no longer in existence; cairns, family plots and burial registers
- Canadian County Atlas Digital Project – to [locate early cemeteries](#)

In this context, adjacent means contiguous or as otherwise defined in a municipal official plan.

4c. Does the property (or project area) contain a parcel of land that is in a Canadian Heritage River watershed?

The Canadian Heritage River System is a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage.

Canadian Heritage Rivers must have, and maintain, outstanding natural, cultural and/or recreational values, and a high level of public support.

For more information, contact the [Canadian Heritage River System](#).

If you have questions regarding the boundaries of a watershed, please contact:

- your conservation authority
- municipal staff

4d. Does the property (or project area) contain a parcel of land that contains buildings or structures that are 40 or more years old?

A 40 year 'rule of thumb' is typically used to indicate the potential of a site to be of cultural heritage value. The approximate age of buildings and/or structures may be estimated based on:

- history of the development of the area
- fire insurance maps
- architectural style
- building methods

Property owners may have information on the age of any buildings or structures on their property. The municipality, local land registry office or library may also have background information on the property.

Note: 40+ year old buildings or structure do not necessarily hold cultural heritage value or interest; their age simply indicates a higher potential.

A building or structure can include:

- residential structure
- farm building or outbuilding
- industrial, commercial, or institutional building
- remnant or ruin
- engineering work such as a bridge, canal, dams, etc.

For more information on researching the age of buildings or properties, see the Ontario Heritage Tool Kit Guide [Heritage Property Evaluation](#).

Part C: Other Considerations

5a. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) is considered a landmark in the local community or contains any structures or sites that are important to defining the character of the area?

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has potential landmarks or defining structures and sites, for instance:

- buildings or landscape features accessible to the public or readily noticeable and widely known
- complexes of buildings
- monuments
- ruins

5b. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) has a special association with a community, person or historical event?

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has a special association with a community, person or event of historic interest, for instance:

- Aboriginal sacred site
- traditional-use area
- battlefield
- birthplace of an individual of importance to the community

5c. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) contains or is part of a cultural heritage landscape?

Landscapes (which may include a combination of archaeological resources, built heritage resources and landscape elements) may be of cultural heritage value or interest to a community.

For example, an Aboriginal trail, historic road or rail corridor may have been established as a key transportation or trade route and may have been important to the early settlement of an area. Parks, designed gardens or unique landforms such as waterfalls, rock faces, caverns, or mounds are areas that may have connections to a particular event, group or belief.

For more information on Questions 5.a., 5.b. and 5.c., contact:

- Elders in Aboriginal Communities or community researchers who may have information on potential cultural heritage resources. Please note that Aboriginal traditional knowledge may be considered sensitive.
- [municipal heritage committees](#) or local heritage organizations
- Ontario Historical Society's "[Heritage Directory](#)" - for a list of historical societies and heritage organizations in the province

An internet search may find helpful resources, including:

- historical maps
- historical walking tours
- municipal heritage management plans
- cultural heritage landscape studies
- municipal cultural plans

Information specific to trails may be obtained through [Ontario Trails](#).

Appendix D

Cultural Heritage Impact Assessment Technical Memo

11 December 2020



Jody Marks
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550 Welham Road,
Barrie, Ontario L4N 8Z7
Telephone: (705) 726-3371
Fax: (705) 726-4391
Email: barrie@ainleygroup.com

RE: Technical Memorandum and Professional Opinion Respecting Potential Direct and Indirect Impacts to Cemetery Heritage Properties Adjacent to the Proposed Township of King, Road Reconstruction of 8th Conc., 10th Conc. and 15th SR in Nobleton, ON (AMICK file 2020996)

Ms. Marks,

The purpose of completing a Heritage Impact Assessment (HIA) is to ensure that the proposed undertaking is compliant with Provincial Policy Statement policy 2.6.3: *“Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.”*

In the design for the proposed undertaking, the centre line of the road (10th Concession) has been shifted so that the 6m of increased right of way will be taken from only the east side of the road. This would ensure that the limit of disturbance does not go beyond the current ditch line adjacent to the cemetery lands on the west side of 10th Concession. The Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) is in receipt of a copy of the Township Bylaw that designates the cemeteries under the Heritage Act to show that the heritage attributes have been previously identified and described. Therefore, appropriate mitigation measures could be developed if necessary and any potential for impacts to the listed heritage features within the designations would be low due to the small shift in the centre line of the road. MHSTCI has requested that this be confirmed by a qualified heritage consultant and would be satisfied with a

lesser scoped HIA in the form of a technical memo, (given that the municipality can confirm there are no other properties to be recognized).

This Memorandum serves to address the request posed by MHSTCI.

The proposed reconstruction of the roadways noted above will occur in close proximity to the adjacent heritage properties but will not directly impact them and there is no plan at this stage to make use of any portion of these privately owned heritage space.

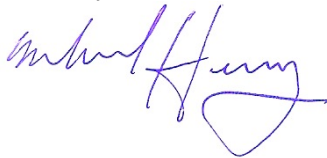
When roads are resurfaced or even when below ground infrastructure is installed, the impacts are negligible unless something is directly in the way. The road is a busy streetscape now and will remain so when the work is done. So, while construction may be seen as a visual scar on the heritage fabric, it's temporary and everything goes back to looking pretty much as it did before. The indirect impacts are negligible at the worst and direct impacts non-existent. The indirect impacts to the properties will be as a result of the visual landscape alteration, which will be visually unappealing and the noise of heavy equipment, which can be distracting from a meaningful participatory engagement with heritage sites. These types of impacts are typical of active construction sites and are of a temporary nature and these temporary and indirect impacts will be mitigated once the construction is complete. It would unnecessarily complicate the proposed undertaking if efforts to mitigate these impacts during construction activities were carried out.

In consideration of the above, we advise that in our view, any concern respecting potential direct or indirect impacts to heritage resources in close proximity to the proposed undertaking has been addressed.

The potential for impacts to below ground heritage resources, including the possibility for unmarked graves within the existing roadways is a matter which will be addressed through archaeological investigations.

I trust the foregoing is sufficient for your present requirements. Should you have any questions or wish to discuss the matter further, please do not hesitate to contact the undersigned.

Sincerely

A handwritten signature in blue ink, appearing to read "Michael B. Henry". The signature is fluid and cursive, with a large loop at the end.

Michael B. Henry CD BA FRAI FRSA CAPH
Partner

AMICK Consultants Limited

553 Dufferin Avenue, London, Ontario N6B 2A5

Tel: (519) 432-4435 Email: mhenry@amick.ca

www.amick.ca

Appendix E

Notice of Public Information Centre 1



King Township
2585 King Road
King City, Ontario
Canada L7B 1A1

Phone: 905.833.4575
Fax: 905.833.2300
Website: www.king.ca

November 8, 2018

Dear Resident:

NOTICE OF PUBLIC OPEN HOUSE

WEDNESDAY, NOVEMBER 28, 2018

5:30 – 7:30 P.M.

NOBLETON COMMUNITY HALL

19 Old King Road.

10th Concession – King Road to 15th Sideroad – Reconstruction

15th Sideroad – 10th Concession to Highway 27 - Reconstruction

8th Concession – King Road to 15th Sideroad – Reconstruction

Council, Engineering and Public Works & Building Department invite residents in the Nobleton area to attend a Public information centre (PIC) to meet Township staff and our consultants regarding the design and reconstruction project.

Staff and consultants will be available at the meeting to respond to any questions or concerns Council members and the public may have regarding this project.

If you have any further questions please contact Wayne Pinkney at wpinkney@king.ca or at 905-833-4575.

Yours truly,

A handwritten signature in black ink that reads "Wayne Pinkney". The signature is written in a cursive, flowing style.

Wayne Pinkney C.E.T.
Project Manager, Engineering, Public Works and Building
Township of King

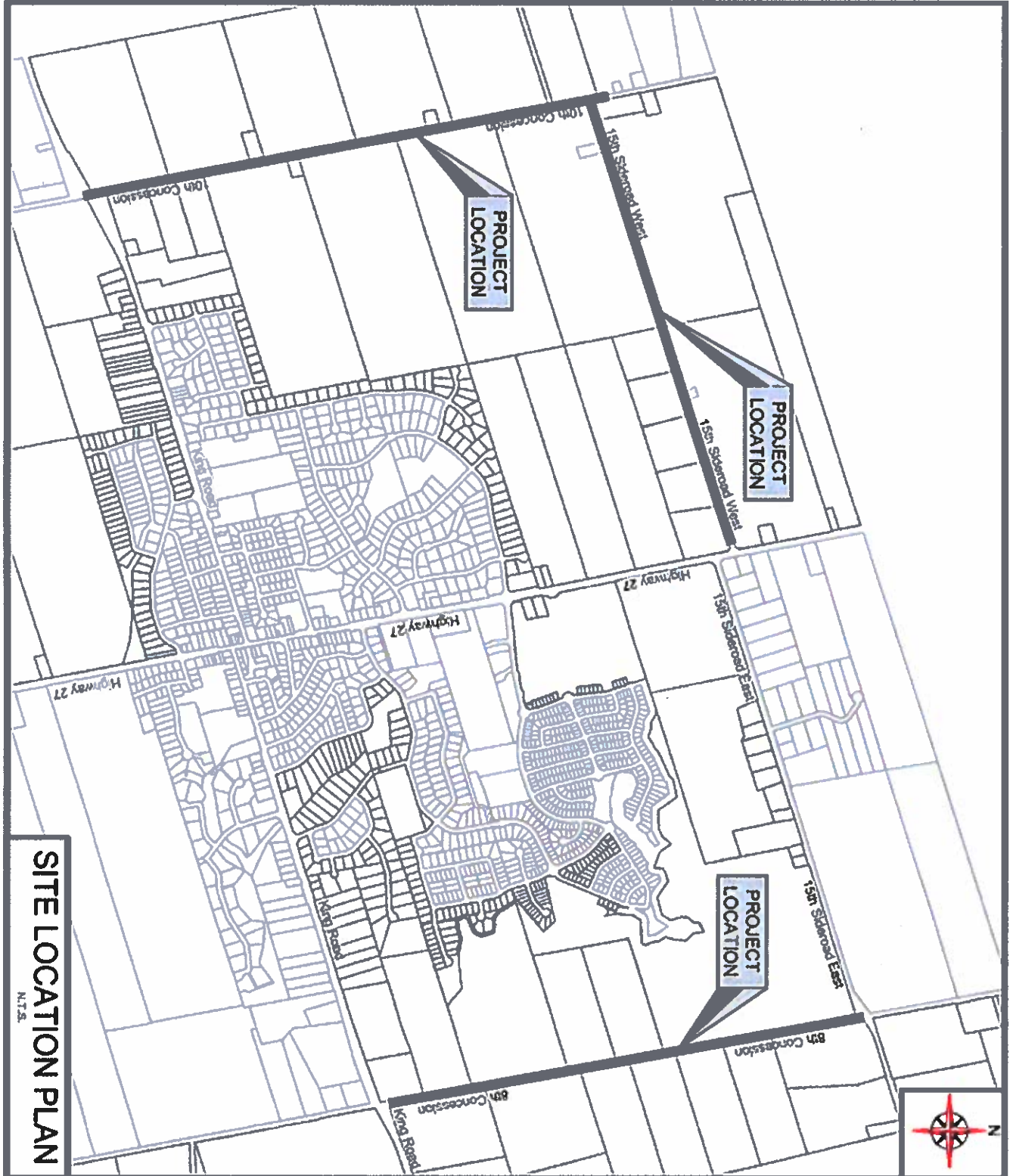
CC: Council

Andrew Drzewiecki P. Eng – Director of Engineering & Development, Township of King



King Township
2585 King Road
King City, Ontario
Canada L7B 1A1

Phone: 905.833.4575
Fax: 905.833.2300
Website: www.king.ca



SITE LOCATION PLAN
N.T.S.



King Township
2585 King Road King City,
ON Canada L7B 1A1
Phone: 905.833.5321 Email: Info@king.ca



UPCOMING MEETINGS

COUNCIL AND COMMITTEE OF THE WHOLE

Municipal Office, Council Chambers, 2585 King Road

Monday, December 3, 2018

6 pm – Inaugural Meeting for new Council

Monday, December 10, 2018

6 pm – Council/Committee of the Whole

To view full Council and Committee of the Whole agendas, visit king.civicweb.net/filepro/documents

COMMITTEES AND BOARDS

Tuesday, November 20, 2018

7 pm – King Township Public Library Board

Nobleton Branch

Tuesday, November 27, 2018

7 pm – Sustainability Advisory Committee

Municipal Office

Wednesday, November 28, 2018

6 pm – Committee of Adjustment

Municipal Office, Council Chambers, 2585 King Road

Tuesday, December 11, 2018

1 pm – Accessibility Advisory Committee

Municipal Office, Council Chambers, 2585 King Road

Thursday, December 13, 2018

7 pm – Heritage Advisory Committee

Municipal Office, Council Chambers, 2585 King Road

EMPLOYMENT OPPORTUNITIES

- **Crossing Guard (contract) - closes when filled**
- **Program Instructor (PT, seasonal) - closes when filled**
- **Stand-by Equipment Operator (seasonal contract) - closes when filled**
- **Civil Engineering Technologist - closes Nov. 16**

Please visit the Township website at www.king.ca for employment opportunities.

BID NOTICES

For all bid opportunities, please visit the Township of King's website www.king.ca, click **Popular Topics** and click **BID OPPORTUNITIES**.

Or visit on the following link

<https://king.bidsandtenders.ca/Module/Tenders/en>

REMINDERS



REMINDER! Help us keep your streets clear of snow and safe for passage. To ensure effective snow removal, Winter Parking Restrictions are in effect from November 1st to April 15th. On-street parking is prohibited on any roadway from 2 a.m. to 6 a.m. during this period.

SEASONAL YARD WASTE EXTENDED TO THE WEEK OF NOV. 30

Seasonal items such as pumpkins, straw, cornstalks and leaves are collected with yard waste. Please do not put these materials in the garbage. The last week for yard waste pickup this year is November 30. No grass clippings, sod or soil. For collection inquiries, please call 1-866-421-5625. Also, please do not rake or blow leaves onto the street since they can end up clogging catch basins.



SustainableKing

We are REFRESHING our Community Sustainability Plan that was created in back 2012. We'd love to know what you love about King, what changes you would most like to see and which priorities we should focus on as we undertake the REFRESH!

Please visit <https://speaking.king.ca/ICSP> to participate in the surveys, post a comment in the forum or to ask a question.

For more information on the Sustainable King REFRESH contact Sara Olivieri, Sustainability Coordinator: (905)833-4080 or sustainability@king.ca

@SUSTAINABLEKING
 SUSTAINABLE KING

Please see more King Township notices on page 5

REMINDERS



King Township's new municipal office is now open.

A few things to know about the new office:

Our phone number (905-833-5321) and all extensions stay the same. The only exceptions are the Parks, Recreation and Culture numbers from the Nobleton Arena.

Our new address is 2585 King Rd., King City.

Our postal code (L7B-1A1) stays the same.

We look forward to serving the community in our new home.

PUBLIC NOTICES

NOTICE OF PUBLIC OPEN HOUSE

WEDNESDAY, NOVEMBER 28, 2018

5:30 - 7:30 p.m.

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19 Old King Road

10th Concession - King Road to 15th Sideroad - Reconstruction

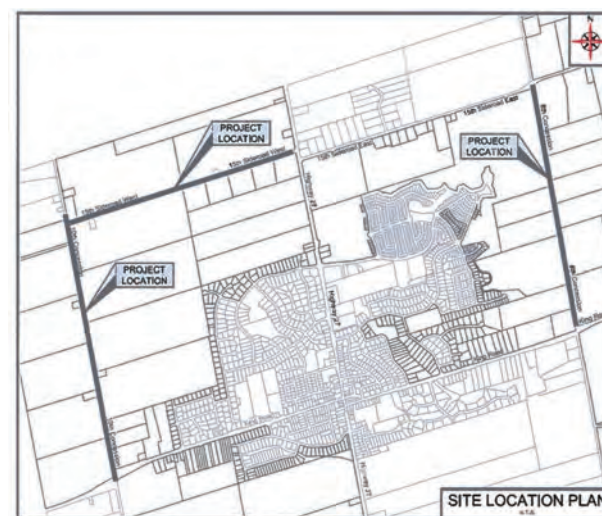
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Council, Engineering and Public Works & Building Department invite residents in the Nobleton area to attend public information centre to meet Township staff and our consultants regarding the design and reconstruction project. Staff and consultants will be available at the meeting to respond to any questions or concerns.

Council members and the public may have regarding this project.

If you have any further questions, please contact Wayne Pinkney at wpinkney@king.ca or at 905-833-4575.



Alternate parking for Dec. 3 council meeting

Due to the large crowd that is expected to attend the Dec. 3 inaugural meeting of council, King is offering alternate parking locations and a free shuttle bus from three locations in King City.

We are asking residents to drop off passengers at the new municipal offices at 2585 King Rd. before parking at one of the following three locations:

A: The King City Arena at 25 Doctors Ln.

B: The old municipal offices at 2075 King Rd.

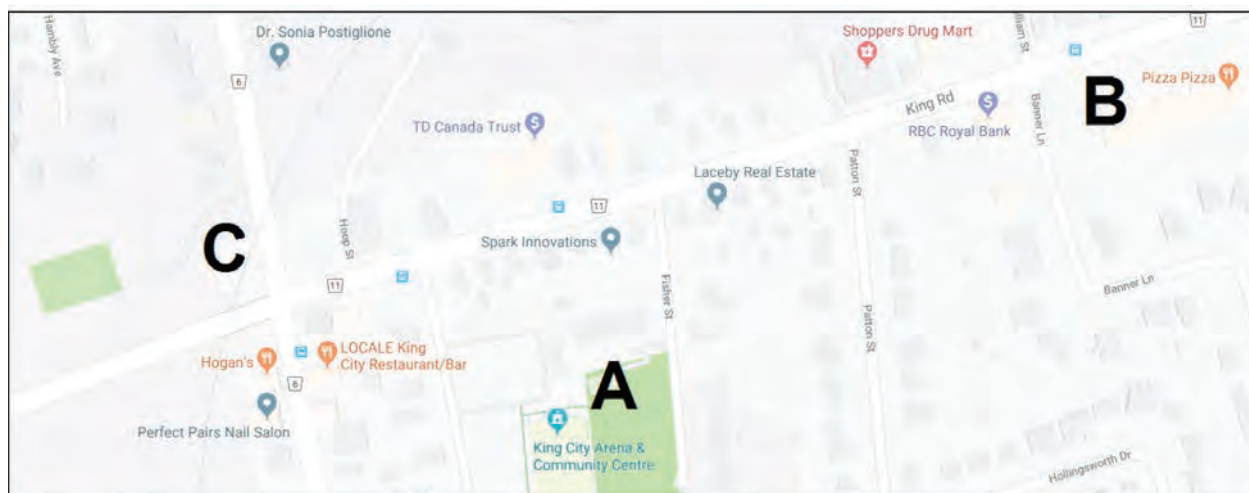
C: The 'Green P' parking lot at Wellesley Park at the north-west corner of King Rd. and Keele St.

The shuttle will start at the King City Arena (A) at 6:30 p.m. It will proceed to the former municipal office at 2075 King Rd. (B) about five minutes later, followed by the Green P parking lot at King Rd. and Keele St about 5 minutes after that. It will then proceed to the new municipal centre.

The shuttle will then repeat the loop starting at about 6:45 p.m.

The shuttle will return residents to their vehicles following the council meeting.

If you have any questions or if you have accessibility needs, please contact Teresa Barresi at 905-833-5321, ext. 4029





www.king.ca



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ON Canada L7B 1A1
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- **Cold Creek Operator (contract)** - closes December 7
- **Arena/Facility Operator I (contract)** - closes when filled
- **Crossing Guard (contract)** - closes when filled
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- **Director of Engineering, Public Works & Building**
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[@SUSTAINABLEKING](https://www.facebook.com/SustainableKing)
SUSTAINABLE KING



Please see more King Township notices on page 5

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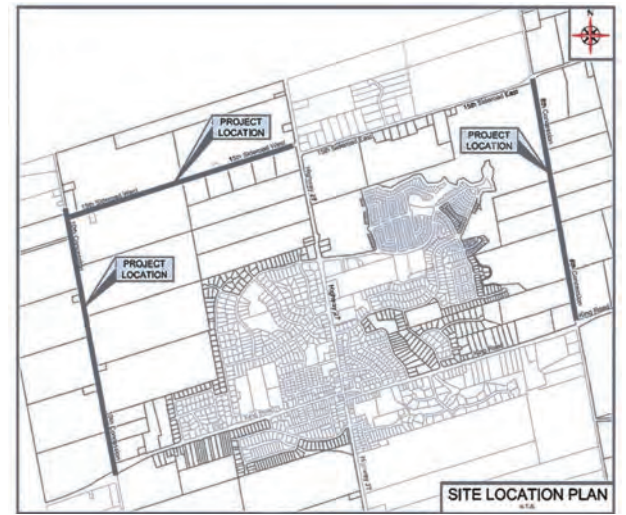
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NOTICE OF MEETING

**2019 WATER & WASTEWATER RATES BY-LAW
 2019 MISCELLANEOUS FEES & CHARGES AND BY-LAW**

Council Chambers located at 2585 King Road, King City, ON

RE: Presentation of 2019 Miscellaneous Fees & Charges: **Monday, December 10, 2018 at 6:00 p.m.**
(Consideration of By-law for Adoption, January 14, 2019)

The Township of King 2019 Miscellaneous Fees & Charges will be presented at the December 10, 2018 Committee of the Whole Meeting. The By-law will be considered by Council for adoption at the January 14, 2019 Council Meeting. Interested parties are invited to attend to ask questions and comment.

RE: Presentation of 2019 Water & Wastewater Rates: **Monday, December 10, 2018 at 6:00 p.m.**
(Consideration of By-law for Adoption, January 14, 2019)

The Township of King 2019 Water and Wastewater Rates Report will be presented at the December 10, 2018 Committee of the Whole Meeting. The By-law will be considered by Council for adoption at the January 14, 2019 Council Meeting. Interested parties are invited to attend to ask questions and comment.

For further information regarding the 2019 User Fees and Charges or 2019 Water and Wastewater Rates please visit the Township's website at www.king.ca or contact:

Allan Evelyn, Director of Finance and Treasurer, aevelyn@king.ca
 Telephone: 905-833-5321 Fax: 905-833-2300

Kathryn Moyle
 Director of Clerks/By-law Enforcement
 Township Clerk

King Township is Seeking Committee/Board Volunteers!

This is your opportunity to become involved in King's new initiatives and projects! The Township is currently seeking interested individuals to participate in the following Committees/Boards:

- Accessibility Advisory Committee (AAC)
- Committee of Adjustment (COA)
- Heritage Advisory Committee (HAC)
- Holland Marsh Drainage System Joint Municipal Service Board (HMDSJMSB)
- Sustainability Advisory Committee (SAC)
- King Public Library Board

Applications will be accepted at the Township offices, to the attention of Kathryn Moyle, Township Clerk, up to December 14th, 2018.

