



WELCOME

**DOMINION STREET CLASS ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION CENTRE #1**

**INGLEWOOD COMMUNITY CENTRE
NOVEMBER 30, 2016**

THE CORPORATION OF THE TOWN OF CALEDON

PURPOSE OF THE PUBLIC INFORMATION CENTRE

Welcome to the first Public Information Centre for the Dominion Street Class Environmental Assessment.

Please sign-in using the forms provided so we may add you to our contact database for future consultation events.

Feel free to walk around and view the display boards.

Project team members are available to answer your questions and address your comments.

The purpose of this Public Information Centre (PIC) is to:

1. Introduce the Proposed Undertaking
2. Describe the Class Environmental Assessment processes
3. Solicit feedback and comments on the Proposed Undertaking
4. Provide information on the existing environmental conditions of the Site
5. Present Alternative Solutions
6. Meet the Project Team and ask questions





Puckering Lane

McLaren Road

Forks of the Credit
Provincial Park

Forks of the Credit
Road

CP Railway

Dominion Street



SITE CONTEXT



CLASS ENVIRONMENTAL ASSESSMENT PROCESSES

MUNICIPAL ENGINEERS ASSOCIATION (MEA) CLASS EA PROCESS

Schedule ‘C’ Process

Projects included under this classification have the potential for significant environmental effects and must proceed under the full planning and documentation procedures specified in the MEA Class EA document (i.e., Phases I to IV). An Environmental Study Report (ESR) must be prepared and submitted for review by the public and relevant agencies for these undertakings. If there are no outstanding concerns, the municipality may proceed to Phase V for implementation.

MINISTRY OF NATURAL RESOURCES AND FORESTRY (MNR) PUBLIC PARKS & CONSERVATION RESERVES (PPCR) CLASS EA PROCESS

Category ‘C’ Process

Potential for high net negative effects and concerns of interested parties. Requires detailed information and analysis, and a comprehensive external review process. Project classified as a Category C undertaking require the completion of an ESR.

CONSIDERATION FOR BOTH CLASS EA PROCESSES

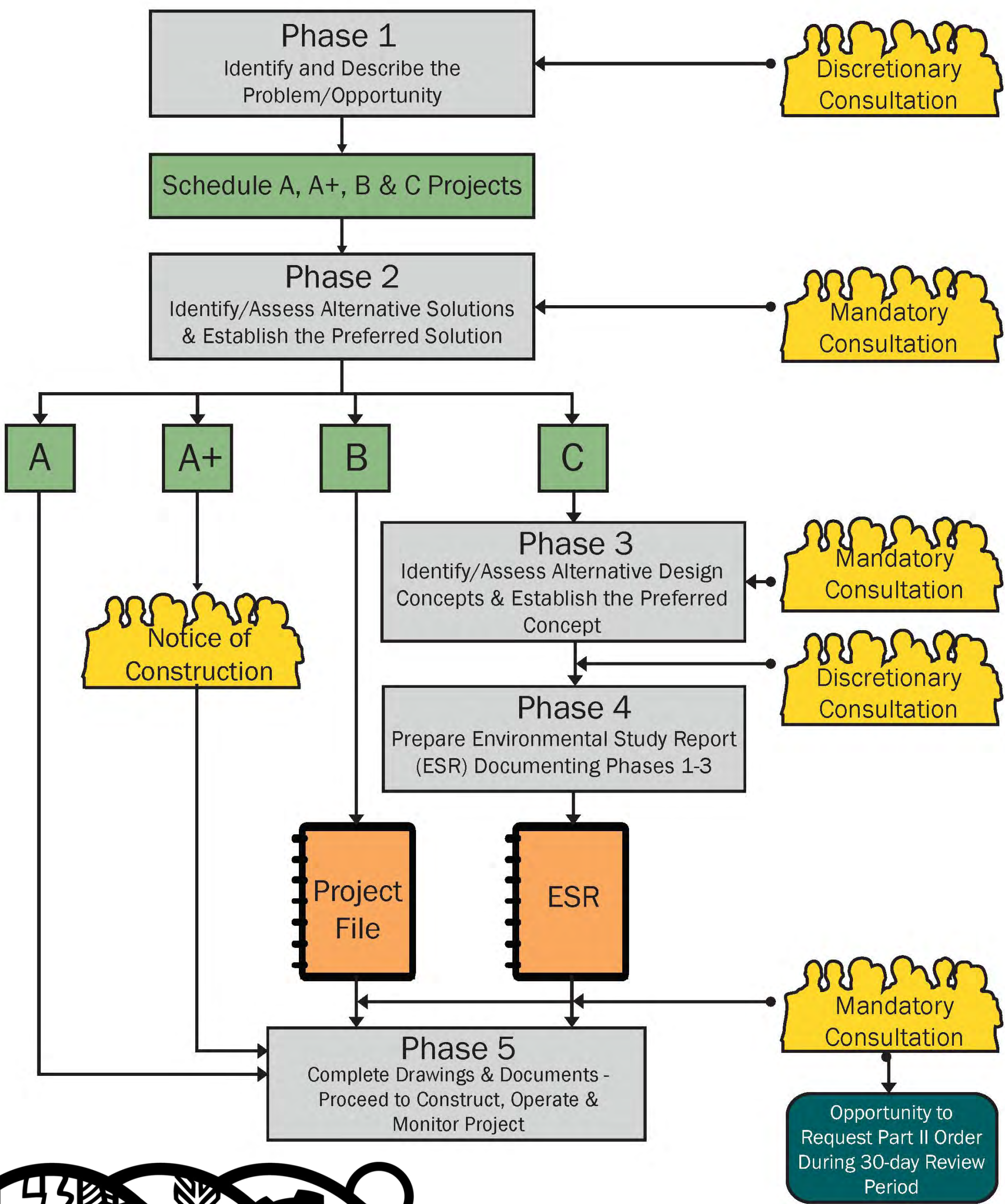
The Dominion Street undertaking requires the consideration of both the MEA Class EA and MNR PPCR Class EA Process.

The MNR PPCR Class EA process is triggered due to the potential impacts to the Forks of the Credit Provincial Park. It is applied to the potential alternative solutions that would require easements through the Forks of the Credit Provincial Park.