Visit our website, www.king.ca, to obtain all information on the committees, the recruitment process, as well as submitting an online application.

Become involved and participate with King as a Committee/Board Volunteer! We value your participation!

PARKS, RECREATION & CULTURE

Arts Society KING

You set the location and the situation, then watch the hilarity unfold - improv at it's finest!

Audience participation. Fun guaranteed.

Saturday, November 24, 2018

Tickets at ArtsSocietyKing.ca or 905-833-2331
 \$40 (plus tax) includes refreshments and a night of fun

At Laakay Hall
 King Heritage and Cultural Centre
 Doors open 7:00 pm
 Showtime is 8:00 pm

Featuring the Bad Dog Theatre Company

EVENING at the IMPROV

KING ASK Partners

Agency and Indigenous Community Contact List and Letters

**TOWNSHIP OF KING - 15th SIDEROAD
SCHEDULE "B" MUNICIPAL CLASS EA
AGENCY CONTACT LIST**

Title	First	Last	Title	Company	Address 1	Address 2	Town	PC	Telephone
Provincial Agencies									
Ms.	Lindsay	Furan	Senior Environmental Officer	York-Durham District Office Ministry of Environment and Climate Change	1091 Gorham Street	Suite 102	Newmarket, ON	L3Y 8Z7	1-905-836-6418
Ms.	Emilee	O'Leary	Regional EA Coordinator	Central Region Ministry of Environment and Climate Change	5775 Yonge Street	Floor 8	North York, ON	M3M 0B1	1-416-326-3469
				Aurora District Office Ministry of Natural Resources	email only				1-905-713-7400
Ms.	Simrat	Pruthi	TRCA Planner	Toronto & Region Region Conservation Authority	5 Shoreham Drive		Downsview, ON	M3N 1S4	416-661-6600
Mr.	Mark	Christie	Manager Community Planning & Development	Ministry of Municipal Affairs and Housing, Central Ontario, Regional Office	777 Bay Street	2nd Floor	Toronto, ON	M5G 2E5	416-585-6063
Upper & Lower Tier Municipalities									
Ms.	Karen	Whitney	Community Planning & Development Services	Regional Municipality of York	Administrative Centre	17250 Yonge Street	Newmarket, ON	L3Y 6Z1	1-877-464-9675
Chief	Eric	Jolliffe	Police Chief	York Region Police		47 Don Hillock Drive	Aurora, ON	L4G 0S7	1-800-668-0398
Mr.	Norm	Barrett	Chief and General Manager	York Region EMS	Regional Headquarters	80 Bales Drive E.	Sharon, ON	L0G 1V0	905-830-4444 (ext. 74750)
Ms.	Laura	Toniutti	Administrative Assistant -Transportation Services	York Region District School Board	Student Transportation Services	320 Bloomington Road West	Aurora, ON	L4G 0M1	1-905-727-3141
				Student Transportation Services of York Region		320 Bloomington Road West	Aurora, ON	L4G 3G8	905-713-2535
Mr.	Adam	MacDonald	Senior Planner	York Catholic District School Board	Student Transportation Services	320 Bloomington Road West	Aurora, ON	L4G 0M1	1-905-713-1211, ext. 12379
Ms.	Helen	Neville	Administrator	King Chamber of Commerce		P.O. BOX 381	Schomberg, ON	L0G 1T0	905-717-7199
Chief	Jim	Wall	Fire Chief	Township of King, Fire Department	2075 King Road		King City, ON	L7B 1A1	905-833-5321
Markham - Oak Ridges - Stouffville - Member of Provincial Parliament									
Mr.	Stephen	Lecce	King - Vaughan (MPP)	MPP- King-Vaughan	9929 Keele St.	Unit 104/105	Maple, ON	L6A 1Y5	(647) 560-9700
Utilities									
Ms.	Allison	Sadler	Municipal Planner Advisor Distribution Planning & Records	Enbridge Gas Distribution Inc.	500 Consumers Road		North York, ON	M2J 1P8	416-495-5763
Ms.	Carmela	Felepchuk	Assistant Planner	Rogers Communications Inc.	email only				1-905-780-7040
Ms.	Renee	Bergeron	Implementation Manager - Huronia, York	Bell Canada	444 Millard Avenue		Newmarket, ON	L3Y 2A3	905-853-6981
			Planning Department	Hydro One	40 Olympic Drive		Dundas, ON	L9H 7P5	905-627-6058
First Nation Agencies									
			Att: Consultation Unit	Ministry of Aboriginal Affairs (MAA)	160 Bloor St. East, 9th Floor		Toronto, ON	M7A 2E6	416-326-4757
			Métis Consultation Unit	Métis Nation of Ontario Head Office	66 Slater Street	Suite 1100	Ottawa, ON	K1P 5H1	1-888-466-6684(direct) 613-798-1488 (Stephanie secretary)
Ms.	Lynette	Davis	Director of Operations	Metis National Council	340 MacLaren Street		Ottawa, ON	K2P 0M6	613-232-3216
First Nation Communities (identified from Aboriginal Treaty Information System ATRIS Search May 17, 2016 through AANDC)									
Chief	Christopher T.	Plain	Chief	Aamjiwnaang First Nation	978 Tashmoo Avenue		Sarnia, ON	N7T 7H5	519-336-8410
Chief	James Robert	Marsden	Chief	Alderville First Nation	11696 Line Rd 2		Roseneath, ON	K0K 2X0	905-352-2011
Chief	Patsy	Corbiere	Chief	Aundeck-Omni-Kaning First Nation	RR 1, Comp 21		Little Current, ON	P0P 1K0	705-368-2228
Chief	Guy	Monague	Chief	Beausoleil First Nation	11 O'Gemaa Miikaan		Christian Island, ON	L9M 0A9	705-247-2051
Chief	Donna	Big Canoe	Chief	Chippewas of Georgina Island	R.R. #2	P.O. Box 13	Sutton West, ON	L0E 1R0	705-437-1337

**TOWNSHIP OF KING - 15th SIDEROAD
SCHEDULE "B" MUNICIPAL CLASS EA
AGENCY CONTACT LIST**

Title	First	Last	Title	Company	Address 1	Address 2	Town	PC	Telephone
Chief	Jason	Henry	Chief	Chippewas of Kettle and Stony Point First Nation	6247 Indian Lane		Kettle and Stony Point First Nation, ON	N0N 1J1	519-786-2125
Chief	Gregory	Petter	Chief	Chippewas of Nawash First Nation	135 Lakeshore Blvd.		Neyaashiinigmiing, ON	N0H 2T0	519-534-1689
Chief	Sharday	James	Chief	Chippewas of Rama First Nation	5884 Rama Road	Suit 200	Rama, ON	L3V 6H6	705-325-3611
Chief	Henry	Myeengun	Chief	Chippewas of the Thames First Nation	320 Chippewa Rd		Muncey, ON	N0L 1Y0	519-289-5555
Chief	Phyllis	Williams	Chief	Curve Lake First Nation	22 Winookeedaa Road		Curve Lake, ON	K0L 1R0	705-657-8045
Chief	Laurie	Carr	Chief	Hiawatha First Nation	123 Paudash Street		Hiawatha, Ontario	K9J 0E6	705-295-4421
Chief	Linda	Debassige	Chief	M'Chigeeng First Nation	53 HWY 551	P.O. Box 333	M'Chigeeng, ON	P0P 1G0	705-377-5362
Chief	Kelly	LaRocca	Chief	Mississauga's of Scugog Island First Nation	22521 Island Road		Port Perry, ON	L9L 1B6	905-985-3337
Chief	Ralph	Stacey	Chief	Mississauga's of the Credit First Nation	2789 Mississauga Road R.R. #6		Hagersville, ON	N0A 1H0	905-768-1133
Chief	Abraham	Benedict	Grand Chief	Mohawks of Akwesasne First Nation		PO Box 90	Akwesasne, QB	H0M 1A0	613-575-2250
Chief	R. Donald	Maracle	Chief	Mohawks of the Bay of Quinte First Nation	24 Meadow Drive		Deseronto, ON	K0K 1X0	613-396-3424
Chief	Lester	Anoquot	Chief	Saugeen First Nation	6493 Highway 21	R.R #1	Southampton, ON	N0H 2L0	519-797-2781
Chief	Andrew	Aguonie	Chief	Sheguiandah First Nation		P.O. Box 101	Sheguiandah, ON	P0P 1W0	705-368-2781
Chief	Gail	Ava	Chief	Six Nations of the Grand River First Nation		P.O. Box 5000	Ohsweken, ON	N0A 1M0	519-445-2201
Chief	Dan	Miskokomon	Chief	Walpole Island First Nation	117 Tahgahoning, R.R. 3		Walpole Island, ON	N8A 4K9	519-627-1481
Chief	Irene	Kells	Chief	Zhiibaahaasing First Nation	c/o Band Office	Box 1	Zhiibaahaasing, ON	P0P 1Y0	705-283-3963

Please Note the following communities (Bay of Qunite Mohawk, Bearfoot Onondaga, Delaware, Konadaha Seneca, Lower Cayuga, Lower Mohawk, Niharondasa Seneca, Oneida, Onondaga Clear Sky, Tuscarora, Upper Cayuga, Upper Mohawk, Walker Mohawk) were contacted via Six Nations of the Grand River First Nation.

Nov 15, 2018

File No. 217102

Ministry of Environment and Climate Change
York-Durham District Office
1091 Gorham Street, Suite 102
Newmarket, ON
L3Y 8Z7

"SAMPLE AGENCY LETTER"

Attn: Ms. Lindsay Furan
Senior Environmental Officer

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Ms. Furan:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

As public consultation is a key component of the Class EA process, an informal drop-in style Public Information Centre has been arranged to present additional details regarding the project and allow all interested parties an opportunity to review the alternative solutions proposed and to provide input. You are invited to attend the Public Information Centre scheduled for:

Date: Wednesday, November 28, 2018
Time: 5:30 p.m. – 7:30 p.m.
Location: Nobleton Community Hall - 19 Old King Road, King City, ON. L0G 1N0

Should you have any questions or concerns regarding this project, please feel free to contact:

- Mr. Wayne Pinkney, Project Manager, **Township of King** at (905) 833-4575 or via email: wpinkney@king.ca
- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Métis Nation of Ontario Head Office
66 Slater Street, Suite 1100
Ottawa, ON
K1P 5H1

Attn: Métis Consultation Unit

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

As public consultation is a key component of the Class EA process, an informal drop-in style Public Information Centre has been arranged to present additional details regarding the project and allow all interested parties an opportunity to review the alternative solutions proposed and to provide input. You are invited to attend the Public Information Centre scheduled for:

Date: Wednesday, November 28, 2018
Time: 5:30 p.m. – 7:30 p.m.
Location: Nobleton Community Hall - 19 Old King Road, King City, ON. L0G 1N0

Should you have any questions or concerns regarding this project, please feel free to contact:

- Mr. Wayne Pinkney, Project Manager, **Township of King** at (905) 833-4575 or via email: wpinkney@king.ca
- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Metis National Council
340 MacLaren Street
Ottawa, ON
K2P 0M6

Attn: Ms. Lynette Davis
Director of Operations

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Ms. Davis:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

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- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Aamjiwnaang First Nation
978 Tashmoo Avenue
Sarnia, ON
N7T 7H5

Attn: Chief Christopher T. Plain

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Plain:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

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- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Alderville First Nation
11696 Line Rd 2
Roseneath, ON
K0K 2X0

Attn: Chief James Robert Marsden

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Marsden:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

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- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Aundeck-Omni-Kaning First Nation
RR 1, Comp 21
Little Current, ON
POP 1K0

Attn: Chief Patsy Corbiere

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Corbiere:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

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Location: Nobleton Community Hall - 19 Old King Road, King City, ON. L0G 1N0

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- Mr. Wayne Pinkney, Project Manager, **Township of King** at (905) 833-4575 or via email: wpinkney@king.ca
- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Beausoleil First Nation
11 O'Gema Miikaan
Christian Island, ON
L9M 0A9

Attn: Chief Guy Monague

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Monague:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

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- Mr. Wayne Pinkney, Project Manager, **Township of King** at (905) 833-4575 or via email: wpinkney@king.ca
- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Chippewas of Georgina Island
R.R. #2, P.O. Box 13
Sutton West, ON
L0E 1R0

Attn: Chief Donna Big Canoe

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Big Canoe:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

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Time: 5:30 p.m. – 7:30 p.m.
Location: Nobleton Community Hall - 19 Old King Road, King City, ON. L0G 1N0

Should you have any questions or concerns regarding this project, please feel free to contact:

- Mr. Wayne Pinkney, Project Manager, **Township of King** at (905) 833-4575 or via email: wpinkney@king.ca
- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Chippewas of Kettle and Stony Point First Nation
6247 Indian Lane
Kettle and Stony Point First Nation, ON
N0N 1J1

Attn: Chief Jason Henry

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Henry:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

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Location: Nobleton Community Hall - 19 Old King Road, King City, ON. L0G 1N0

Should you have any questions or concerns regarding this project, please feel free to contact:

- Mr. Wayne Pinkney, Project Manager, **Township of King** at (905) 833-4575 or via email: wpinkney@king.ca
- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Chippewas of Nawash First Nation
135 Lakeshore Blvd.
Neyaashiinigmiing, ON
N0H 2T0

Attn: Chief Gregory Petter Nadjiwon

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Nadjiwon:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

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Should you have any questions or concerns regarding this project, please feel free to contact:

- Mr. Wayne Pinkney, Project Manager, **Township of King** at (905) 833-4575 or via email: wpinkney@king.ca
- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Chippewas of Rama First Nation
5884 Rama Road, Suit 200
Rama, ON
L3V 6H6

Attn: Chief Rodney M. Noganosh

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Noganosh:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometres of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometres of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

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- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Chippewas of the Thames First Nation
320 Chippewa Rd
Muncey, ON
N0L 1Y0

Attn: Chief Henry Myeengun

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Myeengun:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

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- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Curve Lake First Nation
22 Winookeedaa Road
Curve Lake, ON
K0L 1R0

Attn: Chief Phyllis Williams

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Williams:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

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- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Hiawatha First Nation
123 Paudash Street
Hiawatha, Ontario
K9J 0E6

Attn: Chief Laurie Carr

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Carr:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

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Location: Nobleton Community Hall - 19 Old King Road, King City, ON. L0G 1N0

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- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

M'Chigeeng First Nation
53 HWY 551, P.O. Box 333
M'Chigeeng, ON
POP 1G0

Attn: Chief Linda Debassige

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Debassige:

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- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Mississauga's of Scugog Island First Nation
22521 Island Road
Port Perry, ON
L9L 1B6

Attn: Chief Kelly LaRocca

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief LaRocca:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

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- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Mississauga's of the Credit First Nation
2789 Mississauga Road R.R. #6
Hagersville, ON
N0A 1H0

Attn: Chief Ralph Stacey Laforme

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Laforme:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

As public consultation is a key component of the Class EA process, an informal drop-in style Public Information Centre has been arranged to present additional details regarding the project and allow all interested parties an opportunity to review the alternative solutions proposed and to provide input. You are invited to attend the Public Information Centre scheduled for:

Date: Wednesday, November 28, 2018
Time: 5:30 p.m. – 7:30 p.m.
Location: Nobleton Community Hall - 19 Old King Road, King City, ON. L0G 1N0

Should you have any questions or concerns regarding this project, please feel free to contact:

- Mr. Wayne Pinkney, Project Manager, **Township of King** at (905) 833-4575 or via email: wpinkney@king.ca
- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Mohawks of Akwesasne First Nation
PO Box 90
Akwesasne, QB
H0M 1A0

Attn: Chief Abraham Benedict

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Benedict:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

As public consultation is a key component of the Class EA process, an informal drop-in style Public Information Centre has been arranged to present additional details regarding the project and allow all interested parties an opportunity to review the alternative solutions proposed and to provide input. You are invited to attend the Public Information Centre scheduled for:

Date: Wednesday, November 28, 2018
Time: 5:30 p.m. – 7:30 p.m.
Location: Nobleton Community Hall - 19 Old King Road, King City, ON. L0G 1N0

Should you have any questions or concerns regarding this project, please feel free to contact:

- Mr. Wayne Pinkney, Project Manager, **Township of King** at (905) 833-4575 or via email: wpinkney@king.ca
- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Mohawks of the Bay of Quinte First Nation
24 Meadow Drive
Deseronto, ON
K0K 1X0

Attn: Chief R. Donald Maracle

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Maracle:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

As public consultation is a key component of the Class EA process, an informal drop-in style Public Information Centre has been arranged to present additional details regarding the project and allow all interested parties an opportunity to review the alternative solutions proposed and to provide input. You are invited to attend the Public Information Centre scheduled for:

Date: Wednesday, November 28, 2018
Time: 5:30 p.m. – 7:30 p.m.
Location: Nobleton Community Hall - 19 Old King Road, King City, ON. L0G 1N0

Should you have any questions or concerns regarding this project, please feel free to contact:

- Mr. Wayne Pinkney, Project Manager, **Township of King** at (905) 833-4575 or via email: wpinkney@king.ca
- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Saugeen First Nation
6493 Highway 21, R.R #1
Southampton, ON
N0H 2L0

Attn: Chief Lester Anoquot

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Anoquot:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

As public consultation is a key component of the Class EA process, an informal drop-in style Public Information Centre has been arranged to present additional details regarding the project and allow all interested parties an opportunity to review the alternative solutions proposed and to provide input. You are invited to attend the Public Information Centre scheduled for:

Date: Wednesday, November 28, 2018
Time: 5:30 p.m. – 7:30 p.m.
Location: Nobleton Community Hall - 19 Old King Road, King City, ON. L0G 1N0

Should you have any questions or concerns regarding this project, please feel free to contact:

- Mr. Wayne Pinkney, Project Manager, **Township of King** at (905) 833-4575 or via email: wpinkney@king.ca
- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Sheguiandah First Nation
P.O. Box 101
Sheguiandah, ON
POP 1W0

Attn: Chief Andrew Aguonie

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Aguonie:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

As public consultation is a key component of the Class EA process, an informal drop-in style Public Information Centre has been arranged to present additional details regarding the project and allow all interested parties an opportunity to review the alternative solutions proposed and to provide input. You are invited to attend the Public Information Centre scheduled for:

Date: Wednesday, November 28, 2018
Time: 5:30 p.m. – 7:30 p.m.
Location: Nobleton Community Hall - 19 Old King Road, King City, ON. L0G 1N0

Should you have any questions or concerns regarding this project, please feel free to contact:

- Mr. Wayne Pinkney, Project Manager, **Township of King** at (905) 833-4575 or via email: wpinkney@king.ca
- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Six Nations of the Grand River First Nation
P.O. Box 5000
Ohsweken, ON
N0A 1M0

Attn: Chief Gail Ava Hill

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Hill:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

As public consultation is a key component of the Class EA process, an informal drop-in style Public Information Centre has been arranged to present additional details regarding the project and allow all interested parties an opportunity to review the alternative solutions proposed and to provide input. You are invited to attend the Public Information Centre scheduled for:

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Time: 5:30 p.m. – 7:30 p.m.
Location: Nobleton Community Hall - 19 Old King Road, King City, ON. L0G 1N0

Should you have any questions or concerns regarding this project, please feel free to contact:

- Mr. Wayne Pinkney, Project Manager, **Township of King** at (905) 833-4575 or via email: wpinkney@king.ca
- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Walpole Island First Nation
117 Tahgahoning, R.R. 3
Walpole Island, ON
N8A 4K9

Attn: Chief Dan Miskokomon

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Miskokomon:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

As public consultation is a key component of the Class EA process, an informal drop-in style Public Information Centre has been arranged to present additional details regarding the project and allow all interested parties an opportunity to review the alternative solutions proposed and to provide input. You are invited to attend the Public Information Centre scheduled for:

Date: Wednesday, November 28, 2018
Time: 5:30 p.m. – 7:30 p.m.
Location: Nobleton Community Hall - 19 Old King Road, King City, ON. L0G 1N0

Should you have any questions or concerns regarding this project, please feel free to contact:

- Mr. Wayne Pinkney, Project Manager, **Township of King** at (905) 833-4575 or via email: wpinkney@king.ca
- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Nov 15, 2018

File No. 217102

Zhiibaahaasing First Nation
c/o Band Office, Box 1
Zhibaaahaasing, ON
P0P 1Y0

Attn: Chief Irene Kells

**Ref: Township of King
Schedule 'B' Municipal Class Environmental Assessment
Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10
Notice of Public Information Centre**

Dear Chief Kells:

The Township of King has retained the Ainley Group to conduct a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometres of **Concession 10** from King Road to Sideroad 15 West, 2.0 kilometers of **Sideroad 15 West** from Concession 10 to Highway 27 and 2.1 kilometers of **Concession 8** from King Road to Sideroad 15 East. The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of Sideroad 15, Concession 8 and Concession 10, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

As public consultation is a key component of the Class EA process, an informal drop-in style Public Information Centre has been arranged to present additional details regarding the project and allow all interested parties an opportunity to review the alternative solutions proposed and to provide input. You are invited to attend the Public Information Centre scheduled for:

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Time: 5:30 p.m. – 7:30 p.m.
Location: Nobleton Community Hall - 19 Old King Road, King City, ON. L0G 1N0

Should you have any questions or concerns regarding this project, please feel free to contact:

- Mr. Wayne Pinkney, Project Manager, **Township of King** at (905) 833-4575 or via email: wpinkney@king.ca
- Mr. Steve Fournier, P. Eng., Senior Engineer, **Ainley & Associates LTD.** at (705) 726-3371 or via email: fournier@ainleygroup.com

Sincerely,
AINLEY & ASSOCIATES LIMITED



Steve Fournier, P. Eng.
Senior Engineer

Comments Received

January 21, 2019

CFN 57551
Xref 56559

BY E-MAIL ONLY (wpinkney@king.ca)

Wayne Pinkney
Project Manager, Engineering, Public Works and Building
Township of King
2585 King Road
King City, ON L7B 1A1

Dear Mr. Pinkney:

Re: Response to Notice of Public Information Centre (PIC) and Notice of Commencement Road Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10 Municipal Class Environmental Assessment - Schedule B Humber River Watershed; Township of King; Regional Municipality of York

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Public Information Centre (PIC) for the above noted Environmental Assessment (EA) on November 21, 2018. As a recognized commenting agency under the Ontario Environmental Assessment Act, TRCA has interests in this project.

PROJECT OVERVIEW

It is our understanding that this undertaking involves a Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. The study area includes **Concession 10** from King Road to Sideroad 15 West; **Sideroad 15 West** from Concession 10 to Highway 27; and **Concession 8** from King Road to Sideroad 15 East. The purpose of this project is to improve the existing cross-section, pavement structure, road surface and overall condition of all three segments. Please see below identified TRCA Areas of Interest.

Please note staff reviewed submission on rehabilitation of 15th Sideroad from Highway 27 to 10th Concession Road and provided comments to you on April 18, 2017 under CFN 56559. Please discuss these comments with consultant going forward with this project.

TRCA AREAS OF INTEREST

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

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

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

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

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

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

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

ASSESSMENT OF ALTERNATIVES

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

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

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

In order to ensure TRCA concerns are addressed early in the review process, it is recommended that the TRCA planner be contacted when key project milestones are reached, as detailed in **Appendix C: Recommended Contact Points**. Please contact the undersigned TRCA planner to discuss the appropriate time for a site visit, ensure the TRCA planner is included in all Technical Advisory Committee (TAC) meetings, and add TRCA's Humber River Senior Program Manager, Sonia Dhir (sdhir@trca.on.ca), to the project mailing list to receive any public information updates.

SUBMISSION REQUIREMENTS

As this project proceeds through the various stages of the environmental assessment process, please ensure the following is provided to TRCA for review and comment at the appropriate time. Please note that prior to submitting the technical reports and materials, as well as appendices related to the draft and final EA documents, it is recommended that the project manager be contacted so that review requirements can be scoped to the TRCA areas of interest.

Paper Copies

1. One copy of draft technical reports and associated materials, including a covering letter that outlines the project purpose and lists the reports enclosed for review.
2. One copy of draft evaluation criteria and matrices, including a summary that details how the criteria and weighting (if applicable) were established.
3. One copy of the draft EA document, including a covering letter that outlines how previous TRCA comments have been addressed.
4. One copy of the Final EA document, including a covering letter that outlines how previous TRCA comments have been addressed.

Digital Submissions

1. All TAC meeting agendas, as well as draft and final meeting minutes.
2. All TRCA technical meeting agendas, as well as draft and final meeting minutes.
3. Draft public information centre presentation boards, prior to public review.
4. Notices of public meetings, including final display material and handouts.
5. Draft technical reports and associated materials, including a covering letter that outlines the project purpose and lists the reports enclosed for review.
6. Draft evaluation criteria and matrices, including a summary that details how the criteria and weighting (if applicable) were established.
7. Draft EA document, including a covering letter that outlines how previous TRCA comments have been addressed.
8. Final EA document, including a covering letter that outlines how previous TRCA comments have been addressed.

Please ensure all materials are submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages. Materials submitted through e-mail must be less than 2.5 MB, and materials submitted through a file transfer protocol (FTP) site must be posted a minimum of two weeks.


REVIEW FEES

Please be advised that this application is subject to a **\$14,430.00** application review fee as per our 2018 Fee Schedule. Staff noted fee of 8,820.00 has been paid under CFN 56659 and payment of the remainder fee.

1. **To ensure accurate processing of your fee, please ensure your accounting department references CFN 60019 when making any payments.**
2. Payment method and timing must be noted in your covering letter response.
3. Additional fees are applied as per the fee schedule for reviews beyond three (3) submissions, including the final.
4. Payments can be made by:
 - a. Cheque: please attach the cheque to your resubmission. Alternatively, if sending separately through your accounting department, please request your accounting department submit the cheque to the attention of Rina Bhagat - Administrative Assistant, Environmental Assessment Planning, TRCA.
 - b. Credit Card: please contact Rina Bhagat at extension 5681 for payments made over the phone.
 - c. Electronic Fund Transfer: this option may be available through your accounting department.

Should you have any questions or require any additional information please contact me at extension 5715 or at mislam@trca.on.ca

Regards,



Manirul Islam
Planner
Environmental Assessment Planning
Planning and Development

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

BY E-MAIL

cc: Ainley and Associate Ltd.: Steve Fournier fournier@ainleygroup.com
TRCA: Beth Williston, Associate Director, Environmental Assessment Planning
Suzanne Bevan, Senior Planner, Environmental Assessment Planning

Coreena Smith, Acting Manager, Planning and Development
 Brandon Hester, Property Agent
 Sonia Dhir, Humber River Senior Program Manager
 Alyssa Roth, Coordinator, Source Water Protection

APPENDIX A: TRCA COMMENTING ROLES

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

	<p>ecosystem restoration programs, and The Living City Policy (2014), which are approved by the TRCA Board.</p> <p>Please confirm that the preferred alternative design for this project addresses TRCA concerns related to its program areas. These will be further defined through the EA review process.</p>
<p>Service Provider</p>	
<p>Service Agreements and Memorandum of Understandings</p>	<p>Service Level Agreements: TRCA has service level agreements to provide EA Review services to various partners within specific service delivery timelines. Fees are charged as per agreement stipulations; review fees are not charged for individual files.</p> <p>Memorandum of Understandings: The provision of planning advisory services to municipalities is implemented through a Memorandum of Understandings (MOU) with participating municipalities or as part of a CA's approved program activity. In this respect, the CA is essentially acting as a technical advisor to municipalities. The agreements cover the CA's areas of technical expertise such as water management, natural hazards, and natural heritage.</p>
<p>Restoration Opportunities</p>	<p>TRCA requires that the preferred alternative considers avoiding, minimizing, mitigating, and compensating impacts to ecosystems in that order. In areas where impacts are unavoidable, mitigation or compensation will be required. It is recommended that the costs associated with these impacts be factored into decisions made during the EA.</p> <p>TRCA has identified opportunities for habitat restoration and enhancement on TRCA property and some privately owned lands, targeted to improve natural form and function based on goals in the watershed strategies. Should ecosystem restoration or compensation be required for this project, TRCA may be able to provide both restoration opportunities and restoration field services on a project specific basis. This will be further discussed through the EA review process.</p>
<p>Community and Public Realm Benefits</p>	<p>TRCA understands that purpose of providing project-based community benefits is to provide measurable economic benefits to the local community, and that the purpose of providing public realm benefits is to support local opportunities for social and environmental improvements.</p> <p>As part of the <u>TRCA Strategic Plan</u>, TRCA has identified the need to achieve measurable positive impacts on the health of our watersheds and has developed a number of programs that actively engage with local communities to support a green, local economy. These programs include but are not limited to, <u>Sustainable Neighbourhood Retrofit Action Plans</u>, <u>TRCA Conservation Land Care Program</u>, <u>TRCA Trails Program</u>, <u>TRCA Community Transformation Program</u> and <u>Partners in Project Green</u>.</p> <p>It is recommended that commitment be made to work with TRCA and other partners to develop a Community and Public Realm Benefits Strategy for this project.</p>

Conservation Land (TRCA Property)	<p>If TRCA property is needed for the implementation of the preferred alternative, permission and approval from TRCA and the Minister of Natural Resources are required. The design must demonstrate that TRCA program and policy objectives are met. Formal approval typically takes 12 to 18 months from the completion of the EA document. As noted above, an archaeological investigation by TRCA's archaeological staff must precede any disturbance to TRCA property.</p> <p>Applicable programs and strategies for works on TRCA property may include: <i>TRCA Strategy for Public Use of Authority Lands</i>, <i>TRCA Greenspace Strategy</i>, <i>Archaeological Resource Management Procedures: Guidelines</i>, master plans for specific conservation lands, watershed strategies, or other programs or policies referenced in this document.</p>
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APPENDIX B: TRCA AREAS OF INTEREST

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

Groundwater Systems	
Aquifers and Hydrogeological Features and Functions	<p>Groundwater systems include aquifers and their functional connections to surface water. The extraction and discharge of groundwater has the potential to negatively impact surrounding natural features and their functions. Even small amounts of groundwater extraction may reduce contributions to groundwater dependent features such as wetlands, springs, or fish spawning habitat. In addition, the discharge of groundwater must be controlled to avoid impacts to watercourses and fish habitat from temperature, erosion and sedimentation, as well other water quantity and quality issues.</p> <p>TRCA may require geotechnical or hydrogeological investigations to confirm dewatering and discharge requirements, and to identify appropriate mitigation measures with respect to potential impacts to natural features and functions.</p>
Surface Water Systems	
Watercourses	<p>Typically, watercourses are associated with aquatic species, and direct or indirect habitat. Any alteration or interference to a watercourse (e.g., straightening, diverting, realigning, altering baseflow) has the potential to impact fish communities, but may also affect the Regulatory Flood Plain, erosion or other natural channel processes.</p> <p>TRCA may require an environmental study or site confirmation of watercourse locations.</p>
Meander Belt	<p>Channel migration has a significant impact on infrastructure, structures and property located near river systems. Determining channel stability is important to ensure that damage from erosion, down-cutting or other natural channel processes is avoided.</p> <p>TRCA may require a meander belt delineation study or fluvial geomorphology analysis to confirm that any development does not conflict with natural channel processes.</p>
Regulatory Flood Plain	<p>The Regulatory Flood Plain is the approved standard used in a particular watershed to define the limit of the flood plain for regulatory purposes. Within TRCA's jurisdiction, the Regulatory Flood Plain is based on the greater of the regional storm, Hurricane Hazel, and the 100-year flood. TRCA's framework for Flood Plain Management is the LCP.</p> <p>TRCA may require a flood study or hydraulic update to confirm that there will be no impacts to the storage or conveyance of flood waters.</p>
Wetlands	<p>Wetlands are sensitive natural habitats that play an important role in numerous physical, chemical and biological processes, including storm water control, natural habitat and water quality improvement. Most wetlands are designated by the Ministry of Natural Resources and Forestry as Provincially Significant or Locally Significant. Other wetlands have also been identified on a site specific basis by TRCA.</p> <p>All wetlands are regulated under Ontario Regulation 166/06. TRCA may require an environmental study or site confirmation of wetland locations.</p>
Storm Water Management, including Green Infrastructure	<p>Stormwater management is integral to the health of streams, rivers, lakes, fisheries and terrestrial habitats, and source water protection is integral for managing the quality and quantity of drinking water at its source.</p> <p>TRCA requires all development, infrastructure and site alteration meet the criteria in the TRCA 2012 <i>Stormwater Management Criteria</i> document for water quantity, water quality, erosion control, discharge water temperature, and water balance for groundwater recharge and natural features.</p>

	<p>Green Infrastructure techniques, including Low Impact Development (LID) measures should be used to address issues related to stormwater management, as well as maximize ecosystem services and mitigate the impacts of urbanization and climate change.</p> <p>For further information, please refer to https://sustainabletechnologies.ca/home/urban-runoff-green-infrastructure, particularly the 2010 <u>Low Impact Development Stormwater Management Planning and Design Guide</u>.</p>
Valley Slopes	
Crest of Slope	<p>Valley and stream corridors are dynamic systems that provide important natural functions and linkages for the physical, chemical and biological processes of wildlife, watercourses, and other natural features. The crest of slope identifies the physical limit of these corridors; however, due to ecological sensitivities, development restrictions typically extend beyond the actual crest of slope.</p> <p>TRCA may require the determination of the long term stable crest of slope (or toe of slope) through a staking with TRCA staff, as well as a geotechnical assessment.</p>
PROVINCIAL PROGRAM AREAS	
Greenbelt Plan	<p>The Greenbelt consists of more than 809,000 hectares of environmentally sensitive land, urban river valleys and agricultural land in the Golden Horseshoe. The Greenbelt Plan identifies limits to urbanization to provide permanent protection to the agricultural land base and the ecological features and functions occurring within this landscape. Contact the Ministry of Municipal Affairs and Housing for more details.</p> <p>Please confirm that the preferred alternative design for this project conforms with Section 4.2 Infrastructure Policies and Section 6 Urban River Valley Policies of the Greenbelt Plan.</p>
Clean Water Act and Credit Valley - Toronto & Region - Central Lake Ontario (CTC) Source Protection Plan	<p>The Clean Water Act ensures communities protect their drinking water supplies through prevention by developing collaborative, watershed-based source protection plans that are locally driven and based on science. Please be advised that the subject property appears to fall within the Intake Protection Zone (IPZ) and Highly Vulnerable Aquifers (HVA) vulnerable areas under the Credit Valley - Toronto and Region - Central Lake Ontario Source Protection Plan (CTC SPP). For further information and the CTC Source Protection Plan, please refer to www.ctcswp.ca.</p> <p>Please confirm that the preferred alternative design for this project conforms with the CTC SPP.</p>
<p>Please contact the Ministry of Natural Resources and Forestry (MNRF) to confirm if there are program interests related to this project for:</p> <ul style="list-style-type: none"> • Areas of Natural and Scientific Interest (ANSI) • Provincially Significant Wetlands (PSW) <p>Please contact the Ministry of Environment, Conservation and Parks (MOECP) to confirm if there are program interests related to this project for:</p> <ul style="list-style-type: none"> • Provincially Endangered Species under the Species at Risk Act (SARA) 	

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

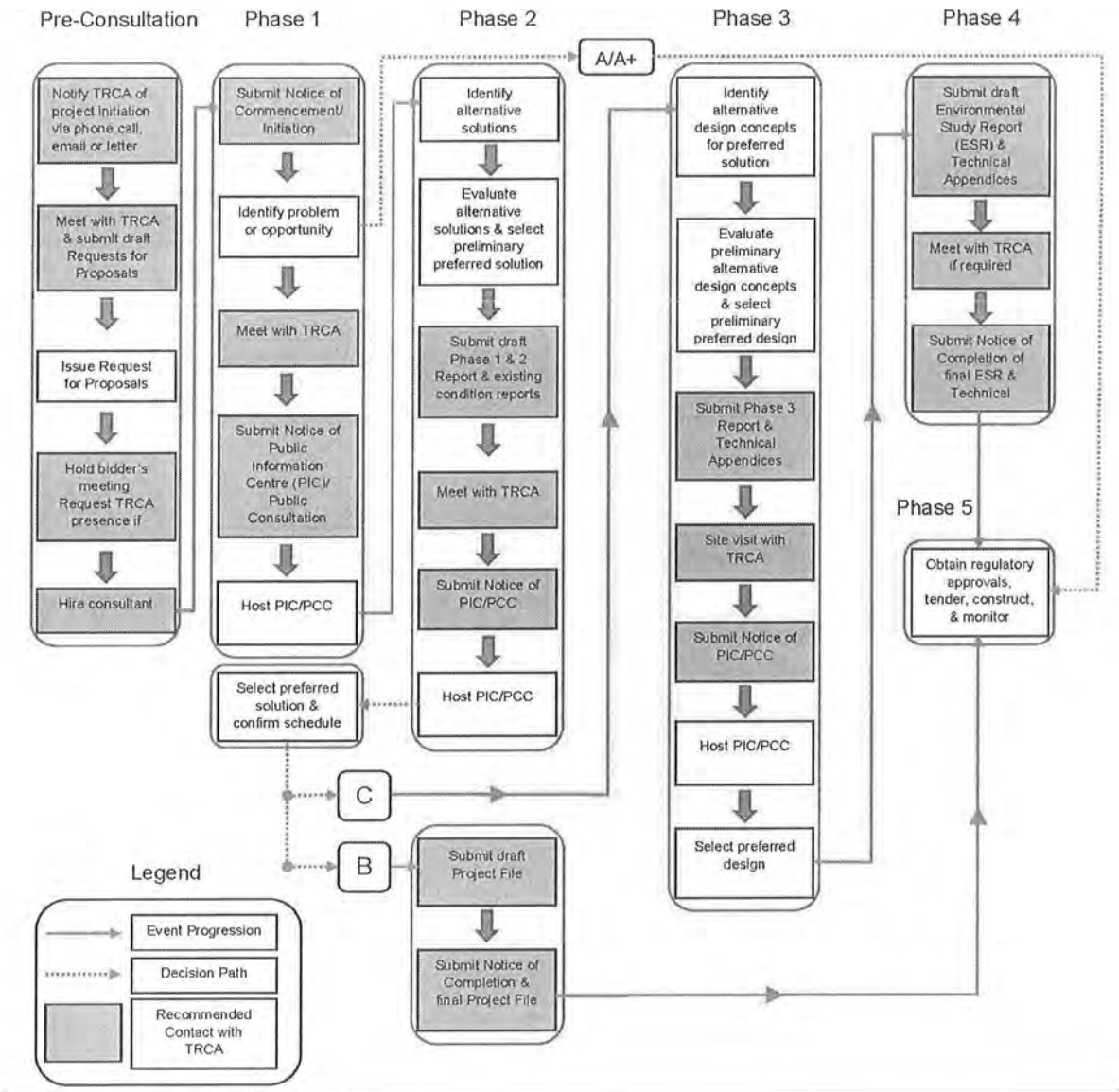
FEDERAL PROGRAM AREAS

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

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

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

APPENDIX C: RECOMMENDED TRCA CONTACT POINTS IN THE MCEA PROCESS



Jody Marks

From: Steve Fournier, P.Eng. <fournier@ainleygroup.com>
Sent: Wednesday, January 9, 2019 9:24 AM
To: Steve Russell
Subject: FW: Road Rehabilitation of Sideroad 15, Concession 8 and Concession 10, Township of King
Attachments: 20190108104301671.pdf

Please file with POH correspondance

Regards,

Steve Fournier, P.Eng.
Senior Engineer



www.ainleygroup.com

Tel: (705) 726-3371 Ext. 249

Cell: (705) 794-0555

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From: O'Leary, Emilee (MECP) [mailto:Emilee.OLeary@ontario.ca]
Sent: Tuesday, January 08, 2019 11:53 AM
To: wpinkney@king.ca; Steve Fournier, P.Eng.
Subject: Road Rehabilitation of Sideroad 15, Concession 8 and Concession 10, Township of King

Dear Project Team,

We are in receipt of the attached letter and notice for the Class EA project re: Rehabilitation of Sideroad 15 West, Concession 8 and Concession 10, in the Township of King. We apologize for the delayed response.

- 1) This Notice functions as the initial notice or commencement notice for the project. As such, I would like to inform you that there is a new notification process for submitting commencement and completion notices for Class EA projects to the Ministry of the Environment, Conservation and Parks. **Please read below the new process and re-submit the notice following the correct process for notices of commencement.** At that time, the ministry will provide a formal response.
- 2) Additionally, I would also like to confirm whether the November 8, 2018 Notice of Public Open House (page 3-4 of the attached PDF) that was sent to residents was accompanied by a letter that included the following missing mandatory content requirements:
 - Description and purpose of the project
 - Name of the Class EA being followed (i.e. Municipal Class EA (2015))
 - Schedule of the Class EA being followed (i.e. Schedule B)

- Freedom of Information and Protection of Privacy (FIPPA) disclaimer

(Note that minimum mandatory content requirements for notices is found in Appendix 6 of the 2015 MEA Class EA document).

- 3) Please also confirm whether the notice was published in accordance with the requirements of Section A.3.5.3 Public Notices of the MEA Class EA. (I.e. first mandatory point of contact for Schedule B and C projects is two (2) published notices. Two (2) published notices shall mean two (2) notices appearing in separate issues of the same newspaper).
- 4) Can you please provide any material from the Public Open House that occurred on November 28, 2018, for our records.

Thank you,

Emilee O’Leary | Environmental Planner/Environmental Assessment Coordinator
Technical Support Section, Central Region, Ministry of the Environment, Conservation and Parks
5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1
Phone: 416-326-3469 | emilee.oleary@ontario.ca

New Notification Procedure

I would like to inform you of a new process related to providing Class EA notifications to the Ministry of the Environment, Conservation and Parks.

New Notification Procedure

The MECP becomes aware of streamlined environmental assessments (e.g., class environmental assessment projects, electricity projects and waste management projects) through notifications by project owners. Notifying the ministry is an important step in the streamlined environmental assessment processes. As part of the ministry’s ongoing efforts to improve processes and ensure the ministry has an opportunity to provide input on projects undergoing streamlined environmental assessments, the ministry has established dedicated email accounts in each regional office. These accounts will be used as a one-window approach to receive notices as required in your class environmental assessment process along with a new “Project Information Form”. As of May 1, 2018, proponents must use this new process.

4 Step Process for Submitting Notices of Commencement for Streamlined EAs

To submit your notice you need to do the following:

1. Download and complete the Project Information Form. (The Form can be found here Ontario.ca under “Streamlined EAs”. It is an excel spreadsheet with columns that need to be filled out by the proponent. The form has been developed for ease of use (i.e. drop down pick list for most fields). Instructions on filling out the form are contained in 2 tabs within the form itself).
2. Create an email. The subject line of your email must include in this order: project location, type of streamlined EA and project name
 - o For example:
York Region, MEA Class EA, Elgin Mills Rd East (Bayview to Woodbine)
Durham Region, Electricity Screening Process, New Cogeneration Station
City of Ottawa, Waste Management Screening Process, Landfill Expansion

3. Attach the completed Project Information Form (in excel format) and a copy of your project notice (in PDF format) to the email.
4. Send by email to the appropriate ministry regional office:
Central Region – eanotification.cregion@ontario.ca
Eastern Region – eanotification.eregion@ontario.ca
Northern Region – eanotification.nregion@ontario.ca
South West Region – eanotification.swregion@ontario.ca
West Central Region – eanotification.wcregion@ontario.ca

3 Step Process for Submitting Notices of Completion/Notices of Filing of Addendum/Revised Notice of Completion/Statement of Completion for Streamlined EA

To submit your notice you need to do the following:

1. Create an email. The subject line of your email must include in this order: project location, type of streamlined EA and project name.
2. Attach a copy of your project notice (in PDF format) to the email.
3. Send by email to the appropriate ministry regional office:
Central Region – eanotification.cregion@ontario.ca
Eastern Region – eanotification.eregion@ontario.ca
Northern Region – eanotification.nregion@ontario.ca
South West Region – eanotification.swregion@ontario.ca
West Central Region – eanotification.wcregion@ontario.ca

Notes:

- The hyperlink to the [District Officer Locator](#) website can be used to assist with determining what ministry region your project is located.
- If your project is located in more than one ministry region, you need to submit your notices to all appropriate regions.
- You must still fulfil all other mandatory notification requirements outlined in the applicable environmental assessment process.

**Ministry of the
Environment, Conservation
and Parks**

Central Region
5775 Yonge Street, 8th Floor
North York ON M2M 4J1
Phone: 416.326.6700
Fax: 416.325.6345

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

Région du Centre
8e étage, 5775, rue Yonge
North York ON M2M 4J1
Tél : 416 326-6700
Télééc : 416 325-6345



March 8, 2019

File No.: EA 01-06-05

Wayne Pinkney (BY EMAIL ONLY)
Project Manager
Township of King
2585 King Road
King City ON L7B 1A1

**Re: Road Rehabilitation of Sideroad 15 West, Concession 10 and Concession 8
Township of King
Municipal Class EA – Road, B
Response to Notice of Commencement**

Dear Pinkney,

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

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

Please note that as of July 1, 2018, a **Part II Order Request Form** must be used to request a Part II Order. Accordingly, please include the following additional text in the Notice of Completion for this project:

"As of July 1, 2018, a **Part II Order Request Form** must be used to request a Part II Order. The Part II Order Request Form is available online on the Forms Repository website (<http://www.forms.ssb.gov.on.ca/>) by searching "Part II Order" or "012-2206E" (the form ID number)."