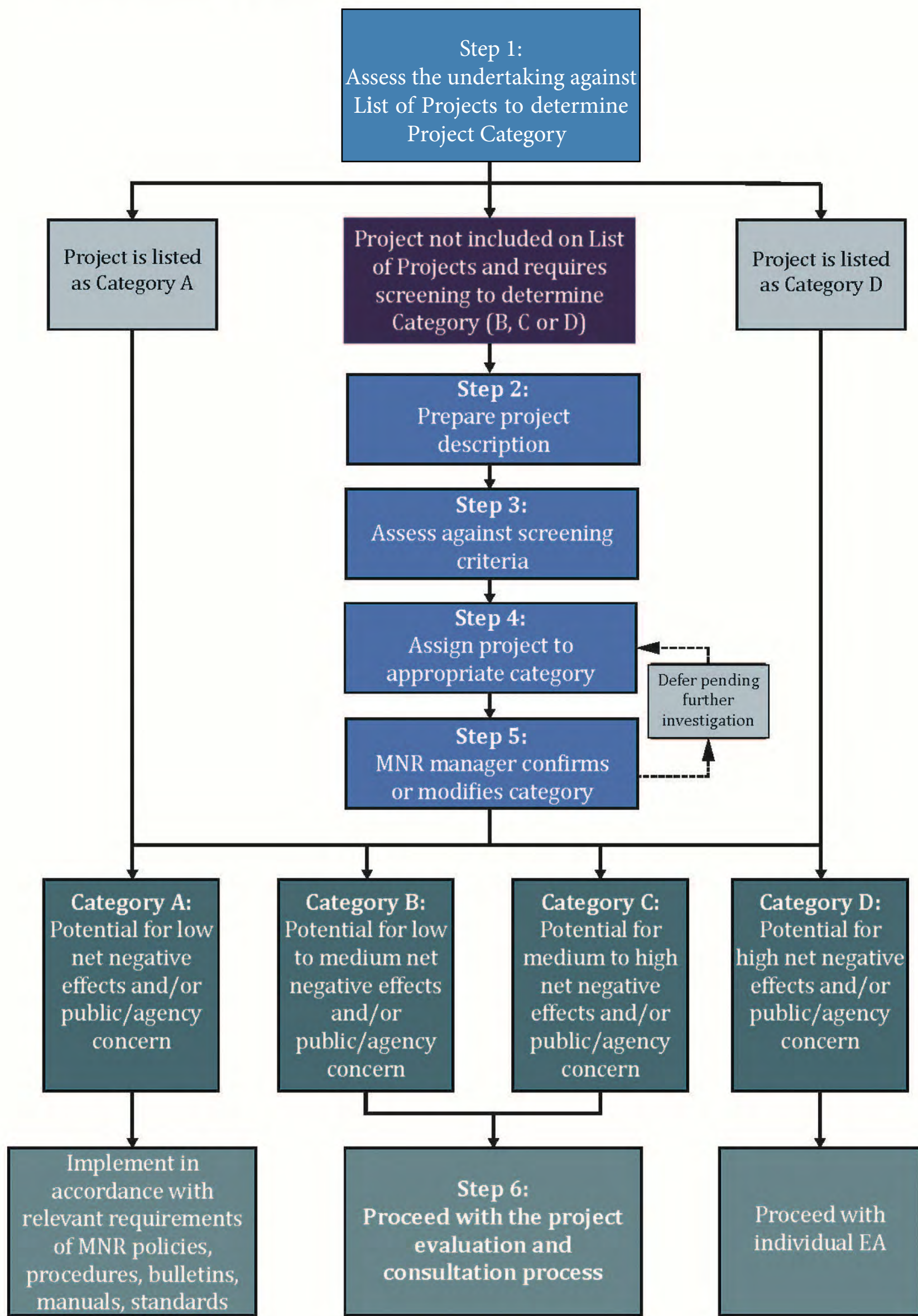
Given consideration for both Class EA processes, GHD has prepared a Harmonized Class EA process which equally considers and satisfies both Class EA processes simultaneously.

However, upon finalization of the Alternative Solutions Evaluation and confirmation of the preferred Alternative Solution, it may be determined that the undertaking no longer requires the completion of the MNR PPCR Class EA process and the MEA Class EA process will proceed.

Overview of the Municipal Class Environmental Assessment Process



The Screening Process



HARMONIZED CLASS EA PROCESS

MEA CLASS EA + MNRF PPCR CLASS EA

The Harmonized Class EA process consists of the following five milestones, which incorporate various phases and steps of both the MEA Class EA and MNRF PPCR Class EA processes.

Milestone 1 Municipal Class EA Phase I + MNRF PPCR Steps 1 & 2

Milestone 2 Municipal Class EA Phase II + MNRF PPCR Step 3

Milestone 3 Municipal Class EA Phase III + MNRF PPCR Step 4

Milestone 4 Municipal Class EA Phase IV + MNRF PPCR Steps 5 & 6

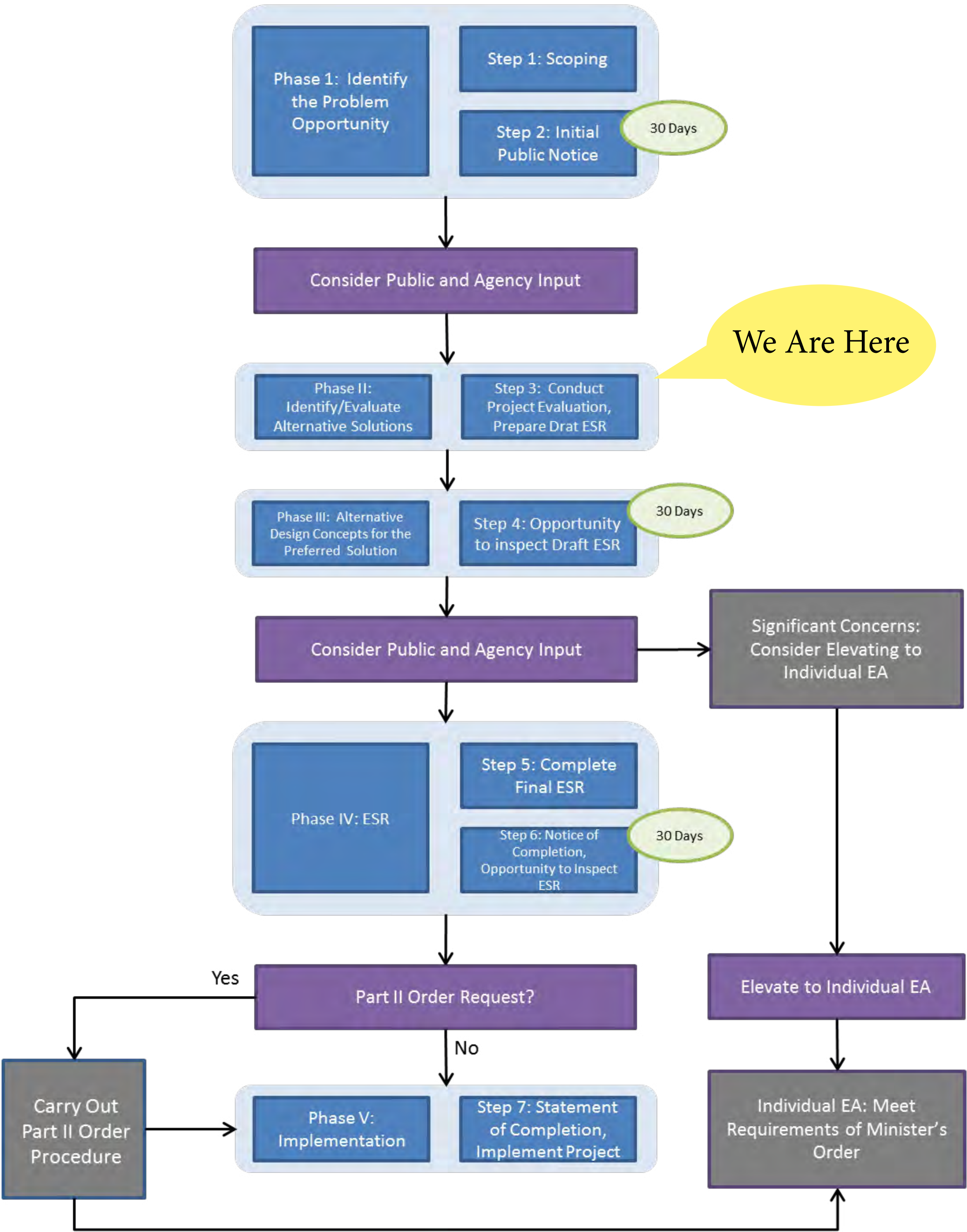
Milestone 5 Municipal Class EA Phase V + MNRF PPCR Step 7

Intent of the Dominion Street Class EA Study

The purpose of this Harmonized Class EA is three-fold:

1. To identify and evaluate the levels of risk associated with the river bank and road embankment along Dominion Street.
2. To identify a preferred long-term treatment strategy for existing Dominion Street and the Dominion Street Bridge.
3. To identify and evaluate the potential for additional access/service roads connecting to Dominion Street.

Harmonized Schedule 'C' Class EA Process



CURRENT ISSUES AND CONSTRAINTS

Access

- Dominion Street and the bridge are a point-source egress and provide access to 14 private residential dwellings.
- Reliability of road access will be a focal point of the study.