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

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

Based on information provided to date and the Crown's preliminary assessment, the Crown has not identified any Indigenous communities as potentially affected by the proposed project at this time assuming that the anticipated work will not impact on natural features or have the potential to impact archeological resources. However, if the proposal has the potential to impact archaeological features and/or natural features, the following communities should be notified:

- Mississaugas of the Credit First Nation
- Huron-Wendat Nation

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

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

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

The proponent must contact the Director of Environmental Assessment and Permissions Branch under the following circumstances subsequent to initial discussions with the communities identified by MECP:

- Aboriginal or treaty rights impacts are identified to the proponent by the communities;
- The proponent has reason to believe that the proposed project may adversely affect an Aboriginal or treaty right;
- Consultation has reached an impasse;
- A Part II Order request or elevation request is expected.

The Director can be notified either by email, mail or fax using the information provided below:

Email:	enviopermissions@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Assessment and Permissions Branch 135 St. Clair Avenue West, 1 st Floor Toronto, ON, M4V 1P5

The MECP will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role the proponent will be asked to play should additional steps and activities be required.

A draft copy of the Project File should be sent to this office prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments. Please also forward the Notice of Completion and final Project File to me when completed.

Should you or any members of your project team have any questions regarding the material above, please contact me at emilee.oleary@ontario.ca or 416-326-3469.

Yours truly,



Emilee O'Leary
Regional Environmental Assessment Coordinator
Air, Pesticides and Environmental Planning

cc: Paul Martin, Supervisor, Technical Support Section, MECP
Celeste Dugas, Manager, York Durham District Office, MECP
Steve Fournier, Senior Engineer, Ainley and Associates Ltd.

Central Region EA File
A & P File

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

AREAS OF INTEREST

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

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

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

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

- In October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the Project File/ESR on source water protection.**
 - The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area.
 - If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the Project File/ESR how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.

- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. **Please consult with the local source protection authority to discuss potential impacts on drinking water. The contact for this project is Jennifer Stephens at (416) 661-6600 x5568 or jstephens@trca.on.ca. Please document the results of that consultation within the Report and include all communication documents/correspondence.**

More Information

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

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

□ **Climate Change**

A guide has now been finalized: "Considering Climate Change in the Environmental Assessment Process" (Guide), which is found online at: <https://www.ontario.ca/page/considering-climate-change-environmental-assessment-process>

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

- We expect proponents to:
 1. Take into account during the assessment of alternative solutions and alternative designs, the following:
 - a. the project's expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and
 - b. resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation).
 2. Include a discrete section in the Project File/ESR detailing how climate change was considered in the EA.

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

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

□ Planning and Policy

- Parts of the study area may be subject to the Growth Plan for the Greater Golden Horseshoe (2017), Oak Ridges Moraine Conservation Plan (2017), Niagara Escarpment Plan (2017), Greenbelt Plan (2017) or [Lake Simcoe Protection Plan](#) (2014). **Applicable policies should be referenced in the Project File/ESR, and the proponent should describe how the proposed study adheres to the relevant policies in these plans.** The [new 2017 provincial plans](#) are now in effect.
- The [Provincial Policy Statement](#) (2014) contains policies that protect Ontario's natural heritage and water resources. **Applicable policies should be referenced in the Project File/ESR, and the proponent should describe how this proposed project is consistent with these policies.**

□ Air Quality, Dust and Noise

- If there are sensitive receptors in the surrounding area of this project, an air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. **A full quantitative Air Quality Impact Assessment is not required for this project.**
- **If a full quantitative Air Quality Impact Assessment is not required for the project, the Project File/ESR should still contain:**
 - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
 - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
 - A discussion of local air quality impacts that could arise from this project during both construction and operation; and
 - A discussion of potential mitigation measures.
- Assessments for NO_x emissions from diesel generators are required for permitting of municipal residential water systems. If the new pumping station will have a diesel generator system for standby power, please include the NO_x POI assessment as supporting documentation for the EA.
- As a common practice, "air quality" should be used as an evaluation criterion for all road projects.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The ministry recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to *Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities*. Report prepared for Environment Canada. March 2005. <http://www.bv.transports.gouv.qc.ca/mono/1173259.pdf>
- The Project File/ESR should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

□ Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible. The Project File/ESR should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
 - Areas of Natural and Scientific Interest (ANSIs)
 - Rare Species of flora or fauna
 - Watercourses
 - Wetlands
 - Woodlots

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

□ Surface Water

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

□ Groundwater

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

□ Contaminated Soils

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

□ Excess Materials Management

- Activities involving the management of excess soil should be completed in accordance with the MECP's current guidance document titled "Management of Excess Soil – A Guide for Best Management Practices" (2014) available online (<http://www.ontario.ca/document/management-excess-soil-guide-best-management-practices>).
- All waste generated during construction must be disposed of in accordance with ministry requirements.

□ Servicing and Facilities

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with the Environmental Assessment and Permissions Branch to determine whether a new or amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's "D-Series" guidelines – Land Use Compatibility to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

□ Mitigation and Monitoring

Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the Project File/ESR and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly.

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- The proponent's construction and post-construction monitoring plans must be documented in the Project File/ESR, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

□ Consultation

- The Project File/ESR must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the Project File/ESR that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.

□ Class EA Process

- The Project File/ESR should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. The Master Plan should clearly indicate the selected approach for conducting the plan, in particular by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the *Environmental Assessment Act* (EAA), although the plan itself would not be.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The Project File/ESR should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the Project File/ESR.

- Please include in the Project File/ESR a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including but not limited to, MECP's PTTW, EASR Registrations and ECAs, conservation authority permits, species at risk permits, and approvals under the *Canadian Environmental Assessment Act* (CEAA).
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy>. We encourage you to review all the available guides and to reference any relevant information in the Project File/ESR.

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

DEFINITIONS

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

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

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

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

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

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

I. PURPOSE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not

limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;

- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Jody Marks

From: Wayne Pinkney <wpinkney@king.ca>
Sent: Thursday, December 20, 2018 1:53 PM
To: 'fournier@ainleygroup.com'; Steve Russell
Subject: FW: MNCFN Response to Schedule B Class EA for the Reconstruction of 3 Segments
Attachments: LOLC Township of King Municipal Class EA for Three Road Segments.docx

Hi Gentlemen,

For project records...

Regards,

Wayne Pinkney C.E.T.

Project Manager
2585 King Road – **New Address**
King City, ON L7B 1A1
905-833-4575



The information contained in this message is directed in confidence solely to the person(s) named above and may not be otherwise distributed, copied or disclosed. This message may contain information that is privileged, confidential and exempt from disclosure under the Municipal Freedom of Information and Protection of Privacy Act. If you have received this message in error, please notify the sender immediately advising of the error and delete the message without making a copy. Thank you.



Please consider the environment before printing.

From: Fawn Sault [mailto:Fawn.Sault@mncfn.ca]
Sent: Thursday, December 20, 2018 12:38 PM
To: Wayne Pinkney
Subject: MNCFN Response to Schedule B Class EA for the Reconstruction of 3 Segments

Dear Mr. Pinkney,

Thank you for the notification sent to The Mississaugas of the New Credit First Nation (MNCFN) regarding *the Schedule B Municipal Class EA for the reconstruction of 3 segments of roadway in the Nobleton area*. We have reviewed the document you have provided and determined that, at this time, MNCFN has a **low level** of concern about the project. ***Please see the attached letter for more information.***

Respectfully, we ask that you immediately notify MNCFN if there are any changes to the project as they may impact MNCFN's interests. Additionally, MNCFN requests a copy of all associated environmental and/or archaeological reports. These can be electronic copies, if you prefer. Furthermore, MNCFN employs Field Liaison Representatives who **must** be on location whenever any fieldwork for environmental and/or archaeological assessments is undertaken. If additional work is scheduled, please notify us as soon as possible so that we may work together to discuss and arrange for MNCFN's participation.

Sincerely,

Fawn D. Sault
Consultation Manager
Department of Consultation and Accommodation
Mississaugas of the New Credit First Nation
4065 Hwy 6 North
Hagersville, On.
N0A 1H0
Office - 905-768-4260
Cell – 289-527-6580

Christmas Holiday Closure: December 21- January 6, 2018. Returning January 7, 2019



Department of
Consultation & Accommodation

Mr. Wayne Pinkney
Project Manager
Township of King
wpinkney@king.ca

December 17, 2018

Dear Mr. Pinkney,

We are the Mississaugas of the New Credit First Nation (MNCFN), the descendants of the Mississaugas of the River Credit. Our traditional territory extends from the Rouge River Valley in the east, across to the headwaters of the Thames River, down to Long Point on Lake Erie, and back along the shores of Lake Erie, the Niagara River, and Lake Ontario to the Rouge River Valley. It encompasses present-day London, Hamilton, and Toronto, as well as our communal lands. Our traditional territory has defined and sustained us as a First Nation for countless generations, and must continue to do so for all our generations to come.

Thank you for your notification on *the Schedule B Municipal Class Environmental Assessment for the reconstruction of 3 segments of roadway in the Nobleton area* dated November 20, 2018. The Mississaugas of the New Credit First Nation (MNCFN) has various treaty rights across its traditional territory, including the area contemplated by your project. For further information, please see our website, <http://www.newcreditfirstnation.com/>. MNCFN continues to exercise treaty rights which include, but are not limited to, rights to harvest, fish, trap and gather species of plants, animals and insects for any purpose including food, social, ceremonial, trade and exchange purposes. The MNCFN also has the right to use the water and resources from the rivers, creeks and lands across the MNCFN traditional territory.

At this time, MNCFN *does not* have a high level of concern regarding the proposed project and therefore, by way of this letter, approves the continuation of this project. However, MNCFN requests that you continue to notify us about the status of the project. **In addition, we respectfully ask you to immediately notify us if there are any changes to the project as they**



Department of Consultation and Accommodation
Mississaugas of the New Credit First Nation
4065 Hwy 6 North, Hagersville, Ontario N0A 1H0



Phone: (905) 768-4260



www.mncfn.ca

may impact MNCFN's interests and that you please provide us with a copy of all associated environmental and archaeology reports. This includes, but is not limited to changes related to the scope of work and expected archaeological and environmental impacts.

Additionally, MNCFN employs Field Liaison Representatives ("FLRs") to act as official representatives of the community and who are answerable to MNCFN Chief and Council through the Department of Consultation and Accommodation. The FLRs' mandate is to ensure that MNCFN's perspectives and priorities are considered in the field and to enable MNCFN to provide timely, relevant, and meaningful comment on the Project. Therefore, **it is MNCFN policy that FLRs are on location whenever any fieldwork for environmental and/or archaeological assessments are undertaken.** It is expected that the proponent will cover the costs of this FLR participation in the fieldwork. Please also provide the contact information of the person, or consultant, in charge of organizing this work so they may facilitate the participation of the MNCFN FLRs.

Nothing in this letter shall be construed as to affect the Aboriginal or Treaty rights and hence shall not limit any consultation and accommodation owed to MNCFN by the Crown or any proponent, as recognized by section 35 of the Constitution Act, 1982.

MNCFN reserves the right in relation to any development project or decision, to decide whether it supports a project and to: comment to regulators, participate in regulatory processes and hearings, seek intervener funding or status, or to challenge and seek remedies through the courts.

MNCFN expects all proponents to act according to the following best practices:

- Engage early in the planning process, before decisions are made
- Provide information in meaningful and understandable formats.
- Convey willingness to transparently describe the project and consider any MNCFN concerns.
- Recognize the significance of cultural activities and traditional practices of the MNCFN
- Demonstrate a respect for MNCFN knowledge and uses of land and resources.
- Understand the importance of youth and elders in First Nation communities.
- Act with honour, openness, transparency and respect.
- Be prepared to listen and allow time for meaningful discussion.

Sincerely,



Fawn D. Sault
Consultation Manager
MNCFN Department of Consultation and Accommodation
cc – Mark LaForme; Director, Department of Consultation and Accommodation



Department of Consultation and Accommodation
Mississaugas of the New Credit First Nation
4065 Hwy 6 North, Hagersville, Ontario N0A 1H0



Phone: (905) 768-4260



www.mncfn.ca



TOWNSHIP OF KING

8th Concession, 10th Concession and 15th Sideroad (West) Reconstruction Schedule B Municipal Class Environmental Assessment

Public Information Centre – November 28, 2018
5:30 pm to 7:30 pm at the Nobleton Community Hall

COMMENT SHEET

The Township of King is proceeding with a Schedule 'B' Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometers of 10th Concession from King Road to 15th Sideroad (West), 2.0 kilometers of 15th Sideroad from 10th Concession to Highway 27 and 2.1 kilometers of 8th Concession from King Road to 15th Sideroad (East). The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of 15th Sideroad, 8th Concession and 10th Concession, as well as address sightlines and drainage improvements within these portions of roadway.

Through the Class EA process, the Township of King is reviewing options in an effort to select a Preferred Solution that will address identified deficiencies along these road segments and, result in the least amount of impact on the surrounding environment (physical, natural, social & economic).

Comments received from this project information session will be reviewed to assist in the selection of the Preferred Solution. Please provide the following information to assist in the selection process and to ensure that your concerns are addressed.

Name of Respondent:



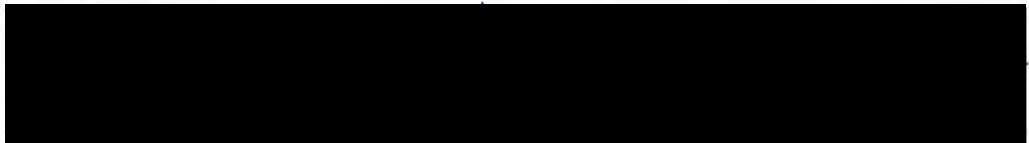
Representing (Agency, Property Owner, Tenant, etc.):

Property owner

Address and Postal Code:



Telephone & Email:



1. PROBLEM STATEMENT



The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of 15th Sideroad (West), 8th Concession and 10th Concession, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

2. ALTERNATIVES CONSIDERED PRELIMINARY PREFERRED SOLUTION

The alternatives considered include

Alternative 1 – "Do Nothing"

Alternative 2 – Base and Surface Reconstruction of the Existing Road.

Alternative 3 – Reconstruction of the Existing Road with Standard Cross-Section and modest grade line and sight line improvements within existing 20 metre right of way limits.

Alternative 4 – Reconstruction of the Existing Road with Standard Cross-Section and substantial grade line and sight line improvements within a 26 metre right of way.

Based on the analysis thus far, the Project Team has identified Alternative 3/4 as the Preliminary Preferred Solution. Alternative 3/4 addresses the identified deficiencies but, has the greatest impact on adjacent properties during construction. As the project progresses, the team seeks input on setting a balance between the degree of grade line and sight line improvements versus right of way widening requirements. Revegetation and landscaping plans will be prepared to help mitigate those impacts.

3. Based on the information provided at the information session and comparison summaries of benefits and impacts do you have a preference between Alternative 1, 2, 3 and 4?

8 th Concession	ALT 1	<input type="checkbox"/>	ALT 2	<input type="checkbox"/>	ALT 3	<input type="checkbox"/>	ALT 4	<input type="checkbox"/>
10 th Concession	ALT 1	<input type="checkbox"/>	ALT 2	<input type="checkbox"/>	ALT 3	<input checked="" type="checkbox"/>	ALT 4	<input type="checkbox"/>
15 th Sideroad (West)	ALT 1	<input type="checkbox"/>	ALT 2	<input type="checkbox"/>	ALT 3	<input type="checkbox"/>	ALT 4	<input type="checkbox"/>

4. Does that alternative effectively address the Problem Statement as defined in Section 1 above and that it generates the least amount of negative impact on the area environment (physical, natural, social, and economic)? Please mark your preference with an X.

8 th Concession	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	PARTIALLY	<input type="checkbox"/>
10 th Concession	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	PARTIALLY	<input checked="" type="checkbox"/>
15 th Sideroad (West)	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	PARTIALLY	<input type="checkbox"/>

5. If you disagree with the Preliminary Preferred Solution, please select which of the remaining alternatives you feel best resolves the objective of the undertaking:

Alternative 1 Do Nothing.

Alternative 2 Base and Surface Reconstruction only. Remove the existing asphalt, replace the upper layer of gravel and repave the road to the same width and grade line with no changes to ditch line or side slopes.

6. Please identify below specific concerns you have with any, or all, of the solutions identified.

[REDACTED] Tenth Concession trees, automatic gate + rocks (large ones), drive way used by tractor trailers, pulling soft trailers still safer than trying to pull into dealership. add the King Road.

7. What do you consider to be of key concern?

⊗ AUTOMATIC GATE IN DRIVEWAY

8. Do you wish to continue to be informed of the Class EA planning process for this project?

YES

NO

Please submit this Comment Sheet by **January 7, 2019** to either of the following contacts:

Ainley Group
Steve Fournier, P.Eng.
Project Manager
550 Welham Road
Barrie, Ontario L4N 8Z7
Tel: 705-726-3371
Fax: 705-726-4391
Email: fournier@ainleygroup.com

Township of King
Wayne Pinkney C. E. T.
Project Manager
2585 King Road
King City, ON, L7B 1A1
Tel: 905 833-4575
Email: wpinkney@king.ca

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments received will become part of the public record. Thank you for your participation.



TOWNSHIP OF KING

8th Concession, 10th Concession and 15th Sideroad (West) Reconstruction Schedule B Municipal Class Environmental Assessment

Public Information Centre – November 28, 2018
5:30 pm to 7:30 pm at the Nobleton Community Hall

COMMENT SHEET

The Township of King is proceeding with a Schedule 'B' Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometers of 10th Concession from King Road to 15th Sideroad (West), 2.0 kilometers of 15th Sideroad from 10th Concession to Highway 27 and 2.1 kilometers of 8th Concession from King Road to 15th Sideroad (East). The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of 15th Sideroad, 8th Concession and 10th Concession, as well as address sightlines and drainage improvements within these portions of roadway.

Through the Class EA process, the Township of King is reviewing options in an effort to select a Preferred Solution that will address identified deficiencies along these road segments and, result in the least amount of impact on the surrounding environment (physical, natural, social & economic).

Comments received from this project information session will be reviewed to assist in the selection of the Preferred Solution. Please provide the following information to assist in the selection process and to ensure that your concerns are addressed.

Name of Respondent: _____

Representing (Agency, Property Owner, Tenant, etc.): _____

Address and Postal Code: _____

Telephone & Email: _____

1. PROBLEM STATEMENT

The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of 15th Sideroad (West), 8th Concession and 10th Concession, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

2. ALTERNATIVES CONSIDERED PRELIMINARY PREFERRED SOLUTION

The alternatives considered include

- Alternative 1** – "Do Nothing"
- Alternative 2** – Base and Surface Reconstruction of the Existing Road.
- Alternative 3** – Reconstruction of the Existing Road with Standard Cross-Section and modest grade line and sight line improvements within existing 20 metre right of way limits.
- Alternative 4** – Reconstruction of the Existing Road with Standard Cross-Section and substantial grade line and sight line improvements within a 26 metre right of way.

Based on the analysis thus far, the Project Team has identified Alternative 3/4 as the Preliminary Preferred Solution. Alternative 3/4 addresses the identified deficiencies but, has the greatest impact on adjacent properties during construction. As the project progresses, the team seeks input on setting a balance between the degree of grade line and sight line improvements versus right of way widening requirements. Revegetation and landscaping plans will be prepared to help mitigate those impacts.

3. Based on the information provided at the information session and comparison summaries of benefits and impacts do you have a preference between Alternative 1, 2, 3 and 4?

8 th Concession	ALT 1	<input type="checkbox"/>	ALT 2	<input type="checkbox"/>	ALT 3	<input type="checkbox"/>	ALT 4	<input type="checkbox"/>
10 th Concession	ALT 1	<input type="checkbox"/>	ALT 2	<input type="checkbox"/>	ALT 3	<input type="checkbox"/>	ALT 4	<input checked="" type="checkbox"/>
15 th Sideroad (West)	ALT 1	<input type="checkbox"/>	ALT 2	<input type="checkbox"/>	ALT 3	<input type="checkbox"/>	ALT 4	<input type="checkbox"/>

4. Does that alternative effectively address the Problem Statement as defined in Section 1 above and that it generates the least amount of negative impact on the area environment (physical, natural, social, and economic)? Please mark your preference with an X.

8 th Concession	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	PARTIALLY	<input type="checkbox"/>
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5. If you disagree with the Preliminary Preferred Solution, please select which of the remaining alternatives you feel best resolves the objective of the undertaking:

- Alternative 1 Do Nothing.
- Alternative 2 Base and Surface Reconstruction only. Remove the existing asphalt, replace the upper layer of gravel and repave the road to the same width and grade line with no changes to ditch line or side slopes.

6. Please identify below specific concerns you have with any, or all, of the solutions identified.

NEED TRAFFIC LIGHTS AT 10TH + KING ROAD AND
 TRAFFIC LIGHTS AT 15TH AND HWY 27 AS WELL AS
 RIGHT AND LEFT TURN LANES FOR BOTH
 "THIS WILL BECOME A NOBLETON BYPASS !!"



T.

7. What do you consider to be of key concern?

8. Do you wish to continue to be informed of the Class EA planning process for this project?

YES

NO

Please submit this Comment Sheet by **January 7, 2019** to either of the following contacts:

Ainley Group

Steve Fournier, P.Eng.
Project Manager
550 Welham Road
Barrie, Ontario L4N 8Z7
Tel: 705-726-3371
Fax: 705-726-4391
Email: fournier@ainleygroup.com

Township of King

Wayne Pinkney C. E. T.
Project Manager
2585 King Road
King City, ON, L7B 1A1
Tel: 905 833-4575
Email: wpinkney@king.ca

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TOWNSHIP OF KING

8th Concession, 10th Concession and 15th Sideroad (West) Reconstruction Schedule B Municipal Class Environmental Assessment

Public Information Centre – November 28, 2018
5:30 pm to 7:30 pm at the Nobleton Community Hall

COMMENT SHEET

The Township of King is proceeding with a Schedule 'B' Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometers of 10th Concession from King Road to 15th Sideroad (West), 2.0 kilometers of 15th Sideroad from 10th Concession to Highway 27 and 2.1 kilometers of 8th Concession from King Road to 15th Sideroad (East). The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of 15th Sideroad, 8th Concession and 10th Concession, as well as address sightlines and drainage improvements within these portions of roadway.

Through the Class EA process, the Township of King is reviewing options in an effort to select a Preferred Solution that will address identified deficiencies along these road segments and, result in the least amount of impact on the surrounding environment (physical, natural, social & economic).

Comments received from this project information session will be reviewed to assist in the selection of the Preferred Solution. Please provide the following information to assist in the selection process and to ensure that your concerns are addressed.

Name of Respondent: 

Representing (Agency, Property Owner, Tenant, etc.): _____

Address and Postal Code: 

Telephone & Email: 

1. PROBLEM STATEMENT

The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of 15th Sideroad (West), 8th Concession and 10th Concession, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

2. ALTERNATIVES CONSIDERED PRELIMINARY PREFERRED SOLUTION

The alternatives considered include

Alternative 1 – “Do Nothing”

Alternative 2 – Base and Surface Reconstruction of the Existing Road.