Structural Integrity of the Dominion Street Bridge

- The existing bridge does not fully span the Credit River
- Flow of the river is constricted resulting in an increase in flow velocity and scour potential at the bridge abutments and road embankment
- Maintaining the structural integrity of the Dominion Street Bridge Crossing will be a key component of this EA study.

Road Instability

- Dominion Street is currently experiencing road slippage in areas where the road embankment is closest to the river.

Cultural Heritage

- Built in 1935, the existing bridge has been identified by the Town as being of “heritage interest”.
- The bridge is located on a scenic road within the Belfountain & the Credit Gorge Cultural Heritage Landscape, and is a vital component of the Bruce Trail.
- Any required rehabilitation work must be sensitive to the bridge’s heritage characteristics.

Embankment Protection

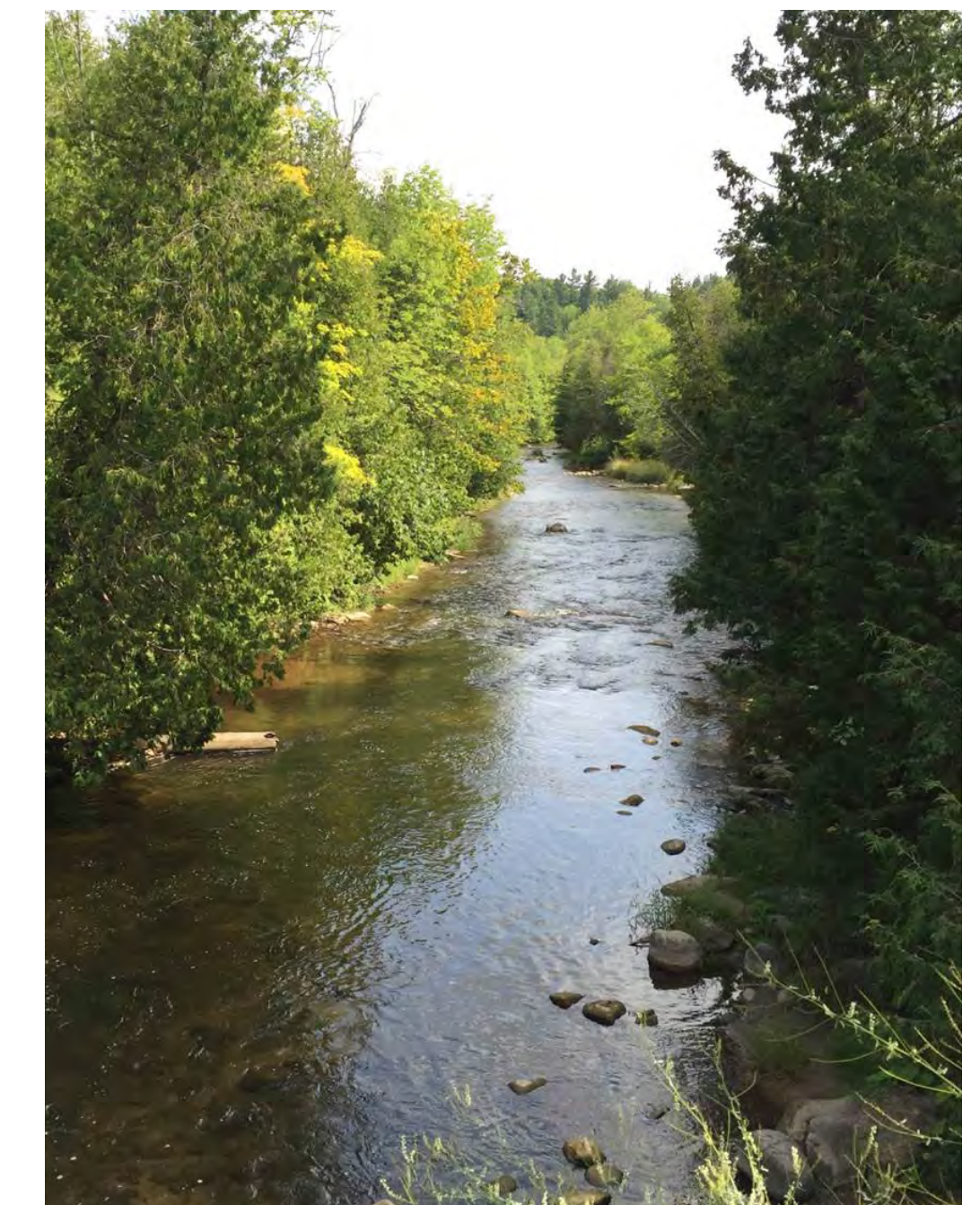
- Measures to reduce embankment toe erosion may prevent further road slippage of existing Dominion Street.
- The river banks of the Credit River are lined with mature vegetation, considered valuable for environmental and aesthetic purposes.
- Traditional erosion protection measures could involve extensive impacts to this vegetation, alternative methods will be considered.

Forks of the Credit Provincial Park and the Credit River

- The Forks of the Credit Provincial Park and the Credit River are unique features within the Study Area.
- Possible Alternative Solutions would call for additional access to Dominion Street through the Forks of the Credit Provincial Park.

Species at Risk

- The Study Area is known for having potential for the presence of Redside Dace, a species currently listed as “Special Concern” under the Species at Risk Act, and listed as “Endangered” under the Endangered Species Act.



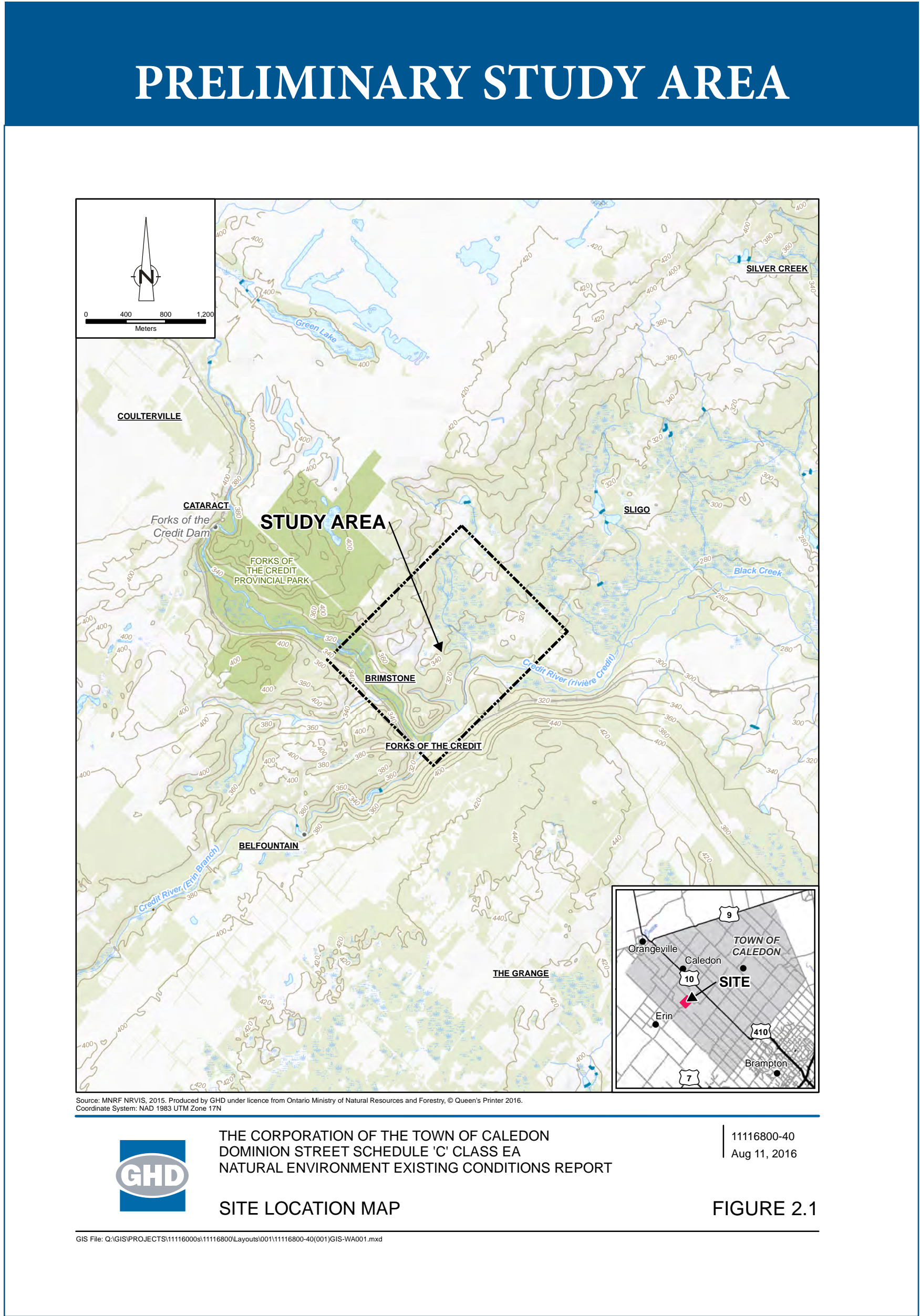
PROBLEM AND OPPORTUNITY STATEMENT

PROBLEM

Maintaining the structural integrity of Dominion Street and the Dominion Street Bridge is essential to providing access to 14 individual residential dwellings located on Dominion Street. The Dominion Street bridge also provides access for emergency and town services. The current condition of the Dominion Street Bridge warrants either significant rehabilitation or replacement. Erosion is evident around the bridge abutments and must be addressed as part of the study. Traditional erosion measures have the potential to threaten existing mature vegetation residing on the embankment. The Dominion Street Bridge is a vital cultural heritage component as well as a key link of the Bruce Trail Conservancy, which must be sustained in order to provide safe pedestrian passage in addition to safe vehicle access while respecting cultural heritage value. The solution to this problem must be financially viable given the limited number of local residents serviced by Dominion Street and the Dominion Street bridge.

OPPORTUNITY

Accordingly, an opportunity exists to remediate the identified issues surrounding the deficiencies associated with existing Dominion Street and the Bridge. Access will be improved upon the completion of identified works. The potential rehabilitation provides an opportunity for the enhancement and safety of the Bruce Trail located within the Study Area along Dominion Street. Cultural heritage resources have the potential to be maintained and rehabilitated for future long-term use.



ALTERNATIVE SOLUTIONS

ALTERNATIVE 1 DO NOTHING

Description

Rehabilitation or replacement works will not be undertaken. No measures to improve the condition of the bridge and road will be considered; therefore the bridge and road would remain in its present condition. Identified issues and problems will remain unresolved and current conditions of the bridge and road would continue to deteriorate. If no rehabilitation work is undertaken, the road and bridge would no longer be able to accommodate heavier vehicles and would eventually have to be closed.

The “Do Nothing” alternative is used as a benchmark for the evaluation of additional alternatives.

ALTERNATIVE 2 RE-ALIGN DOMINION STREET

Description

Alternative 2 would involve moving the road farther from the river in the areas of instability. However, a large hill is located on the east side of the road, which makes this solution very difficult given the significant environmental impacts, topography, and terrain. Re-alignment would require significant mature vegetation removal and significant roadway cuts. Three variations to Alternative 2 have been generated:

Alternative 2A - Re-alignment via Puckering Lane

Alternative 2B – Re-alignment via Forks of the Credit Road

Alternative 2C – Re-alignment via Forks of the Credit Provincial Park Parking Lot

Preliminary configurations for Alternatives 2A, 2B & 2C are discussed in the following “Preliminary Alternative Solution Configurations” boards.

ALTERNATIVE 3 REHABILITATE EXISTING DOMINION STREET AND BRIDGE

Description

This alternative would undertake bank and embankment stabilization works required to safeguard against potential hazards to the public and Town assets. This would involve the rehabilitation of Dominion Street and the Dominion Street Bridge, where a single point access would remain. Two variations to Alternative 3 have been generated:

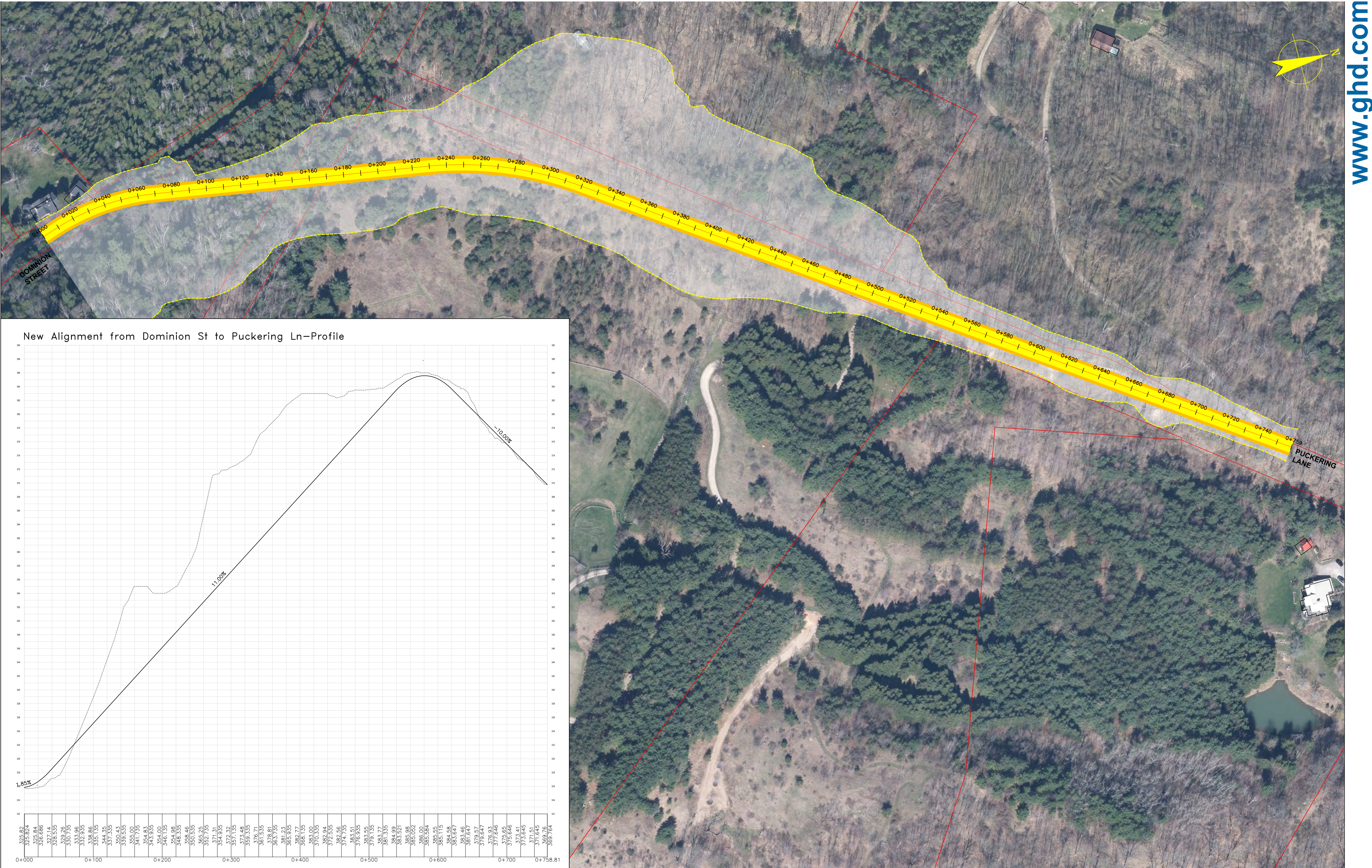
Alternative 3A – Existing Bridge and Road Rehabilitation

Alternative 3B – New Bridge and Road Rehabilitation

Preliminary configurations for Alternatives 3A & 3B are discussed in the following “Preliminary Alternative Solution Configurations” boards.