Alternative 3 – Reconstruction of the Existing Road with Standard Cross-Section and modest grade line and sight line improvements within existing 20 metre right of way limits.

Alternative 4 – Reconstruction of the Existing Road with Standard Cross-Section and substantial grade line and sight line improvements within a 26 metre right of way.

Based on the analysis thus far, the Project Team has identified Alternative 3/4 as the Preliminary Preferred Solution. Alternative 3/4 addresses the identified deficiencies but, has the greatest impact on adjacent properties during construction. As the project progresses, the team seeks input on setting a balance between the degree of grade line and sight line improvements versus right of way widening requirements. Revegetation and landscaping plans will be prepared to help mitigate those impacts.

3. Based on the information provided at the information session and comparison summaries of benefits and impacts do you have a preference between Alternative 1, 2, 3 and 4?

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6. Please identify below specific concerns you have with any, or all, of the solutions identified.

increased traffic without lights at the corner of 10th & King road will make it impossible to get out and increase the danger of this intersection.

7. What do you consider to be of key concern?

Volume of traffic without a traffic light.
(I also hate the inevitable change to the peaceful country road - I know it's coming but progress isn't all good).

8. Do you wish to continue to be informed of the Class EA planning process for this project?

YES

NO

Please submit this Comment Sheet by January 7, 2019 to either of the following contacts:

Ainley Group

Steve Fournier, P. Eng.
Project Manager
550 Welham Road
Barrie, Ontario L4N 8Z7
Tel: 705-726-3371
Fax: 705-726-4391
Email: fournier@ainleygroup.com

Township of King

Wayne Pinkney C. E. T.
Project Manager
2585 King Road
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Tel: 905 833-4575
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TOWNSHIP OF KING
8th Concession, 10th Concession and 15th Sideroad (West) Reconstruction
Schedule B Municipal Class Environmental Assessment

Public Information Centre – November 28, 2018
 5:30 pm to 7:30 pm at the Nobleton Community Hall

COMMENT SHEET

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Comments received from this project information session will be reviewed to assist in the selection of the Preferred Solution. Please provide the following information to assist in the selection process and to ensure that your concerns are addressed.

Name of Respondent: _____

Representing (Agency, Property Owner, Tenant, etc.): _____

Address and Postal Code: _____

Telephone & Email: _____

1. PROBLEM STATEMENT

The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of 15th Sideroad (West), 8th Concession and 10th Concession, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

2. ALTERNATIVES CONSIDERED PRELIMINARY PREFERRED SOLUTION

The alternatives considered include

Alternative 1 – “Do Nothing”

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Alternative 1 Do Nothing.

Alternative 2 Base and Surface Reconstruction only. Remove the existing asphalt, replace the upper layer of gravel and repave the road to the same width and grade line with no changes to ditch line or side slopes.

6. Please identify below specific concerns you have with any, or all, of the solutions identified.

- Concerns are changing the width and height of The Road
- Would Like Road paved to 2nd driveway north of 15 sideroad on 10th concession

7. What do you consider to be of key concern?

8. Do you wish to continue to be informed of the Class EA planning process for this project?

YES

NO

Please submit this Comment Sheet by **January 7, 2019** to either of the following contacts:

Ainley Group

Steve Fournier, P.Eng
Project Manager
550 Welham Road
Barrie, Ontario L4N 8Z7
Tel: 705-726-3371
Fax: 705-726-4391
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Township of King

Wayne Pinkney C. E. T.
Project Manager
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TOWNSHIP OF KING

8th Concession, 10th Concession and 15th Sideroad (West) Reconstruction Schedule B Municipal Class Environmental Assessment

Public Information Centre – November 28, 2018
5:30 pm to 7:30 pm at the Nobleton Community Hall

COMMENT SHEET

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Name of Respondent: [Redacted]

Representing (Agency, Property Owner, Tenant, etc.): property owner

Address and Postal Code: [Redacted]

Telephone & Email: [Redacted] com

1. PROBLEM STATEMENT

The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of 15th Sideroad (West), 8th Concession and 10th Concession, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

2. ALTERNATIVES CONSIDERED PRELIMINARY PREFERRED SOLUTION

The alternatives considered include

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- Alternative 1 Do Nothing.
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6. Please identify below specific concerns you have with any, or all, of the solutions identified.

-how far north on the 10th Conc will be paved.
-will there be consideration for stoplights at
1- 8th Conc and King Rd.
2- 10th Conc and King Rd.

7. What do you consider to be of key concern?

- added traffic
- people speeding

8. Do you wish to continue to be informed of the Class EA planning process for this project?

YES

NO

Please submit this Comment Sheet by **January 7, 2019** to either of the following contacts:

Ainley Group

Steve Fournier, P.Eng.
Project Manager
550 Welham Road
Barrie, Ontario L4N 8Z7
Tel: 705-726-3371
Fax: 705-726-4391
Email: fournier@ainleygroup.com

Township of King

Wayne Pinkney C. E. T.
Project Manager
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TOWNSHIP OF KING

8th Concession, 10th Concession and 15th Sideroad (West) Reconstruction Schedule B Municipal Class Environmental Assessment

Public Information Centre – November 28, 2018
5:30 pm to 7:30 pm at the Nobleton Community Hall

COMMENT SHEET

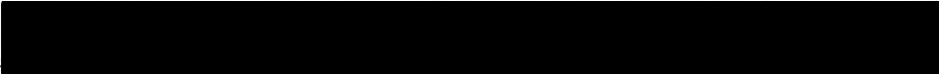
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Name of Respondent: 

Representing (Agency, Property Owner, Tenant, etc.): PROPERTY OWNERS

Address and Postal Code: 

Telephone & Email: 

1. PROBLEM STATEMENT

The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of 15th Sideroad (West), 8th Concession and 10th Concession, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

2. ALTERNATIVES CONSIDERED PRELIMINARY PREFERRED SOLUTION

The alternatives considered include

Alternative 1 – "Do Nothing"

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3. Based on the information provided at the information session and comparison summaries of benefits and impacts do you have a preference between Alternative 1, 2, 3 and 4?

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6. Please identify below specific concerns you have with any, or all, of the solutions identified.

Paving 15th & 10th will create a substantial increase in traffic, noise and pollution, which will be closer to our house.

We propose moving intersection at 15th & 10th about 50 ft. south to reduce these issues and improve road safety. See separate email. If intersection is moved, we propose Alt. 4.

7. What do you consider to be of key concern?

Alt. 3 and 4 will most likely impact our hedge and
mature trees and remove that traffic barrier for us.
Cars and trucks will literally end up on our door step,
There will be a steady stream of bypass traffic
because Hwy 27 was not widened thru Nobleton.

8. Do you wish to continue to be informed of the Class EA planning process for this project?

YES

NO

Please submit this Comment Sheet by **January 7, 2019** to either of the following contacts:

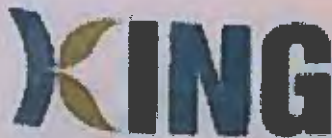
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TOWNSHIP OF KING

8th Concession, 10th Concession and 15th Sideroad (West) Reconstruction
Schedule B Municipal Class Environmental Assessment

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Name of Respondent: _____

Representing (Agency, Property Owner, Tenant, etc.): _____

Address and Postal Code: _____

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1. PROBLEM STATEMENT

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2. ALTERNATIVES CONSIDERED PRELIMINARY PREFERRED SOLUTION

The alternatives considered include

- Alternative 1 – 'Do Nothing'
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<input type="checkbox"/> Alternative 1	Do Nothing
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6. Please identify below specific concerns you have with any, or all, of the solutions identified.

- DRAINAGE FOR 15TH & 10TH, PAVED PITCHES THAT DRAIN THE FIELDS. ALSO THE DRAIN'S OUTLETS ARE DRAINED TO THE DITCHES
- CROSS PIPES AT THE 15TH (WETLAND) HOW MANY ARE BEING CONSTRUCTED?
- DRIVEWAY WIDTH HAS TO BE SUFFICIENT FOR TRAILOR TRAILERS ON BOTH PROPERTIES.
- TRAFFIC LIGHTS HAVE TO BE ADDRESSED FOR ALL MAJOR INTERSECTIONS. (HWY #27 & 15TH, KING RD. & 8TH, AND KING RD & 30TH)
- NATURAL GAS & HIGH SPEED INTERNET SHOULD BE INSTALLED DURING CONSTRUCTION.

7. What do you consider to be of key concern?

2 INCREASE VOLUME OF TRAFFIC.

8. Do you wish to continue to be informed of the Class EA planning process for this project?



YES



NO

Please submit this Comment Sheet by January 7, 2019 to either of the following contacts:

Ainley Group

Steve Fournier, P. Eng.
Project Manager
650 Wetham Road
Barns, Ontario L4N 8Z7
Tel: 705-726-3371
Fax: 705-726-4391
Email: fournier@ainleygroup.com

Township of King

Wayne Pinkney C. E. T.
Project Manager
2585 King Road
King City, ON, L7B 1A1
Tel: 905 833-4576
Email: wpinkney@king.ca

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments received will become part of the public record. Thank you for your participation.



TOWNSHIP OF KING
8th Concession, 10th Concession and 15th Sideroad (West) Reconstruction
Schedule B Municipal Class Environmental Assessment

Public Information Centre – November 28, 2018
 5:30 pm to 7:30 pm at the Nobleton Community Hall

COMMENT SHEET

The Township of King is proceeding with a Schedule 'B' Municipal Class Environmental Assessment (Class EA) for the reconstruction of 3 segments of roadway in the Nobleton area. These are approximately 2.3 kilometers of 10th Concession from King Road to 15th Sideroad (West), 2.0 kilometers of 15th Sideroad from 10th Concession to Highway 27 and 2.1 kilometers of 8th Concession from King Road to 15th Sideroad (East). The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of 15th Sideroad, 8th Concession and 10th Concession, as well as address sightlines and drainage improvements within these portions of roadway.

Through the Class EA process, the Township of King is reviewing options in an effort to select a Preferred Solution that will address identified deficiencies along these road segments and, result in the least amount of impact on the surrounding environment (physical, natural, social & economic).

Comments received from this project information session will be reviewed to assist in the selection of the Preferred Solution. Please provide the following information to assist in the selection process and to ensure that your concerns are addressed.

Name of Respondent: _____

Representing (Agency, Property Owner, Tenant, etc.): _____

Address and Postal Code: _____

Telephone & Email: _____

1. PROBLEM STATEMENT

The purpose of this undertaking is to improve the existing cross-section, pavement structure, road surface and overall condition of the aforementioned segments of 15th Sideroad (West), 8th Concession and 10th Concession, as well as address sightline and drainage improvements within these portions of roadway. This project will follow the Schedule 'B' planning process as outlined in the *Municipal Class Environmental Assessment* (amended 2015).

2. ALTERNATIVES CONSIDERED PRELIMINARY PREFERRED SOLUTION

The alternatives considered include

Alternative 1 – "Do Nothing"

Alternative 2 – Base and Surface Reconstruction of the Existing Road.

Alternative 3 – Reconstruction of the Existing Road with Standard Cross-Section and modest grade line and sight line improvements within existing 20 metre right of way limits.

Alternative 4 – Reconstruction of the Existing Road with Standard Cross-Section and substantial grade line and sight line improvements within a 26 metre right of way.

Based on the analysis thus far, the Project Team has identified Alternative 3/4 as the Preliminary Preferred Solution. Alternative 3/4 addresses the identified deficiencies but, has the greatest impact on adjacent properties during construction. As the project progresses, the team seeks input on setting a balance between the degree of grade line and sight line improvements versus right of way widening requirements. Revegetation and landscaping plans will be prepared to help mitigate those impacts.

3. Based on the information provided at the information session and comparison summaries of benefits and impacts do you have a preference between Alternative 1, 2, 3 and 4?

8 th Concession	ALT 1	<input type="checkbox"/>	ALT 2	<input type="checkbox"/>	ALT 3	<input type="checkbox"/>	ALT 4	<input checked="" type="checkbox"/>
10 th Concession	ALT 1	<input type="checkbox"/>	ALT 2	<input type="checkbox"/>	ALT 3	<input type="checkbox"/>	ALT 4	<input checked="" type="checkbox"/>
15 th Sideroad (West)	ALT 1	<input type="checkbox"/>	ALT 2	<input type="checkbox"/>	ALT 3	<input type="checkbox"/>	ALT 4	<input checked="" type="checkbox"/>

4. Does that alternative effectively address the Problem Statement as defined in Section 1 above and that it generates the least amount of negative impact on the area environment (physical, natural, social, and economic)? Please mark your preference with an X.

8 th Concession	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>	PARTIALLY	<input type="checkbox"/>
10 th Concession	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>	PARTIALLY	<input type="checkbox"/>
15 th Sideroad (West)	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>	PARTIALLY	<input type="checkbox"/>

5. If you disagree with the Preliminary Preferred Solution, please select which of the remaining alternatives you feel best resolves the objective of the undertaking:

<input type="checkbox"/>	Alternative 1	Do Nothing.
<input checked="" type="checkbox"/>	Alternative 2	Base and Surface Reconstruction only. Remove the existing asphalt, replace the upper layer of gravel and repave the road to the same width and grade line with no changes to ditch line or side slopes.

6. Please identify below specific concerns you have with any, or all, of the solutions identified.

we need the road paved unbearable to drive on. Pot holes damaging my vehicle

7. What do you consider to be of key concern?

No Problem

8. Do you wish to continue to be informed of the Class EA planning process for this project?

YES

NO

Please submit this Comment Sheet by **January 7, 2019** to either of the following contacts:

Ainley Group

Steve Fournier, P.Eng.
Project Manager
550 Welham Road
Barrie, Ontario L4N 8Z7
Tel: 705-726-3371
Fax: 705-726-4391
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Township of King

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TOWNSHIP OF KING

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Comments received from this project information session will be reviewed to assist in the selection of the Preferred Solution. Please provide the following information to assist in the selection process and to ensure that your concerns are addressed.

Name of Respondent: _____

Representing (Agency, Property Owner, Tenant, etc.): _____

Address and Postal Code _____

Telephone & Email: _____

1. PROBLEM STATEMENT

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2. ALTERNATIVES CONSIDERED PRELIMINARY PREFERRED SOLUTION

The alternatives considered include

Alternative 1 – "Do Nothing"

Alternative 2 – Base and Surface Reconstruction of the Existing Road.

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Based on the analysis thus far, the Project Team has identified Alternative 3/4 as the Preliminary Preferred Solution. Alternative 3/4 addresses the identified deficiencies but, has the greatest impact on adjacent properties during construction. As the project progresses, the team seeks input on setting a balance between the degree of grade line and sight line improvements versus right of way widening requirements. Revegetation and landscaping plans will be prepared to help mitigate those impacts.

3. Based on the information provided at the information session and comparison summaries of benefits and impacts do you have a preference between Alternative 1, 2, 3 and 4?

8 th Concession	ALT 1	<input type="checkbox"/>	ALT 2	<input type="checkbox"/>	ALT 3	<input type="checkbox"/>	ALT 4	<input type="checkbox"/>
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4. Does that alternative effectively address the Problem Statement as defined in Section 1 above and that it generates the least amount of negative impact on the area environment (physical, natural, social, and economic)? Please mark your preference with an X.

8 th Concession	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	PARTIALLY	<input type="checkbox"/>
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15 th Sideroad (West)	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>	PARTIALLY	<input checked="" type="checkbox"/>

alternative 2 does not address proper drainage of the low level ahead.

5. If you disagree with the Preliminary Preferred Solution, please select which of the remaining alternatives you feel best resolves the objective of the undertaking:

Alternative 1 Do Nothing.

Alternative 2 Base and Surface Reconstruction only. Remove the existing asphalt, replace the upper layer of gravel and repave the road to the same width and grade line with no changes to ditch line or side slopes.

make some changes to ditch to improve drainage

6. Please identify below specific concerns you have with any, or all, of the solutions identified.

I would like the road to be better maintained with asphalt & lines in the road. Complete better drainage in the low area, as water has no drainage place to go.

→ I do not want expensive major work done, that you have to tear down my gate & appropriate my land → too expensive for me & the rest of taxpayers.

7. What do you consider to be of key concern?

Key concerns are (1) Road is gravel, difficult to maintain, should be paved. (2) Yes, raised a dike so water at the lower area does not cause road to be washed down. (3) Clean the ditches so far - none is done in my area. (4) Hydro has made a mess on the 15th, removed proper flow of water.

8. Do you wish to continue to be informed of the Class EA planning process for this project?

YES

NO



Please submit this Comment Sheet by **January 7, 2019** to either of the following contacts:

Ainley Group

Steve Fournier, P.Eng.
Project Manager
550 Welham Road
Barrie, Ontario L4N 8Z7
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TOWNSHIP OF KING

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Address and Postal Code: _____

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As per the Transportation Plan, this covers almost all of the proposed bypass for the village. I have no idea how ~~to~~ to the 8th or 15th with lost with the increased traffic. Ensure large trucks (18 wheelers etc) can turn - a roundabout at 15th and the 8th? Keep country look of roads. Minimizing speed for turtle crossings & other wildlife. Snapping turtles build nests on side of 15th between 2nd + 8th. Sensitive vesil pool on 15th as well

7. What do you consider to be of key concern?

SPEED, TURNS FOR TRUCKS, NATURE,

8. Do you wish to continue to be informed of the Class EA planning process for this project?

YES

NO

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Ainley Group

Steve Fournier, P.Eng.
Project Manager
550 Welham Road
Barrie, Ontario L4N 8Z7
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S:\217102\NOV 28, 2018 PIC\217102 - PIC Comment Sheet.doc

* Comment for Wayne,
at King Rd + 27 - all the advanced left
turn signals do not seem to be operating.
any way to check?
Thanks



TOWNSHIP OF KING

8th Concession, 10th Concession and 15th Sideroad (West) Reconstruction Schedule B Municipal Class Environmental Assessment

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Representing (Agency, Property Owner, Tenant, etc.): owner _____

Address and Postal Code: _____

Telephone & Email: _____

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4. Does that alternative effectively address the Problem Statement as defined in Section 1 above and that it generates the least amount of negative impact on the area environment (physical, natural, social, and economic)? Please mark your preference with an X.

8 th Concession	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>	PARTIALLY	<input type="checkbox"/>
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6. Please identify below specific concerns you have with any, or all, of the solutions identified.

large increased traffic

7. What do you consider to be of key concern?

large increase of traffic
put your by-pass somewhere else

8. Do you wish to continue to be informed of the Class EA planning process for this project?

YES

NO

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Responses Provided

March 2 2020

File #217102

**Re: Township of King
10th Concession - King Road to 15th Sideroad
15th Sideroad - 10th Concession to Highway 27
8th Concession - King Road to 15th Sideroad
Schedule 'B' Municipal Class Environmental Assessment
Public Information Centre Response to Comments Received**

Dear Resident / Property Owner / Tenant:

We thank you for your interest in the above noted Municipal Class Environmental Assessment (Class EA) currently being undertaken by the Township of King and for submitting comments. The purpose of this letter is to provide you with an update regarding the project and to provide a response to comments received.

As you are aware, the municipality held a Public Information Centre on November 28th, 2018 for this project to present the preferred alternatives for improvements to three sections of roads. These sections include 10th Concession - King Road to 15th Sideroad, 15th Sideroad - 10th Concession to Highway 27, and 8th Concession - King Road to 15th Sideroad. Following the review of comments received from the PIC, the Township of King has selected Alternative 4 as the Preferred Alternative for each section which includes:

- Reconstruction of the existing cross-section to Township standard, grade lines, road surface and overall condition of the road.
- Improvements to sightlines
- Improvements to overall drainage which will include the replacement of some existing road crossing culverts.

While the comments varied between each author, a majority focused on similar themes and as such the comments and our response(s) to them have been grouped under several categories. Please note that some individual comments have been summarized to represent a common subject if asked by several people.

Traffic Speed & Increased Traffic Volumes and Noise

A Traffic Calming Measure study is underway and is scheduled to be complete by summer 2020. After the completion of the pilot project, the Township of King will consider implementing the recommendations provided in the study report.

The current speed of the corridor is 60km/hr however; many comments submitted identified that speed is an issue. It has been acknowledge that high speeds may be accompanied in resurfacing projects. Control of speed is an enforcement issue in the area however consideration will be taken into account to reduce the speed to 50km/hr.

Improvements proposed are simply to bring roadways up to current Municipal Standards and are not being implemented for an increase in traffic. It is noted that this corridor currently has low traffic for a rural road.

Safety Concerns

The traffic study does not currently require traffic signals at the intersection of 8th Concession and King Road, 10th Concession and King Road or 15th Sideroad and Highway 27. However it is anticipated that the 10th

Concession and King Road and at the intersection at Regional Road 27 will likely require traffic signals in the future and will continuously be monitored. The Township of King and the Regional Municipality of York will continue their coordination to modify the design of 15th Sideroad to realign with 15th Sideroad across Highway 27. However, all sections will be monitored and updated to determine the appropriate traffic stop requirements.

It's been noted that there are many areas with poor sightlines and poor drainage and the proposed reconstruction of each segment of roads will address concerns.

We thank each of you for providing your comments and taking the time and interest in this Township of King project. We trust the above is satisfactory; however, if there are aspects that require further clarification, please contact the undersigned or Mr. Wayne Pinkney, Project Manager, Township of King at 905-833-4575 or via email at wpinkney@king.ca

Yours truly,

AINLEY & ASSOCIATES LIMITED

A handwritten signature in black ink that reads 'S. Fournier'.

Steve Fournier, P.Eng.
Senior Project Engineer
Fournier@ainleygroup.com

Cc: Wayne Pinkney Township of King, Project Manager
Jodi Moore Ainley Group, Environmental Planner

Meeting Minutes from TRCA Consultation July 29, 2019

PROJECT:	Township of King Concession 8, 10 and 15 th Sideroad Reconstruction Ainley File No. 217102
DATE:	Monday July 29, 2019
LOCATION:	TRCA Boardroom
TIME:	1:30:00 p.m. to 3:30 p.m.
ATTENDEES:	Manirul Islam, TRCA Maria Parish, TRCA TRCA TRCA Wayne Pinkney, Township of King Dirk Janas, Palmer Environmental Angela Wallace, Palmer Environmental Jen Paterson, Palmer Environmental Steve Russell, Ainley Group Steve Fournier, Ainley Group
DISTRIBUTION:	Attendees Tammy Kalimootoo, Ainley Group
PURPOSE:	Provide TRCA with an update on the project

1. Meeting Purpose

The meeting was held to review the proposed reconstruction of Twp. of King Concession 8 and 10 between King Road and SR 15, and SR 15 between York Regional Road 27 and 10th Concession. Total length of the project is approximately 6 km.

2. Project Overview and Status

Steve Fournier provided a brief overview of the project including extents of work, status of preliminary design and notable constraints / areas of concern.