PRELIMINARY ALTERNATIVE 2 SOLUTION CONFIGURATIONS

ALTERNATIVE 2A RE-ALIGNMENT via PUCKERING LANE



ALTERNATIVE 2A RE-ALIGNMENT via PUCKERING LANE

Description

Alternative 2A would require the connection of Dominion Street to Puckering Lane. The connection of west-end Puckering Lane and north-end Dominion Street would require an 11 percent grade given the significant change in elevation.

Area of Potential Impact

The estimated surface area potentially impacted from the preliminary configuration of Alternative 2A is approx. 48,000 m²

Additional Road

An approximate 750 metres of additional road would be required to facilitate Alternative 2B.

Costing

Estimated costs for implementation of Alternative 2A: \$5,000,000 - \$6,000,000

TOWN OF CALEDON
SCHEDULE 'C' CLASS EA FOR DOMINION STREET

date: OCTOBER 2016
job no: 111168000
drawing: 002

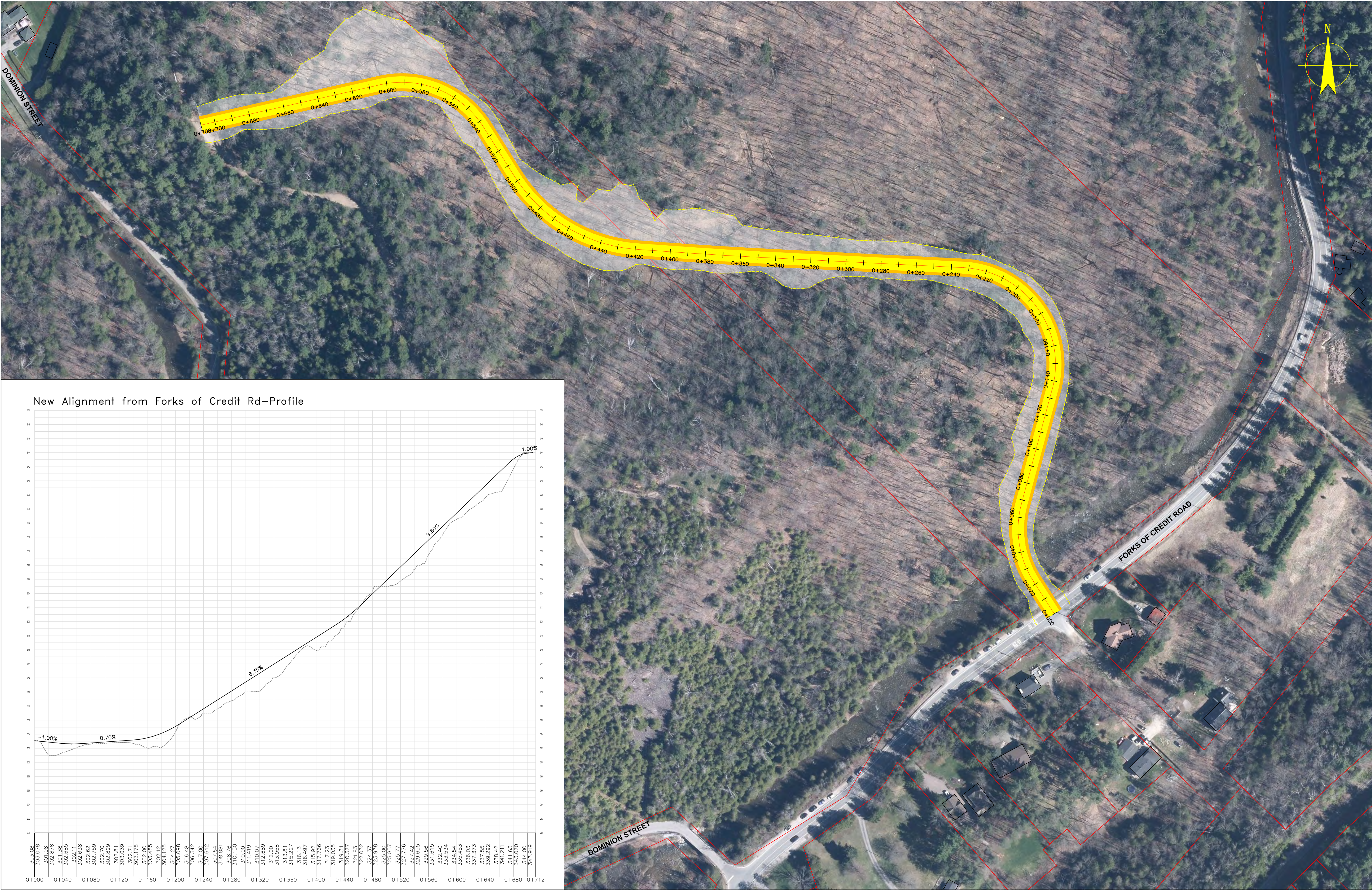


NEW ALIGNMENT - ALTERNATIVE 2A



PRELIMINARY ALTERNATIVE 2 SOLUTION CONFIGURATIONS con't

ALTERNATIVE 2B RE-ALIGNMENT via FORKS OF THE CREDIT ROAD



ALTERNATIVE 2B RE-ALIGNMENT via FORKS OF THE CREDIT ROAD

Description

Alternative 2B involves an alternative connection approximately 240 metres east of the current Forks of the Credit/Dominion Street intersection to connect to the existing laneway located approximately 240 m north of the existing intersection. This new connection would not affect any of the lands of the Forks of the Credit Provincial Park. A road grade falling within the 11 percent maximum appears to be feasible. A new bridge would be required to cross the Credit River.

Area of Potential Impact

The estimated surface area potentially impacted from the preliminary configuration of Alternative 2B is approx. **18,700 m²**

Additional Road

An approximate 700 metres of additional road would be required to facilitate Alternative 2B.

Costing

Estimated costs for implementation of Alternative 2B: **\$2,000,000 - \$3,000,000**

TOWN OF CALEDON
SCHEDULE 'C' CLASS EA FOR DOMINION STREET

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SCALE 1:1000 AT ORIGINAL SIZE

date: OCTOBER 2016
job no: 111168000
drawing: 001

NEW ALIGNMENT - ALTERNATIVE 2B



PRELIMINARY ALTERNATIVE 2 SOLUTION CONFIGURATIONS con't

ALTERNATIVE 2C RE-ALIGNMENT via FORKS OF THE CREDIT PROVINCIAL PARK PARKING LOT



TOWN OF CALEDON
SCHEDULE 'C' CLASS EA FOR DOMINION STREET

date: OCTOBER 2016
job no: 111168000
drawing: 003



NEW ALIGNMRNT - ALTERNATIVE 2C



ALTERNATIVE 2C RE-ALIGNMENT via FORKS OF THE CREDIT PROVINCIAL PARK PARKING LOT

Description

Alternative 2C involves the northern extension of Dominion Street following the alignment of the existing Bruce Trail, connecting to the Forks of the Credit Provincial Park parking lot. The connection would require significant cuts in excess of 20m for grade of 11 percent, maximum for a low volume rural roadway.

Area of Potential Impact

The estimated surface area potentially impacted from the preliminary configuration of Alterntaive 2C is approx. **59,000 m²**

Additional Road

An approximate 1700 metres of additional road would be required to facilitate Alterntaive 2C.

Costing

Estimated costs for implementation of Alternative 2C: **\$6,000,000 - \$8,000,000**

PRELIMINARY ALTERNATIVE 3 SOLUTION

ALTERNATIVE 3 REHABILITATE EXISTING DOMINION STREET AND BRIDGE



ALTERNATIVE 3A EXISTING BRIDGE AND ROAD REHABILITATION

Alternative 3A would involve bridge and road rehabilitation which would address some of the scour issues at the existing crossing.

Costing

Bridge Rehabilitation: \$450,000 - \$600,000

ALTERNATIVE 3B NEW BRIDGE AND ROAD REHABILITATION

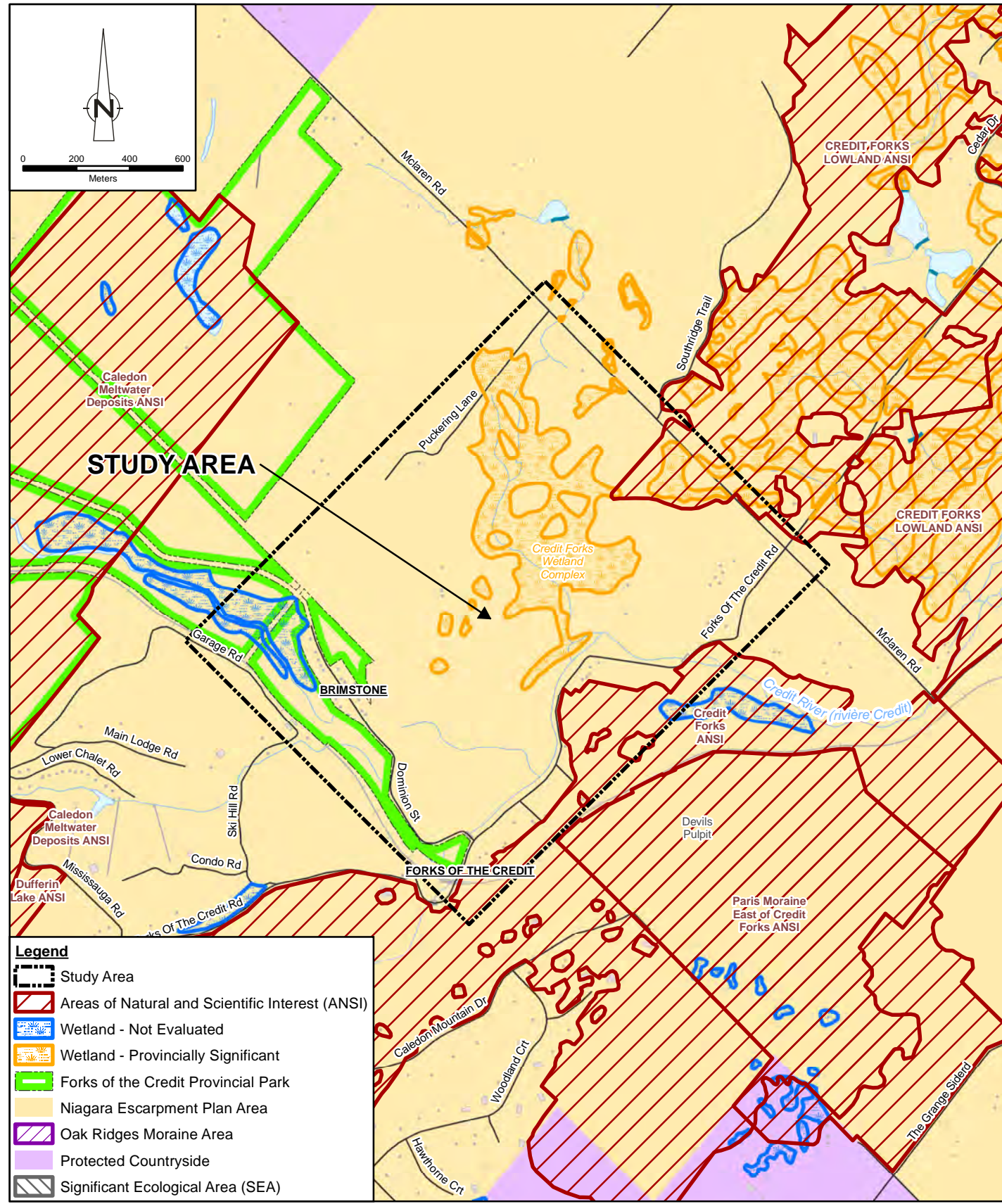
Alternative 3B involving a new bridge would likely be located just east of the existing bridge at a more narrow point of the river. Building the bridge off-line would allow existing bridge to remain in service while the new one is built, thereby allowing full time access during construction.

Costing

Bridge Replacement: \$1,400,000 - \$1,800,000

EXISTING CONDITIONS: NATURAL ENVIRONMENT

SIGNIFICANT NATURAL AREAS



Source: MNRF NRVIS, 2015. Produced by GHID under licence from Ontario Ministry of Natural Resources and Forestry, © Queen's Printer 2016.
Coordinate System: NAD 1983 UTM Zone 17N



THE CORPORATION OF THE TOWN OF CALEDON
DOMINION STREET SCHEDULE 'C' CLASS EA
NATURAL ENVIRONMENT EXISTING CONDITIONS REPORT

FIGURE 4.2

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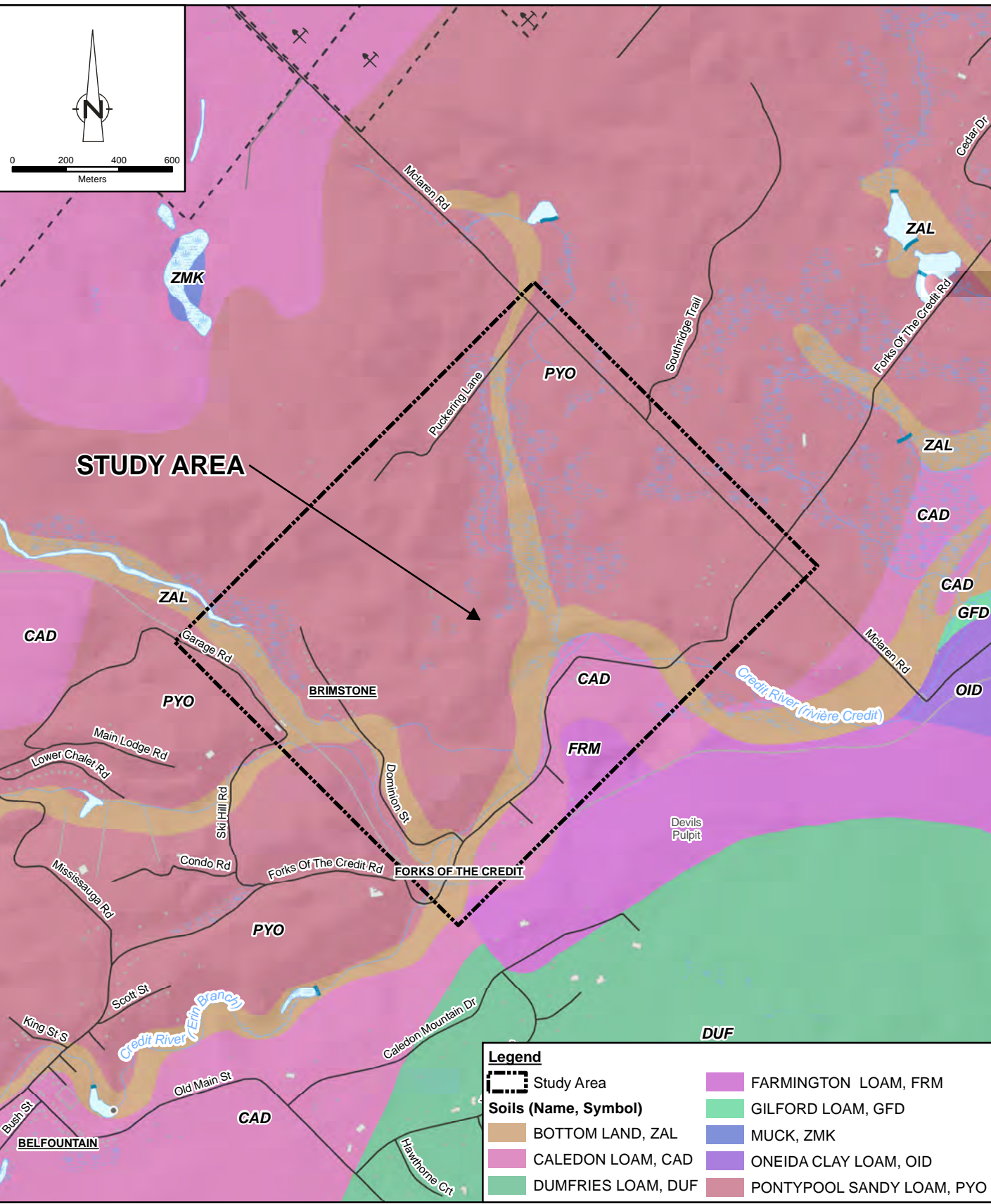
DESCRIPTION