- The project was initiated several years ago and considerable progress was made on the drainage design of SR 15 between Concession 10 and York Road 27.
- The project was reinitiated in 2017/2018 and Palmer Environmental was retained to complete the environmental review for the three road segments.
- Ainley Group has prepared a preliminary design to identify general property constraints and vertical alignment issues.
- Palmer Environmental has commenced the environmental review and field studies.
 - Ecological Land Classification has been completed.
 - Headwater drainage feature assessment (summer) has been completed
 - Tree inventory to be completed.

- Studies along 15th SR West are considered complete as part of the work completed prior to the 2017 re-initiation.

3. TRCA Environmental Requirements

Palmer sought clarification from TRCA on environmental study requirements.

- Headwater Drainage Feature Assessment
 - TRCA advised that HDFA requires field observations taken in early spring.
 - Current design and study works can continue and will be reviewed by TRCA but must be updated with spring findings prior to permit approval. TRCA notes that designs may need to be revised based on spring observations.
 - Palmer to perform spring field works in March/April 2020 and provide updated study report.
- Flora and Fauna Species Inventory
 - A species inventory, including amphibians, is required for the wetlands on 8th and 10th concession.
 - The small pond on the east side of 10th concession south of 15th sideroad will require study as it will likely be completely removed by the proposed works.
 - Assumptions can be made about species populations based on current (summer 2019) observations, but an update will be required based on spring 2020 field monitoring.
- Tree Inventory
 - Tree inventory is only required in the vicinity of PSW's and surrounding area of influence.
 - TRCA confirmed they are not concerned with roadside trees or trees outside of the regulated lands.
 - Individual trees on private lands will still be surveyed for possible replacement discussions with residents.
- Wetland Removal
 - Any wetland removed as part of the proposed works must be compensated (typically monetarily).
 - Ainley to provide details of proposed wetland removal to TRCA.
 - TRCA will complete calculation for monetary compensation based on size, type of wetland to be removed.
- Forest Encroachment Quantification
 - Quantification can be prepared in 1 of 2 ways. By size and number of trees to be removed, or total basal area of forest to be removed.
 - Mitigation measures should be explored to minimize required forest encroachment such as, revised side slopes (2.5:1) or trimming instead of removal.

4. SR 15 West Wetland Drainage Crossing and Subsurface Conditions

Ainley provided a summary of the proposed drainage crossing of SR 15 in the vicinity of the wetland and geotechnical investigations undertaken in 2016 and 2017 and sought preliminary input from TRCA on dewatering and construction.

- Design of the proposed road crossing culvert in the wetland was significantly advanced by the previous engineering design team and preliminary discussions with TRCA were held regarding its design.

- A Geotechnical investigation including boreholes was performed in 2016 which identified a peat layer below the existing roadway in the vicinity of the wetland. The initial report recommended removal of these peat soils prior to road reconstruction.
- Subsequently in 2017, additional boreholes were drilled in this area to better delineate the peat layer. It was determined to impact an approximately 300m long segment of the road and extend between 1 and 4m below surface.
- Removal of the peat layer as recommended by the geotechnical report would constitute a significant dewatering exercise.
- TRCA will require modelling to quantify the permeability of the peat area before and after removal to access change from peat to granular backfill.
- Ainley to quantify dewatering requirements, sediment control, discharge location as part of permit application. Wetland must not be allowed to dry out during construction.
- TRCA recommended limiting construction to 50 – 100 m stretches of road at a time to minimize dewatering. Also suggested completing construction during winter when ground is frozen to further limit dewatering.
- Ainley to review alternatives to full depth peat removal and methods to mitigate the hydraulic barrier created by granular road base. This may include, rafting of road structure, leaving the sheet piling in place or perforated drain pipes through the road base.

5. Other Items

- TRCA (Manirul) to provide property acquisition procedure for purchasing portion of TRCA lands on west side of 8th Concession.
- TRCA (Manirul) to confirm with TRCA Properties Department regarding contractor use of TRCA parking lot on 15th sideroad East as staging area.

6. Next Steps

- Township of King to pay permit review fees for 10th Concession. Review fees for 15th Sideroad East and West have been paid. Review fee for 8th Concession may be deferred.
- Palmer to prepare preliminary draft of report and submit to TRCA.
- Ainley to continue with detailed road design.
- Discussed with TRCA staff; options regarding the EA Schedules (either Schedule B or Schedule A+)
- ****Update since meeting**** Township to Schedule formal PIC in accordance with EA Schedule B requirements as determined by Senior Staff.

Summary prepared by:
AINLEY & ASSOCIATES LIMITED

Steve Russell, P. Eng.
Municipal Engineer

PIC 1 Presentation Material

TOWNSHIP OF KING
Reconstruction of
8th CONCESSION from King Road to 15th Sideroad East,
10th CONCESSION from King Road to 15th Sideroad West, and
15th SIDEROAD WEST From 10th Concession To Highway 27
OPEN HOUSE
PROJECT INFORMATION SESSION



Date: Wednesday, November 28, 2018.
Time: 5:30 p.m. to 7:30 p.m.
Location: Nobleton Community Hall
19 Old King Road
Nobleton, ON



Your Input is Appreciated!

- Please review the display material and feel free to discuss the project with members of the study team in attendance.
- We invite you to provide any comments, in writing, on the Comment Sheet provided.

PLEASE SIGN IN

MUNICIPAL FREEDOM OF INFORMATION & PROTECTION OF PRIVACY ACT

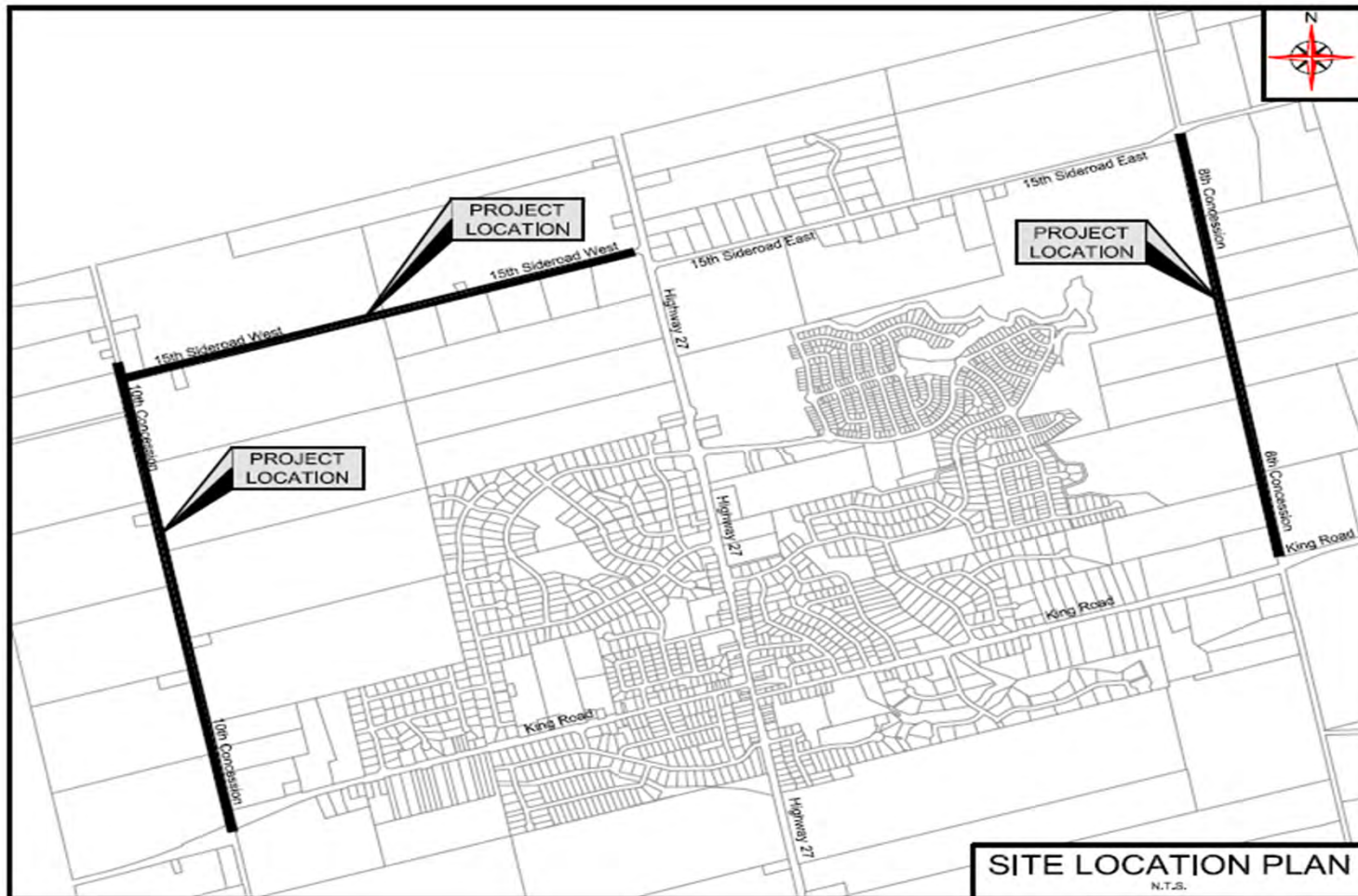
Comments and information regarding this project are being collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act for the purpose of meeting environmental assessment requirements. With the exception of personal information, all comments received will become part of the public record. For more information about the collection, please contact Wayne Pinkney, Township of King, 905-833-4575.

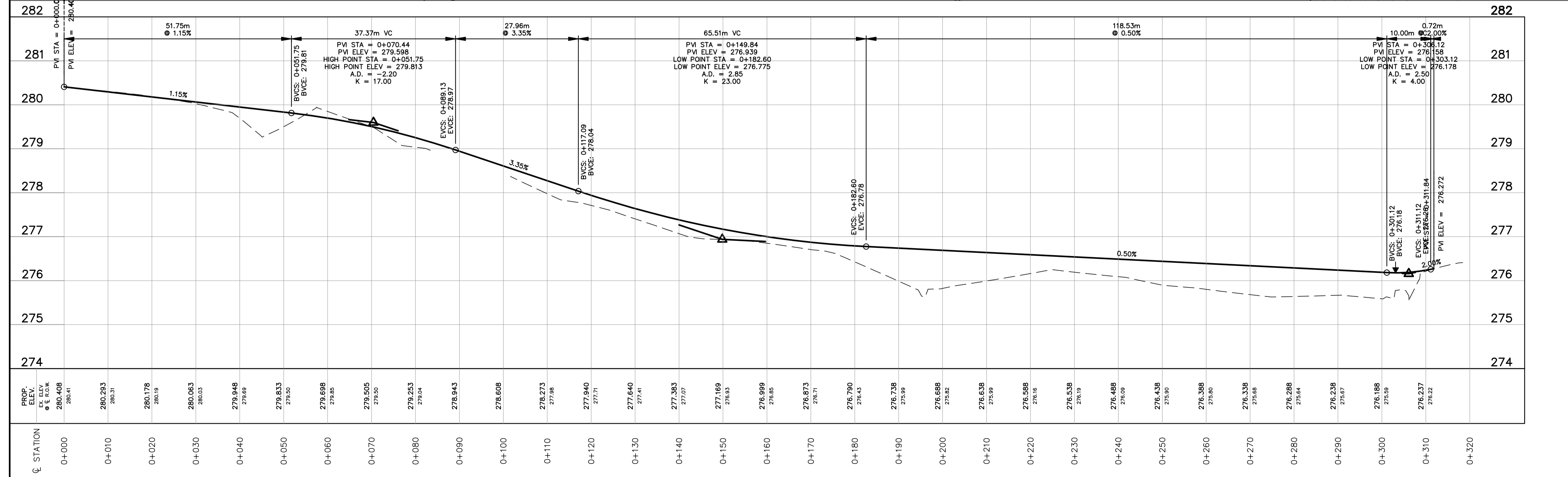
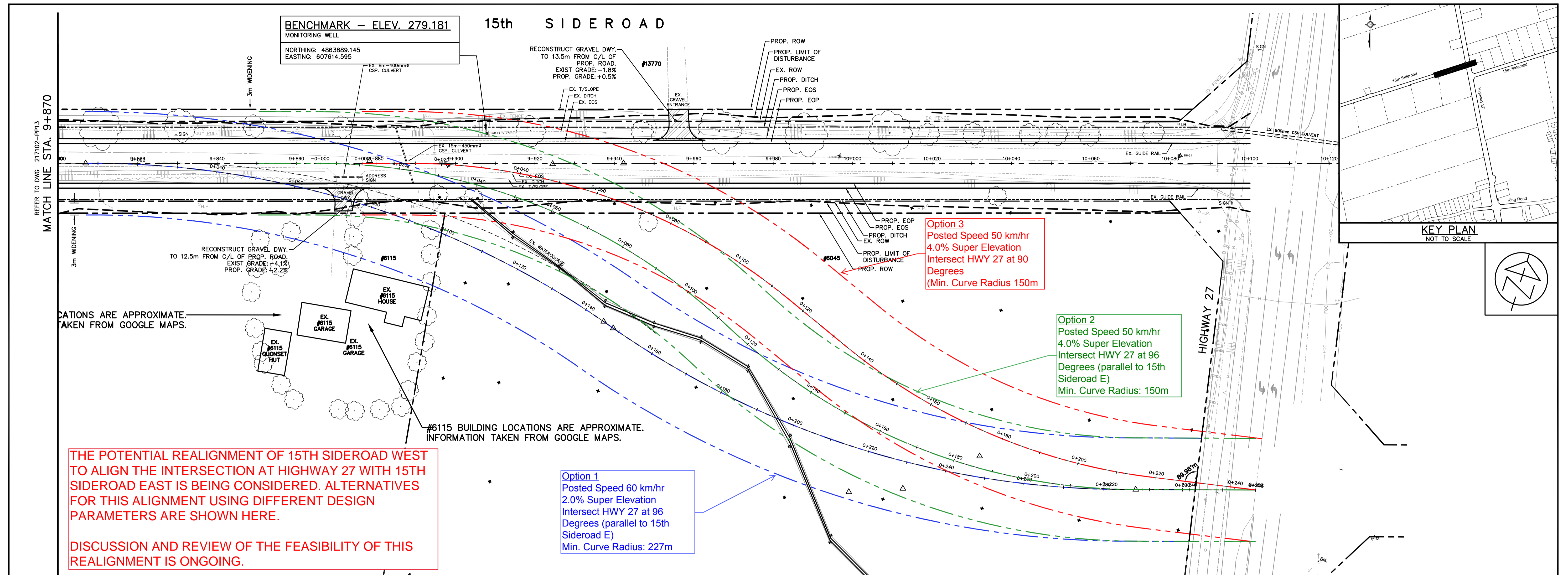
This project information meeting will present the following information:

- Project Background
- Project Study Area
- Alternative solutions under consideration
- Next Steps in process

PROJECT STUDY AREA

The study area for this project encompasses a 2.1 kilometre segment of **8th Concession** between King Road and 15th Sideroad East, a 2.3 kilometre segment of **10th Concession** between King Road and 15th Sideroad West, and a 2.0 kilometre segment of **15th Sideroad West** between 10th Concession and Highway 27 in the Township of King.





NOTES

CONTRACT DRAWINGS
Contractor must verify all dimensions and be responsible for same. Any discrepancies must be reported to the Engineer before commencing work. Drawings are not to be scaled. Drawings may not be used for any purpose other than that stipulated in the contract agreement between the owner/client and the Engineer, without the express written consent of Anley & Associates Limited. Use of these drawings for any other purpose is subject to the following caution:
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PRELIMINARY

SCALE: H= 1:500
V= 1:50

DESIGN: S.J.R.
DRAWN: R.A.W.
CHECKED: S.L.F.
DATE: FEB. 2018

TOWNSHIP OF KING
15th SIDEROAD
ROAD RECONSTRUCTION
FROM 10th CONCESSION TO HIGHWAY 27

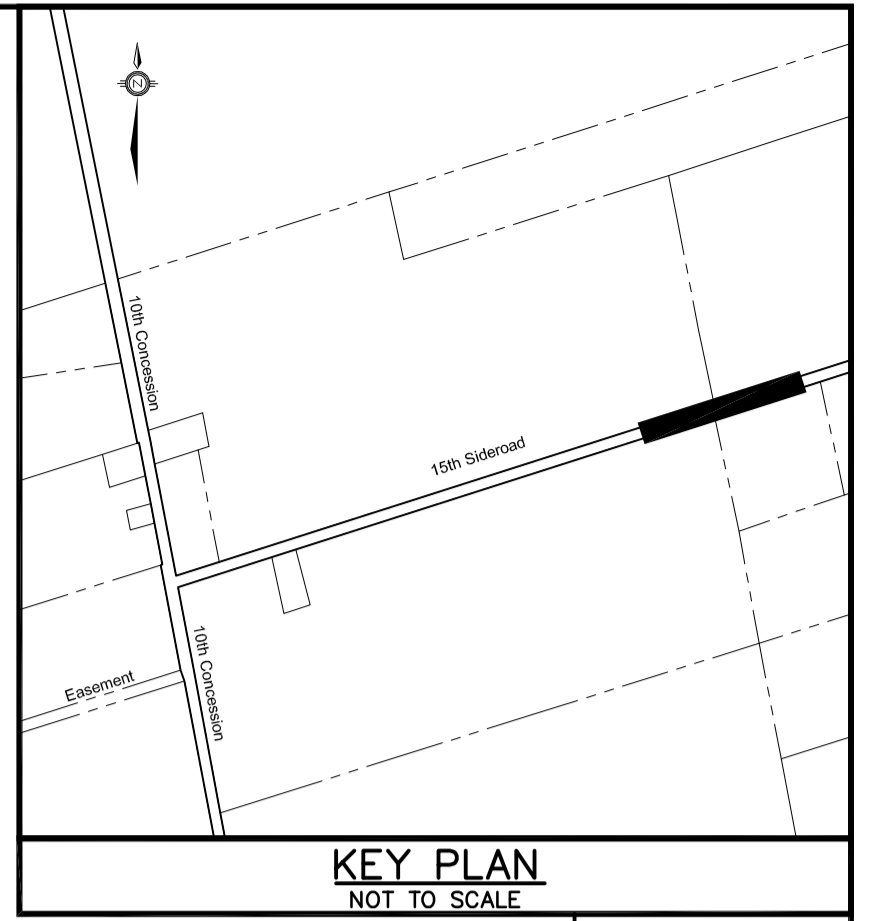
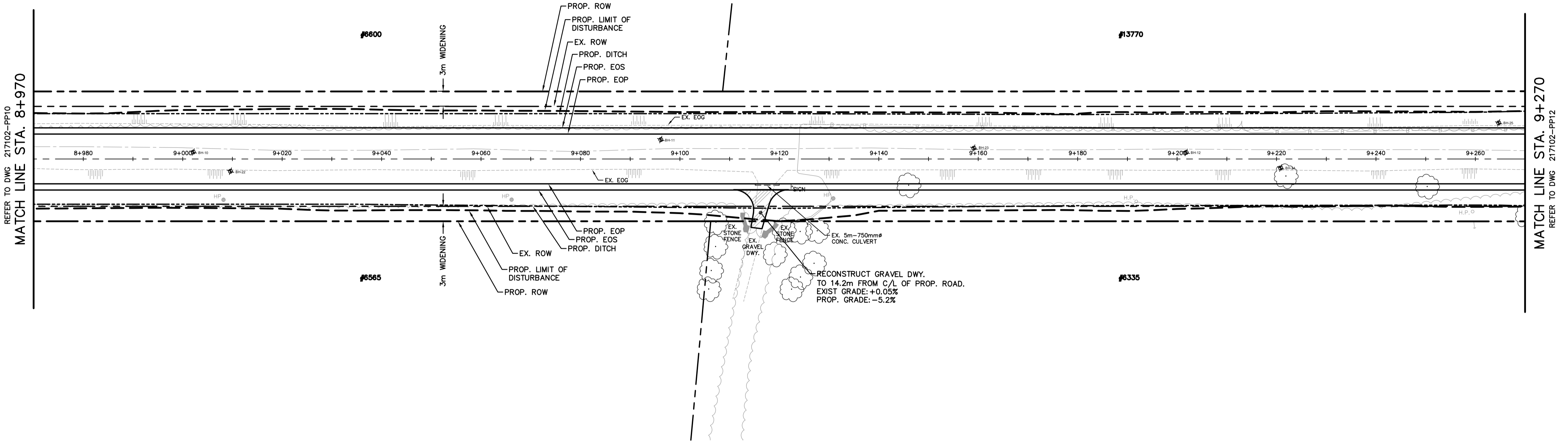
POTENTIAL REALIGNMENT OF 15TH SIDEROAD WEST TO ALIGN WITH 15TH SIDEROAD EST STA. 9+870 TO STA. 10+130

Anley GROUP CONSULTING ENGINEERS PLANNERS

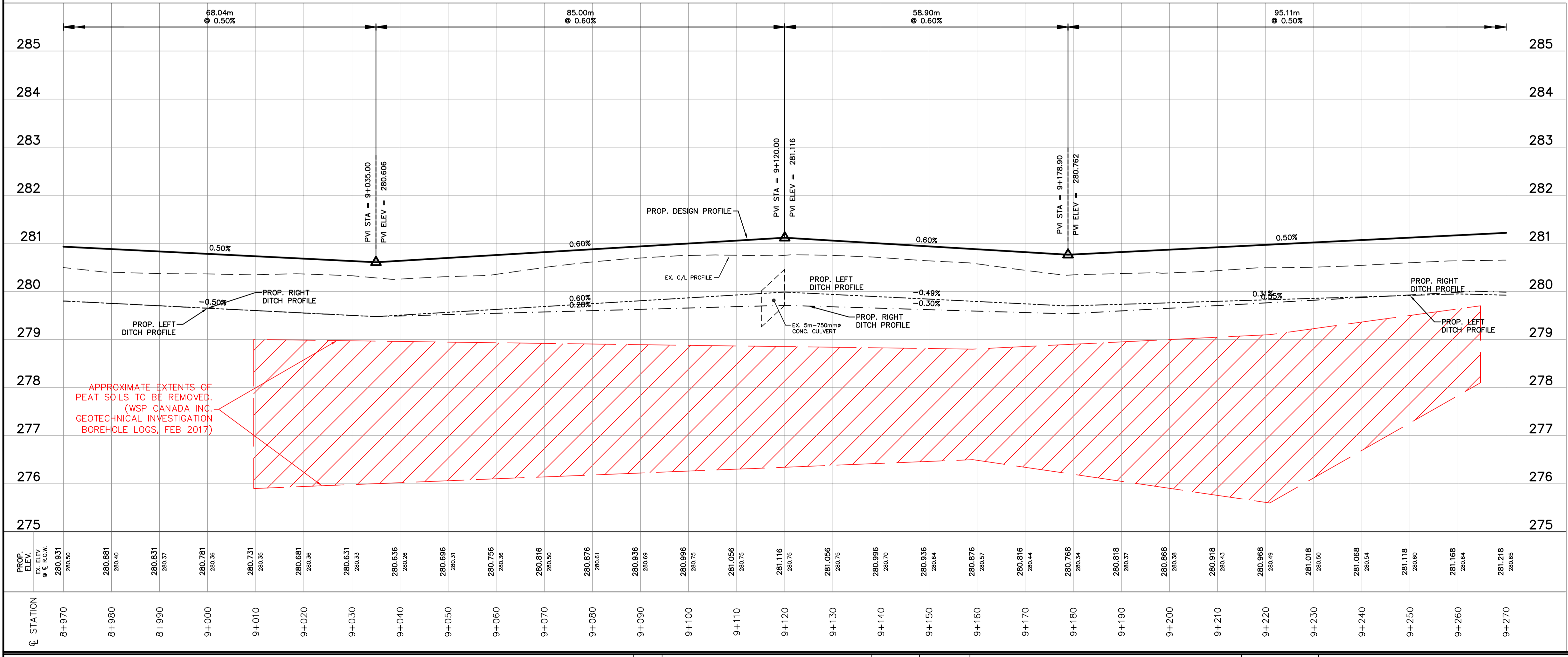
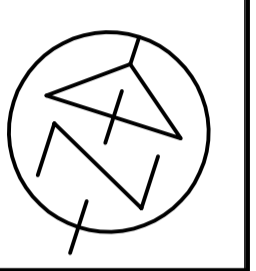
CONTRACT No. DWG. No. 217102-PP14A

NO.	REVISIONS	DATE	INITIAL

15th SIDEROAD



KEY PLAN
NOT TO SCALE



PROP. ELEV. @ C/L	EXIST. ELEV. @ C/L	STATION
280.931	280.90	8+970
280.881	280.40	8+980
280.831	280.37	8+990
280.781	280.35	9+000
280.731	280.35	9+010
280.681	280.36	9+020
280.631	280.33	9+030
280.636	280.26	9+040
280.696	280.31	9+050
280.756	280.36	9+060
280.816	280.50	9+070
280.876	280.61	9+080
280.936	280.69	9+090
280.996	280.75	9+100
281.056	280.75	9+110
281.116	280.79	9+120
281.056	280.75	9+130
280.996	280.70	9+140
280.936	280.64	9+150
280.876	280.57	9+160
280.816	280.44	9+170
280.768	280.34	9+180
280.816	280.37	9+190
280.868	280.38	9+200
280.918	280.43	9+210
280.968	280.49	9+220
281.018	280.50	9+230
281.068	280.54	9+240
281.118	280.60	9+250
281.168	280.64	9+260
281.218	280.65	9+270

NOTES

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Plotted by: SRUSSELL on November 23, 2018 at 1:38pm
File: V:\217102\Drawings\217102-Option-15th Sideroad.dwg Layout: PP11

NO.	REVISIONS	DATE	INITIAL

Not Valid Unless Signed And Dated

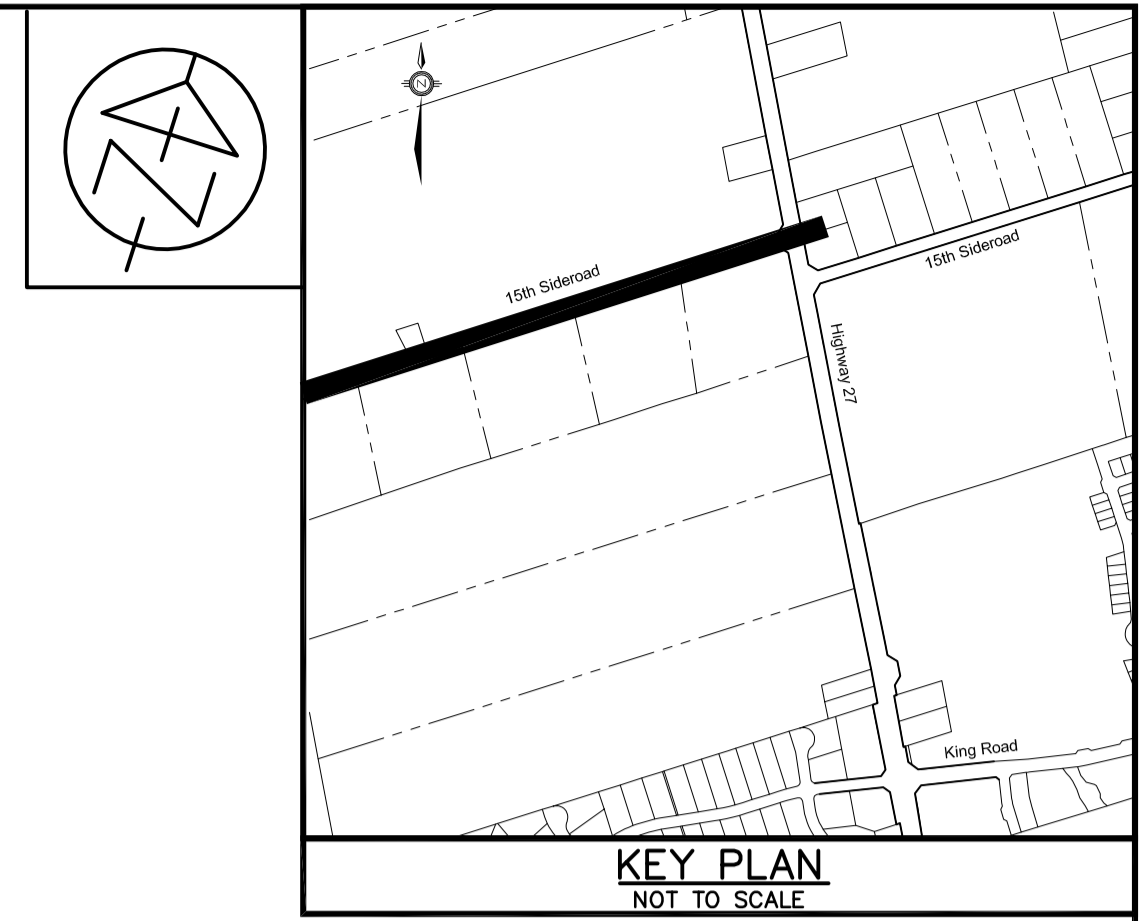
PRELIMINARY

SCALE: H= 1:500 V= 1:50
DESIGN: S.J.R.
DRAWN: R.A.W.
CHECKED: S.L.F.
DATE: FEB. 2018

TOWNSHIP OF KING
15th SIDEROAD
ROAD RECONSTRUCTION
FROM 10th CONCESSION TO HIGHWAY 27

PLAN & PROFILE
15th SIDEROAD
STA. 8+970 TO STA. 9+270

CONTRACT No. DWG. No. 217102-PP11

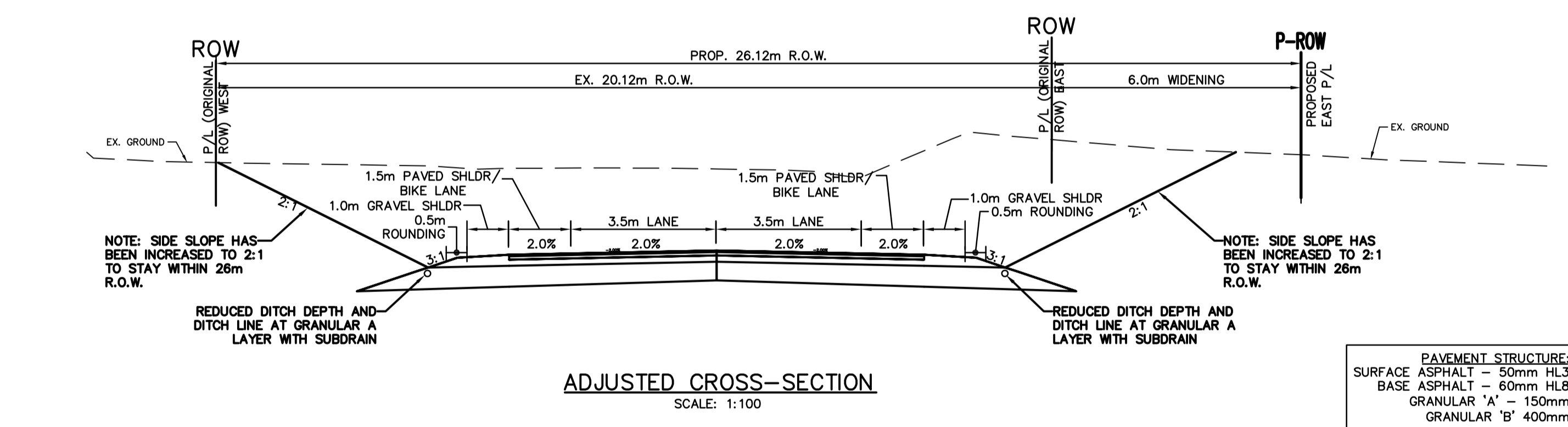
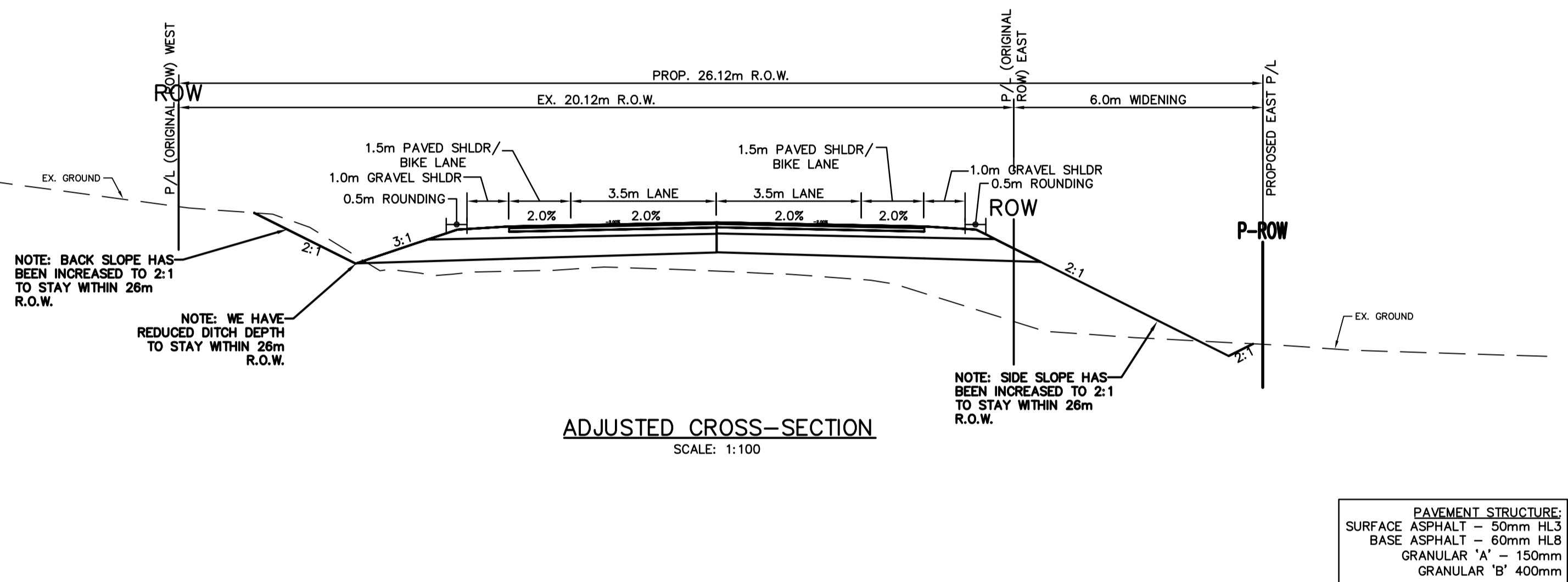
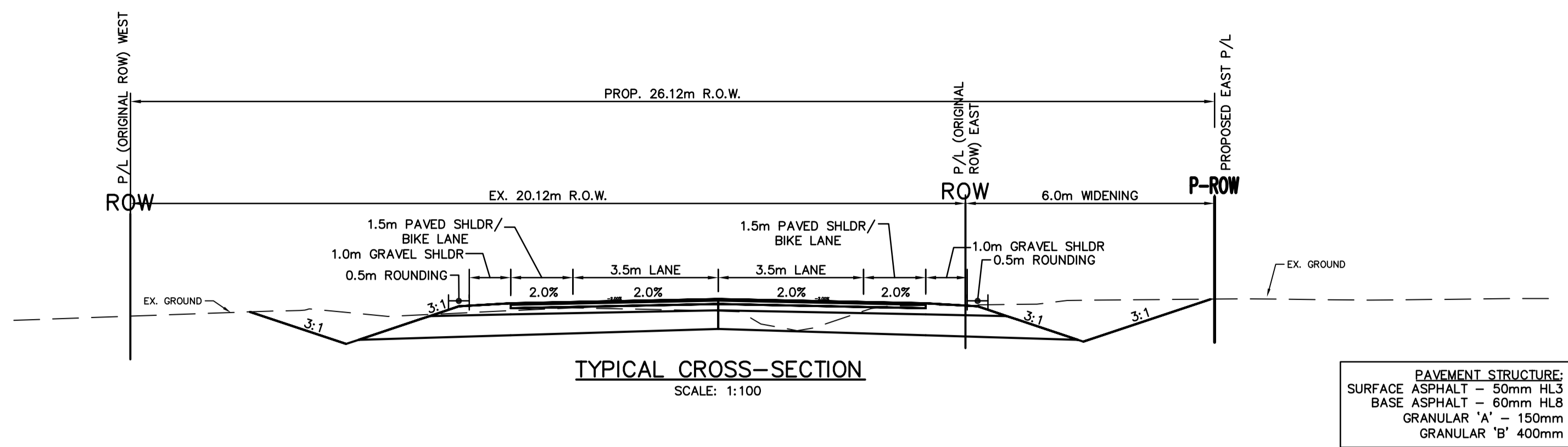


Plotted by: SRUSSELL on November 23, 2018 at 3:28pm
 File: V:\217102\Drawings\217102-Option-15th Sideroad.dwg Layout: 15 PIC3

SCALE: H= 1:500 V= 1:50
DESIGN: S.J.R.
DRAWN: R.A.W.
CHECKED: S.L.F.
DATE: FEB. 2018

TOWNSHIP OF KING
 15th SIDEROAD
 ROAD RECONSTRUCTION
 FROM 10th CONCESSION TO HIGHWAY 27
 ARIAL PROJECT OVERVIEW
 STA. 9+870 TO STA. 10+130

Anley GROUP
 CONSULTING ENGINEERS PLANNERS
 CONTRACT No. DWG. No. 217102-15 PIC3



SETTING A CENTERLINE ROAD PROFILE WITHIN TYPICAL MORAINE TOPOGRAPHY RESULTS IN CHALLENGES TO MEET ADEQUATE SIGHT LINES WHILE STAYING WITHIN EXISTING RIGHT OF WAY LIMITS.

THIS IS PARTIALLY RESOLVED BY WIDENING THE EXISTING 20m RIGHT OF WAY TO 26m WITH 3m WIDENING ON EACH SIDE OF THE ROAD. IN ADDITION, THE DITCH DEPTH HAS BEEN REDUCED WHERE POSSIBLE TO REDUCE THE OVERALL WIDTH OF THE CROSS-SECTION. SIDE AND BACK DITCH SLOPES HAVE ALSO BEEN INCREASED WHERE NECESSARY. THIS IS THE APPROACH TAKEN IN ALTERNATIVE 4.

ALTERNATIVE 3 WOULD BE TO PROVIDE ONLY MINIMAL IMPROVEMENTS TO THE GRADELINE AND SIGHT LINES, WHILE STAYING WITHIN THE EXISTING 20m RIGHT OF WAY AND REDUCING THE POSTED SPEED LIMIT.




VIEW ALONG 10TH CONCESSION LOOKING SOUTH. APPROX. STATION. 4+870



VIEW ALONG 10TH CONCESSION LOOKING NORTH. APPROX. STATION. 5+305



VIEW ALONG 10TH CONCESSION LOOKING NORTH. APPROX. STATION. 6+120

SCALE: H= N/A V= N/A	TOWNSHIP OF KING 10th CONCESSION ROAD RECONSTRUCTION FROM KING ROAD TO 15th SIDEROAD	 CONSULTING ENGINEERS PLANNERS
DESIGN: S.J.R.		
DRAWN: R.A.W.	TYPICAL CROSS SECTIONS	CONTRACT No. DWG. No. 217102-10-PIC
CHECKED: S.L.F.		
DATE: MAR. 2018		