- There are several significant natural features within and adjacent to the Study Area.
- Unevaluated wetlands are present in the northwestern portion and the southern portion of the Study Area.
- A provincially significant wetland complex (Credit Forks Wetland Complex) is present to the east.
- Two ANSIs are located within the Study Area; the Credit Forks ANSI and the Credit Forks Lowland ANSI.



TOWN OF CALEDON

TERRESTRIAL ENVIRONMENT



Source: MNRF NR118, 2015. Produced by GHD under licence from Ontario Ministry of Natural Resources and Forestry, © Queen's Printer 2016.
Coordinate System: NAD 1983 UTM Zone 17N



THE CORPORATION OF THE TOWN OF CALEDON
DOMINION STREET SCHEDULE 'C' CLASS EA
NATURAL ENVIRONMENT EXISTING CONDITIONS REPORT

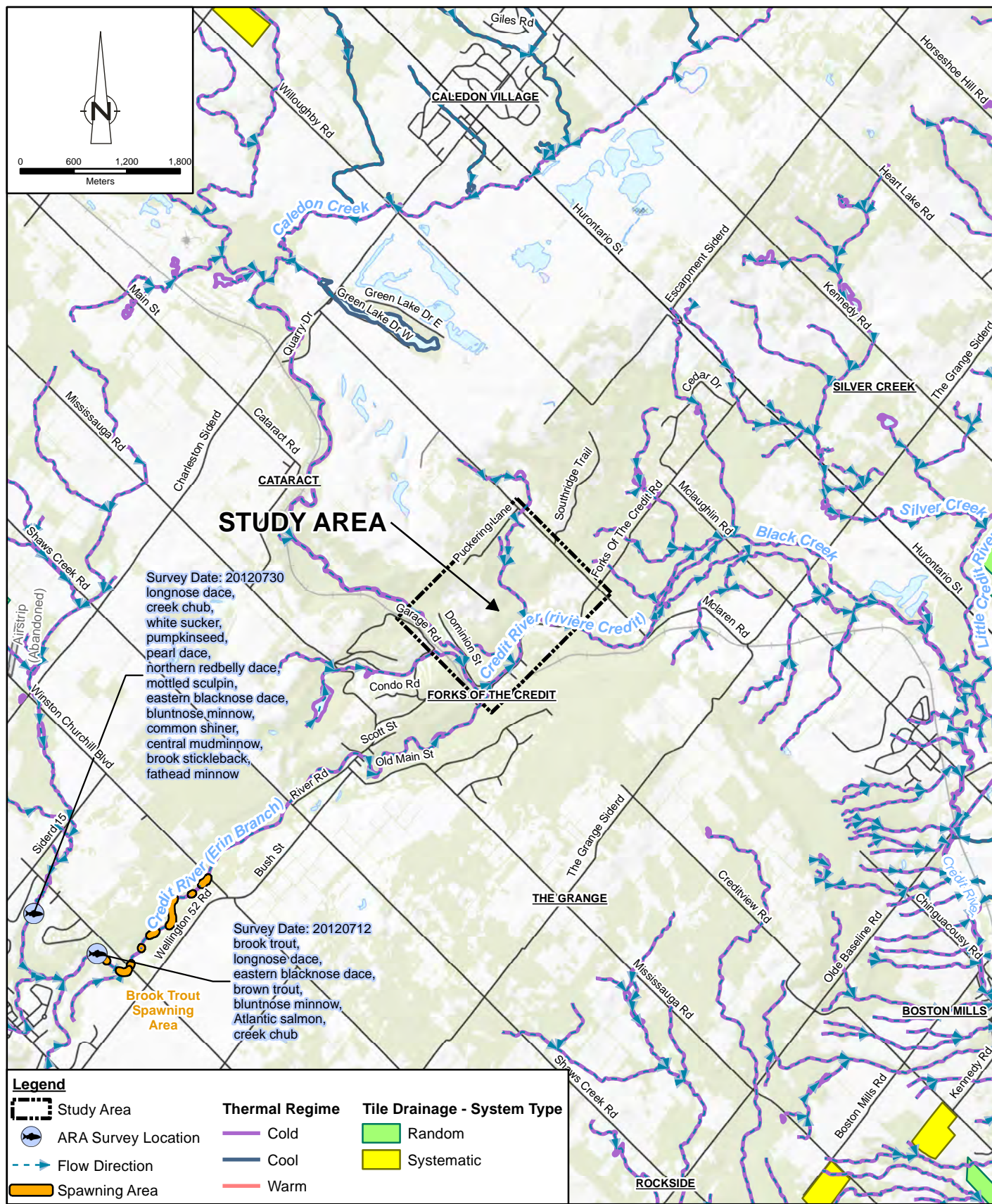
FIGURE 4.1

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DESCRIPTION

- Ecological communities include coniferous forest, coniferous plantation, mixed plantation, deciduous forest, mixed forest, mixed swamp, and cultural meadow.
- Tree species present include eastern white cedar, sugar maple, american basswood, American beech, white ash, eastern hemlock, white birch, European buckthorn, speckled alder, red-osier dogwood, black cherry and eastern white pine.

AQUATIC ENVIRONMENT



Source: MNRF NRVIS, 2015. Produced by GHD under licence from Ontario Ministry of Natural Resources and Forestry. © Queen's Printer 2015.
Coordinate System: NAD 1983 UTM Zone 17N



THE CORPORATION OF THE TOWN OF CALEDON
DOMINION STREET SCHEDULE 'C' CLASS EA
NATURAL ENVIRONMENT EXISTING CONDITIONS REPORT