EXISTING WROUGHT IRON FENCE ALONG WEST PROPERTY LINE OF 10TH CONCESSION




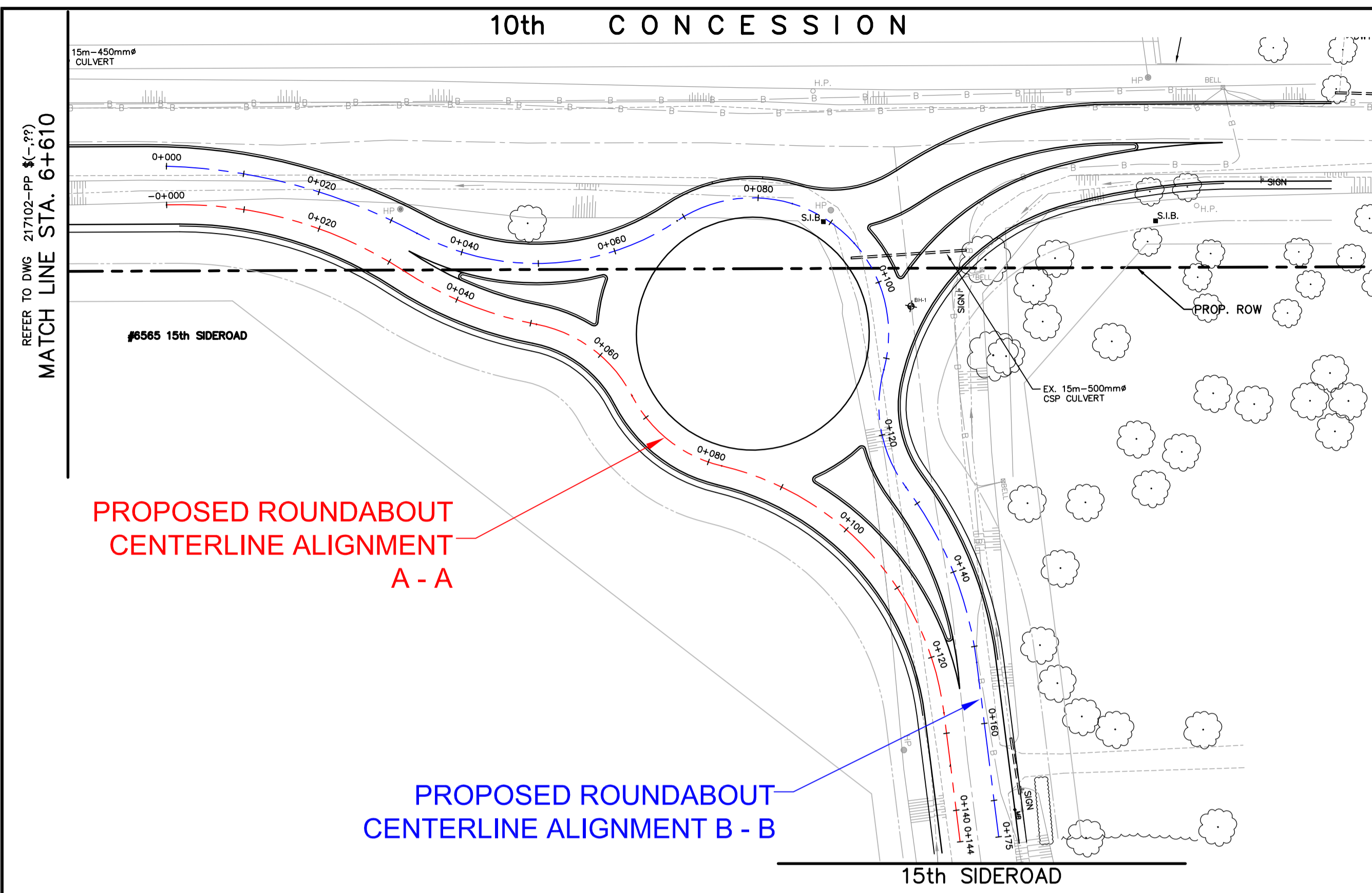
EXISTING WROUGHT IRON FENCE ALONG WEST PROPERTY LINE OF 10TH CONCESSION



EXISTING WROUGHT IRON ENTRANCE GATE AT #13700

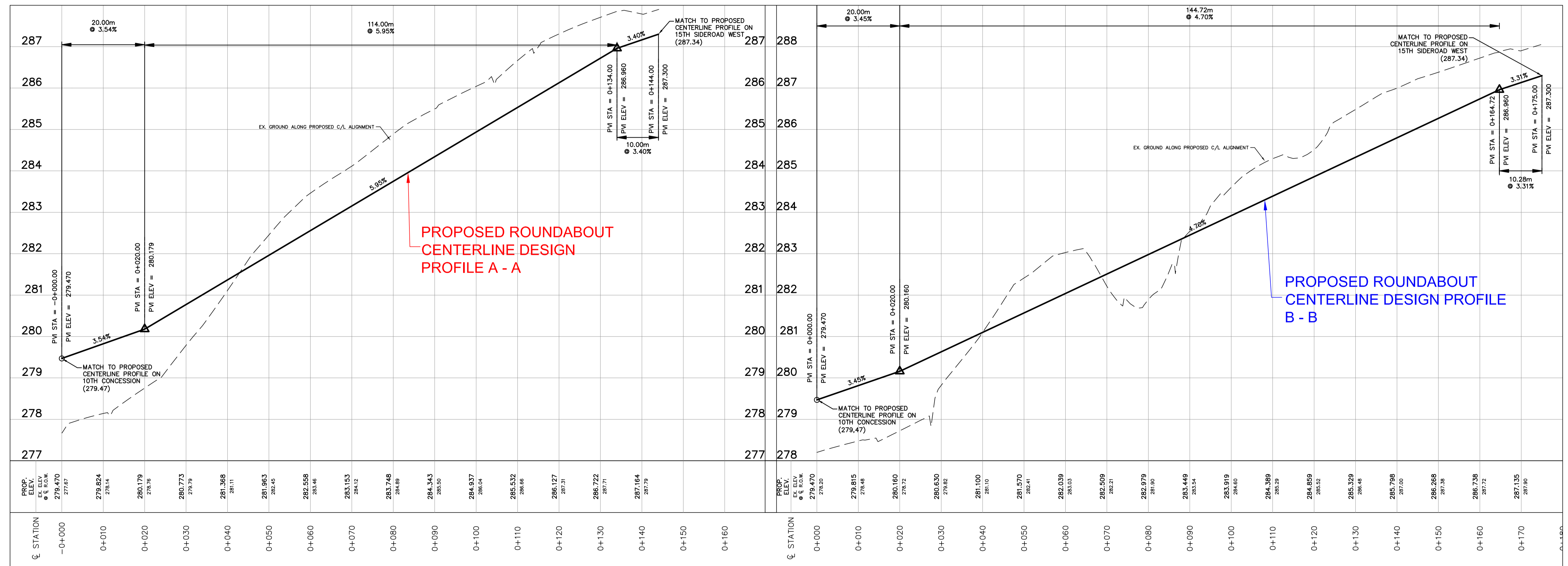
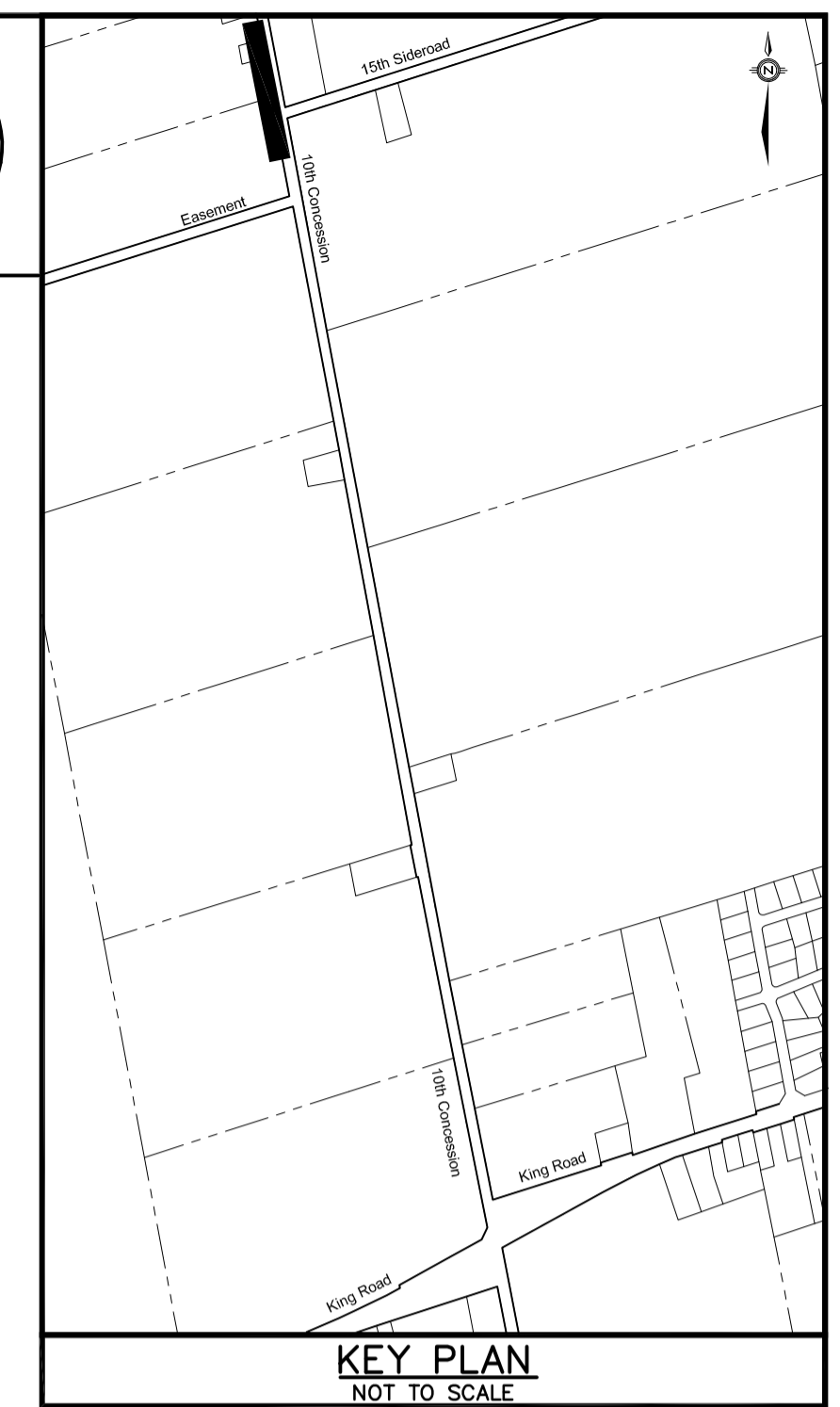
ATTEMPTS HAVE BEEN MADE TO PRESERVE THE EXISTING WROUGHT IRON FENCE ALONG THE WEST LIMIT OF 10TH CONCESSION. ALL RIGHT OF WAY WIDENING REQUIRED TO ACCOMMODATE THE UNDULATING TERRAIN WILL BE TAKEN FROM THE EAST SIDE OF 10TH CONCESSION. 6 METERS WILL BE TAKEN ALONG THE EAST SIDE.

SCALE: H= N/A V= N/A	TOWNSHIP OF KING 10th CONCESSION ROAD RECONSTRUCTION FROM KING ROAD TO 15th SIDEROAD	 CONSULTING ENGINEERS PLANNERS
DESIGN: S.J.R.		
DRAWN: R.A.W.		
CHECKED: S.L.F.		
DATE: MAR. 2018	EXISTING WROUGHT IRON FENCE	CONTRACT No. _____ DWG. No. 217102-10-PIC2



ATTEMPTS AT PROVIDING A ROUNDABOUT AT THE INTERSECTION OF 15TH SIDEROAD WEST AND 10TH CONCESSION RESULT IN A CENTERLINE GRADE PROFILE OF APPROXIMATELY 6.0%.

THIS IS NOT A FEASIBLE SOLUTION DUE TO THE TOPOGRAPHY OF THE AREA AND AS SUCH, THIS ALTERNATIVE WAS DROPPED FROM FURTHER CONSIDERATION.



NOTES

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Plotted by: SRUSSELL on November 26, 2018 at 11:37am
 File: V:\217102\Drawings\217102-Optn-10th CONC.dwg Layout: 10-PIC3

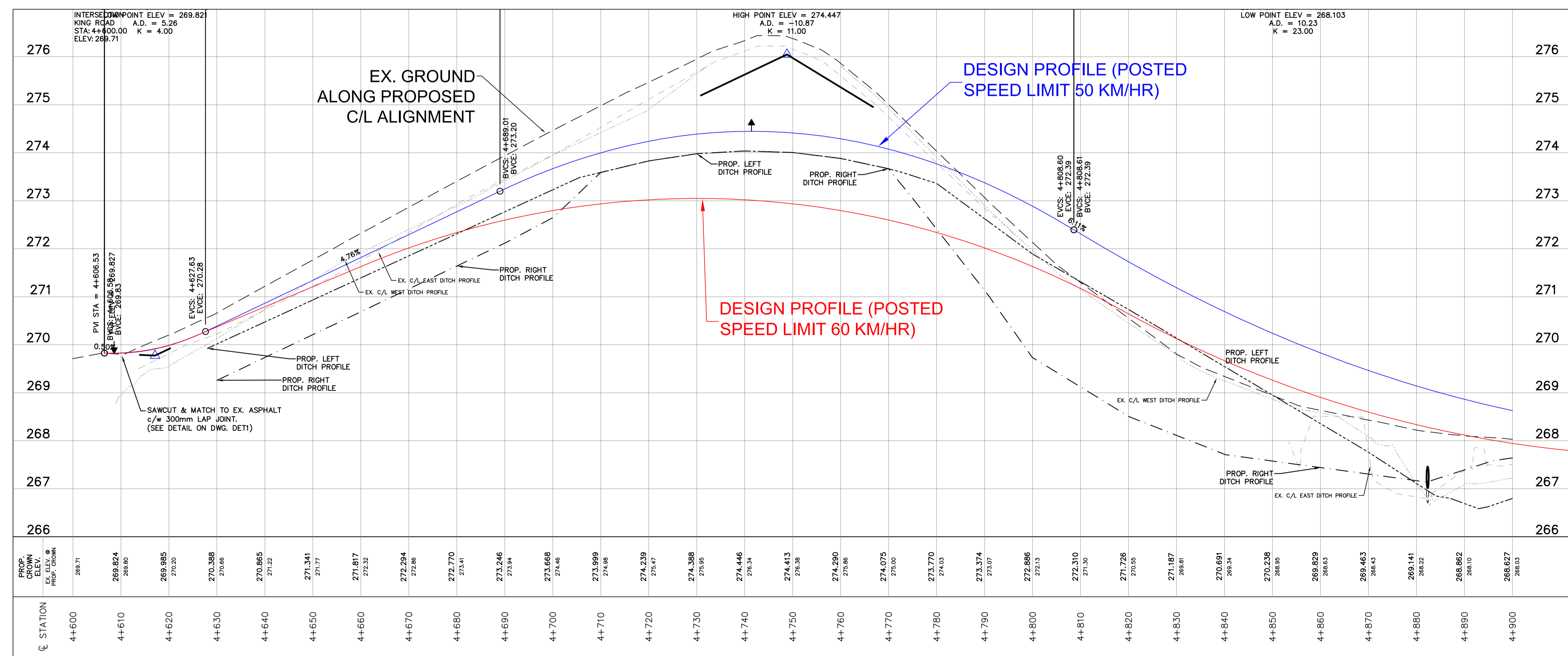
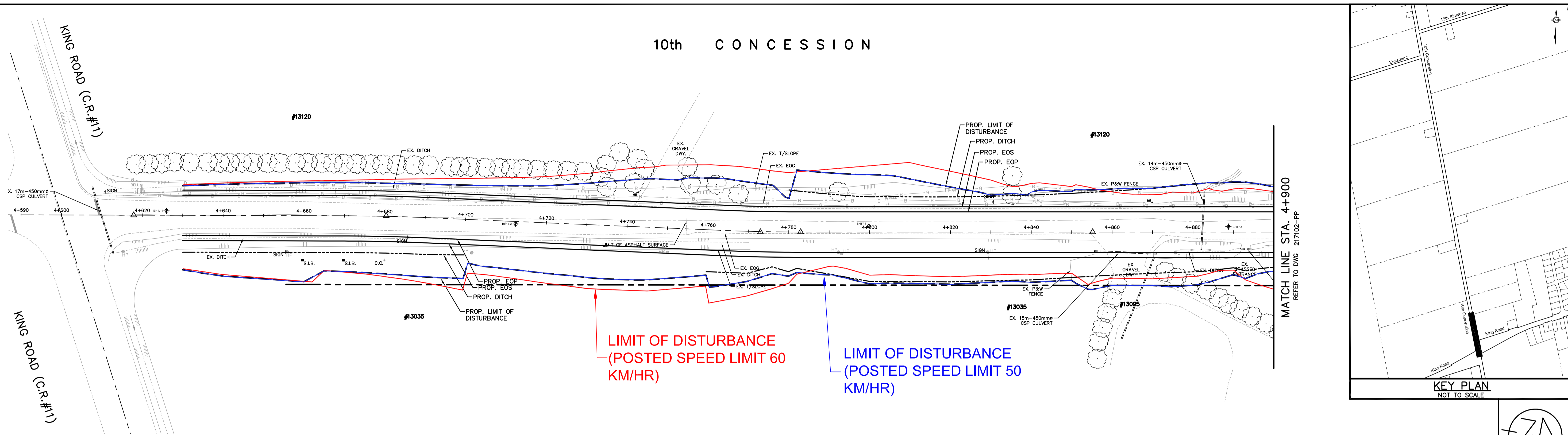
NO.	REVISIONS	DATE	INITIAL

Not Valid Unless Signed And Dated
PRELIMINARY
 SCALE: H= 1:500
 V= 1:50
 DESIGN: S.J.R.
 DRAWN: R.A.W.
 CHECKED: S.L.F.
 DATE: MAR. 2018

TOWNSHIP OF KING
 10th CONCESSION
 ROAD RECONSTRUCTION
 FROM KING ROAD TO 15th SIDEROAD
 PLAN & PROFILE
 POTENTIAL ROUNDABOUT INTERSECTION
 STA. 6+700 TO STA. 7+000

Anley CONSULTING ENGINEERS PLANNERS
 CONTRACT No. DWG. No. 217102-10-PIC3

10th CONCESSION



THE SOUTHERNMOST 300m OF 10TH CONCESSION FEATURES A PROMINENT KNOLL, WHICH HAS REQUIRED A REDUCTION IN POSTED SPEED IN ORDER TO STAY WITHIN THE PROPOSED 26m RIGHT-OF-WAY AND ACCOMMODATE EXISTING DRIVEWAYS. ADDITIONAL SIGNAGE WILL BE REQUIRED ADVISING OF REDUCED SPEED, REDUCED SIGHT LINES AND THE APPROACHING INTERSECTION WITH KING ROAD.

NOTES

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NO.	REVISIONS	DATE	INITIAL

Not Valid Unless Signed And Dated

PRELIMINARY

SCALE: H= 1:500
 V= 1:50

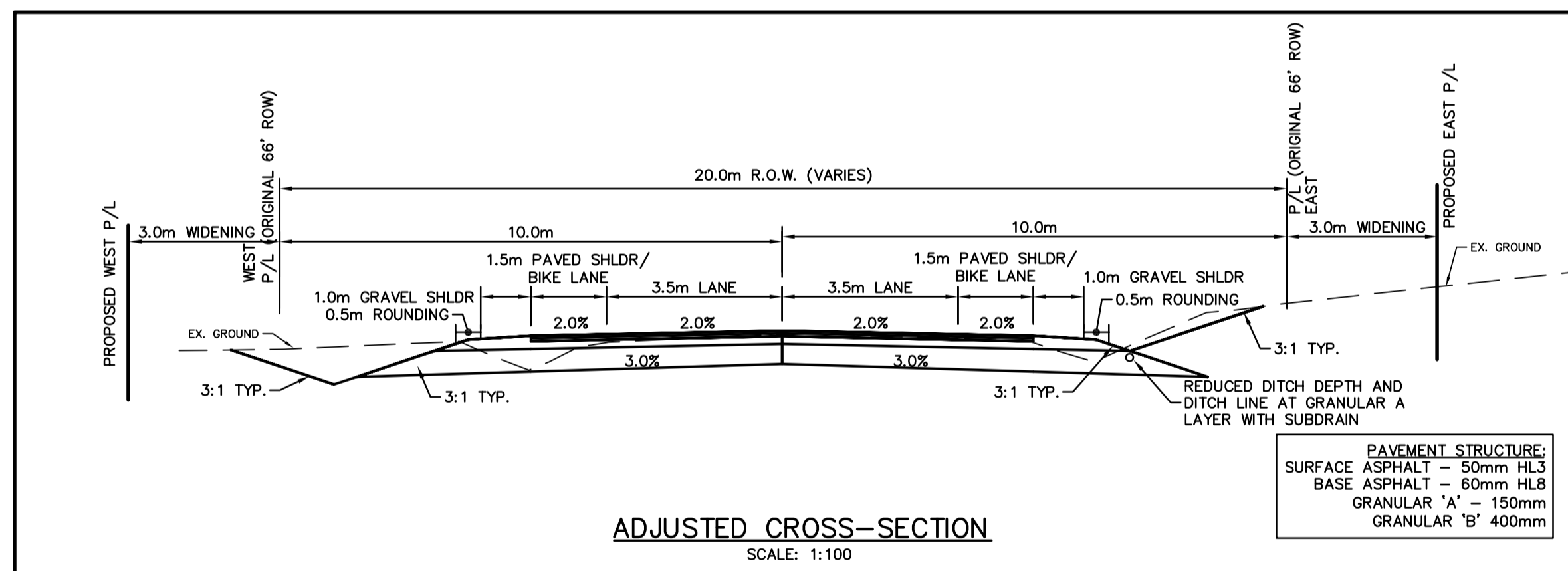
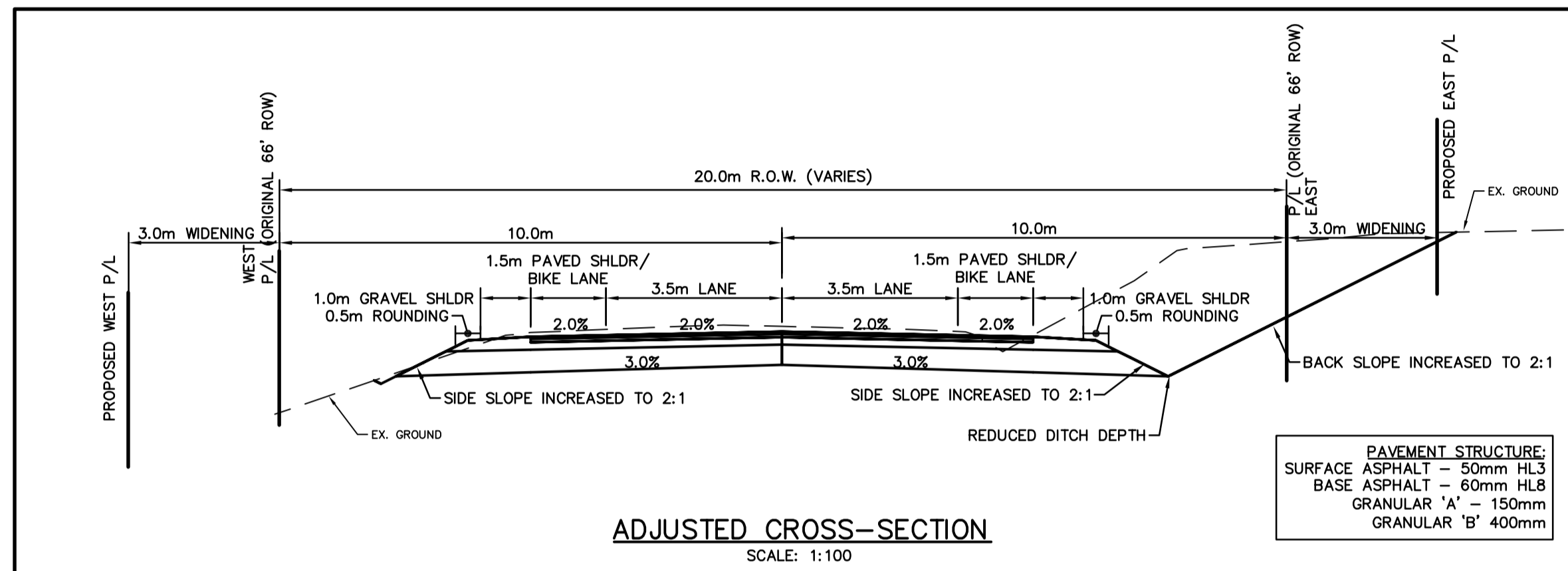
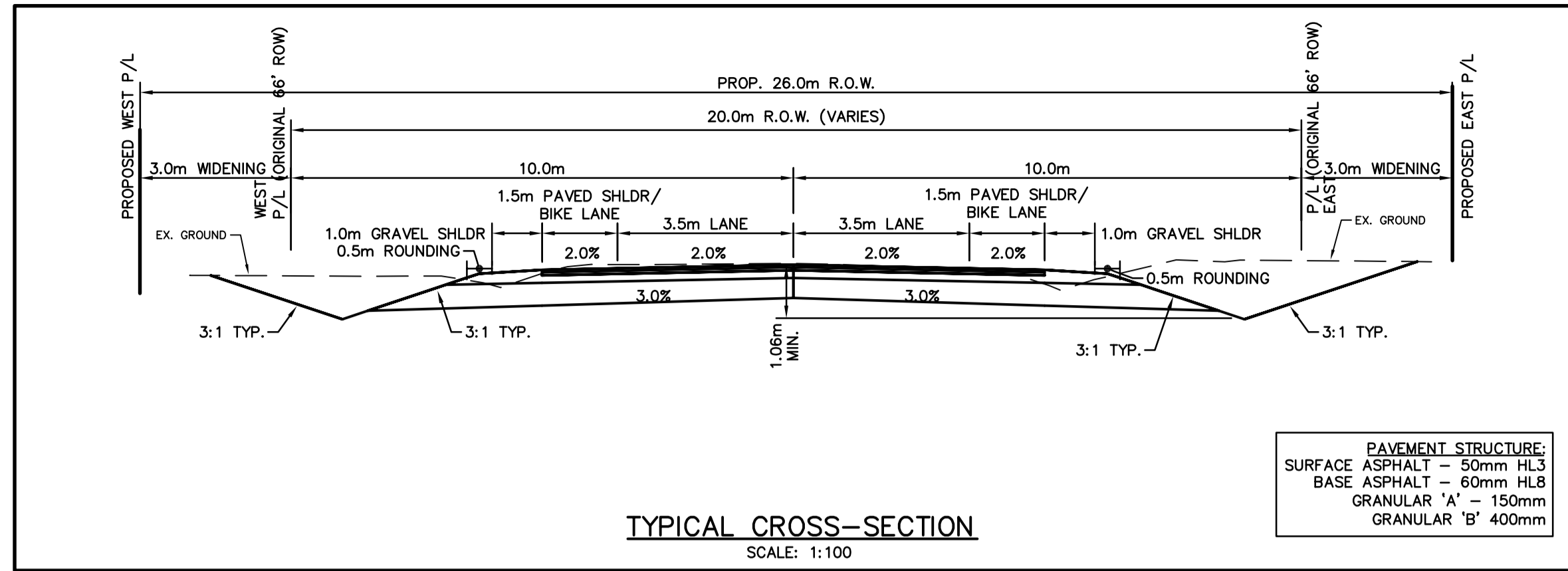
DESIGN: S.J.R.
 DRAWN: R.A.W.
 CHECKED: S.L.F.
 DATE: MAR. 2018

TOWNSHIP OF KING
 10th CONCESSION
 ROAD RECONSTRUCTION
 FROM KING ROAD TO 15th SIDEROAD

10th CONCESSION
 PROPOSED POSTED SPEED REDUCTION
 STA. 4+600 TO STA. 4+900

Anley CONSULTING ENGINEERS PLANNERS

CONTRACT No. DWG. No. 217102-10-PIC



SETTING A CENTERLINE ROAD PROFILE WITHIN TYPICAL MORaine TOPOGRAPHY RESULTS IN CHALLENGES TO MEET ADEQUATE SIGHT LINES WHILE STAYING WITHIN EXISTING RIGHT OF WAY LIMITS.

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ALTERNATIVE 3 WOULD BE TO PROVIDE ONLY MINIMAL IMPROVEMENTS TO THE GRADELINE AND SIGHT LINES, WHILE STAYING WITHIN THE EXISTING 20m RIGHT OF WAY AND REDUCING THE POSTED SPEED LIMIT.




VIEW ALONG 8TH CONCESSION LOOKING SOUTH. APPROX. STATION. 1+660



VIEW ALONG 8TH CONCESSION LOOKING NORTH AT APPROX. STATION 2+100



VIEW ALONG 8TH CONCESSION LOOKING NORTH AT APPROX. STATION. 2+860

SCALE: H= N/A V= N/A	TOWNSHIP OF KING 8th CONCESSION ROAD RECONSTRUCTION FROM 15th SIDEROAD TO KING ROAD		CONSULTING ENGINEERS PLANNERS
DESIGN: S.J.R.			
DRAWN: R.A.W.	TYPICAL SECTIONS AND SITE PHOTOGRAPHS		
CHECKED: S.L.F.			
DATE: NOV. 2018			
	CONTRACT No.	DWG. No. 217102-PIC-1	