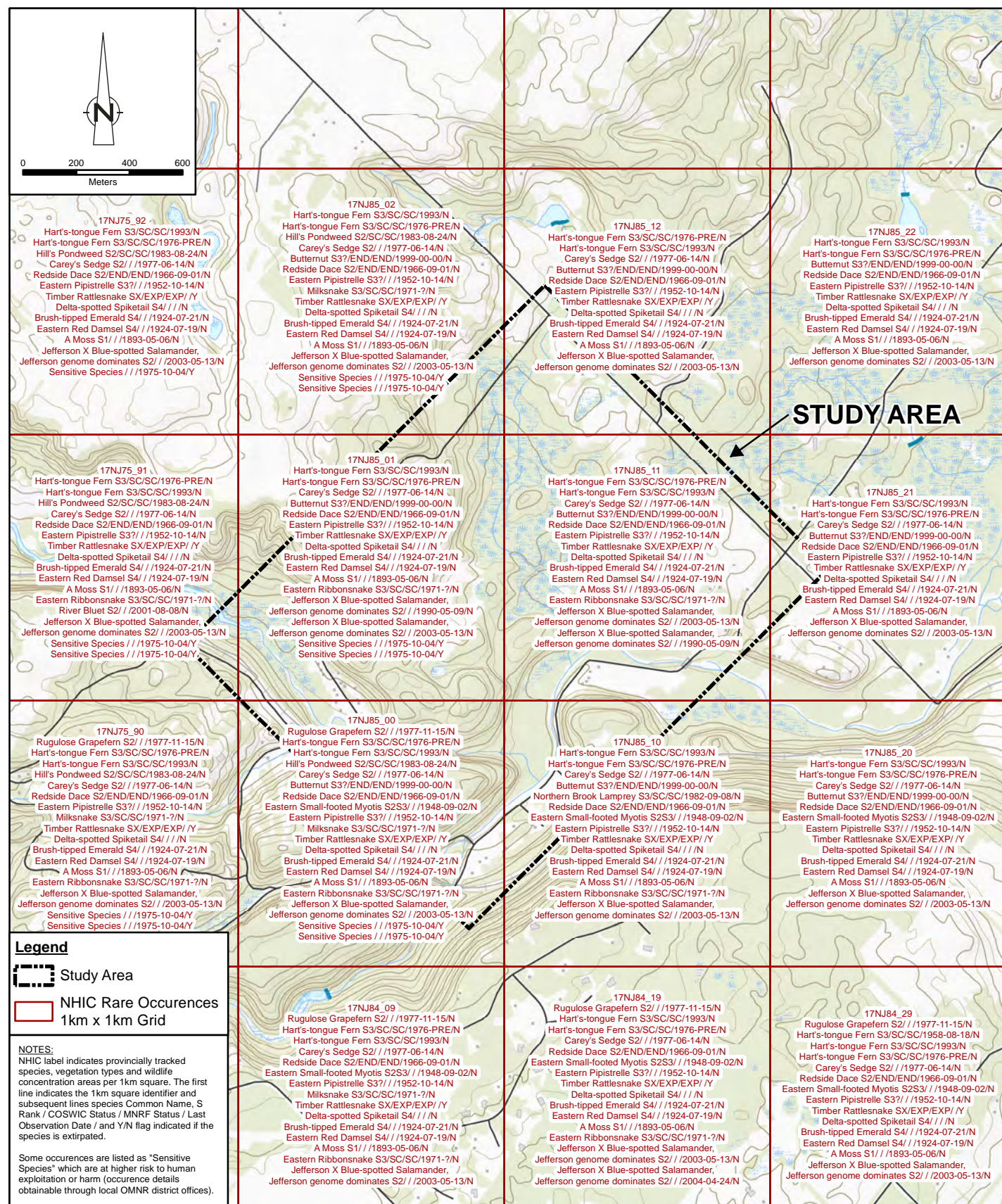
FIGURE 4.3

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DESCRIPTION

- The Credit River is the primary aquatic feature within the Study Area.
- Several small 1-3 order tributaries of the Credit River also run roughly north-south within the Study Area east of Dominion Street.
- The Study Area encompasses two subwatersheds of the Credit River Watershed.

PROVINCIALY TRACKED SPECIES



Source: MNRF NRVIS, 2015. Produced by GHD under licence from Ontario Ministry of Natural Resources and Forestry. © Queen's Printer 2015. NHIC Rare Occurrences - updated 2012/02/29.
Coordinate System: NAD 1983 UTM Zone 17N



THE CORPORATION OF THE TOWN OF CALEDON
DOMINION STREET SCHEDULE 'C' CLASS EA
NATURAL ENVIRONMENT EXISTING CONDITIONS REPORT

FIGURE 4.4

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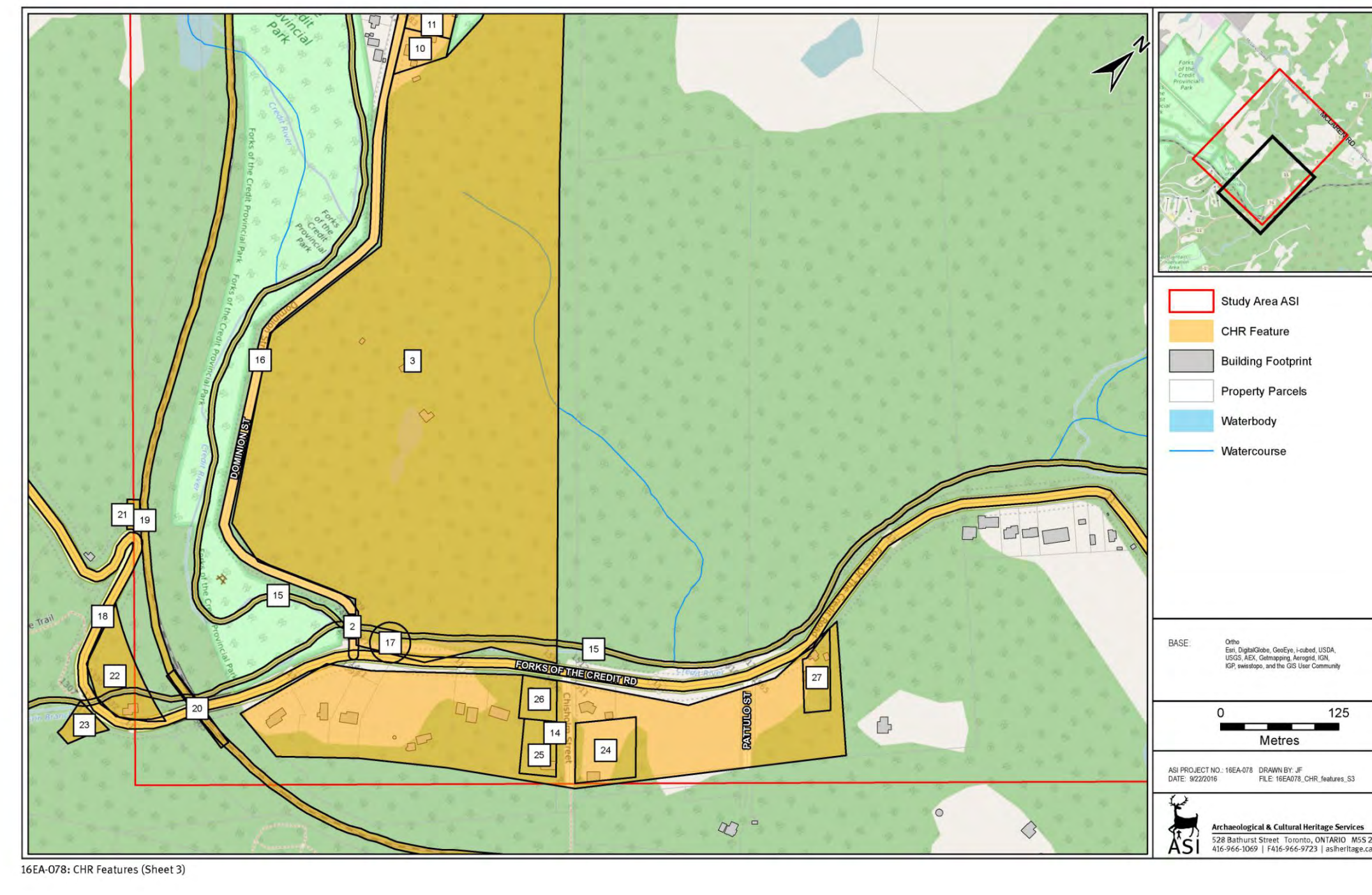
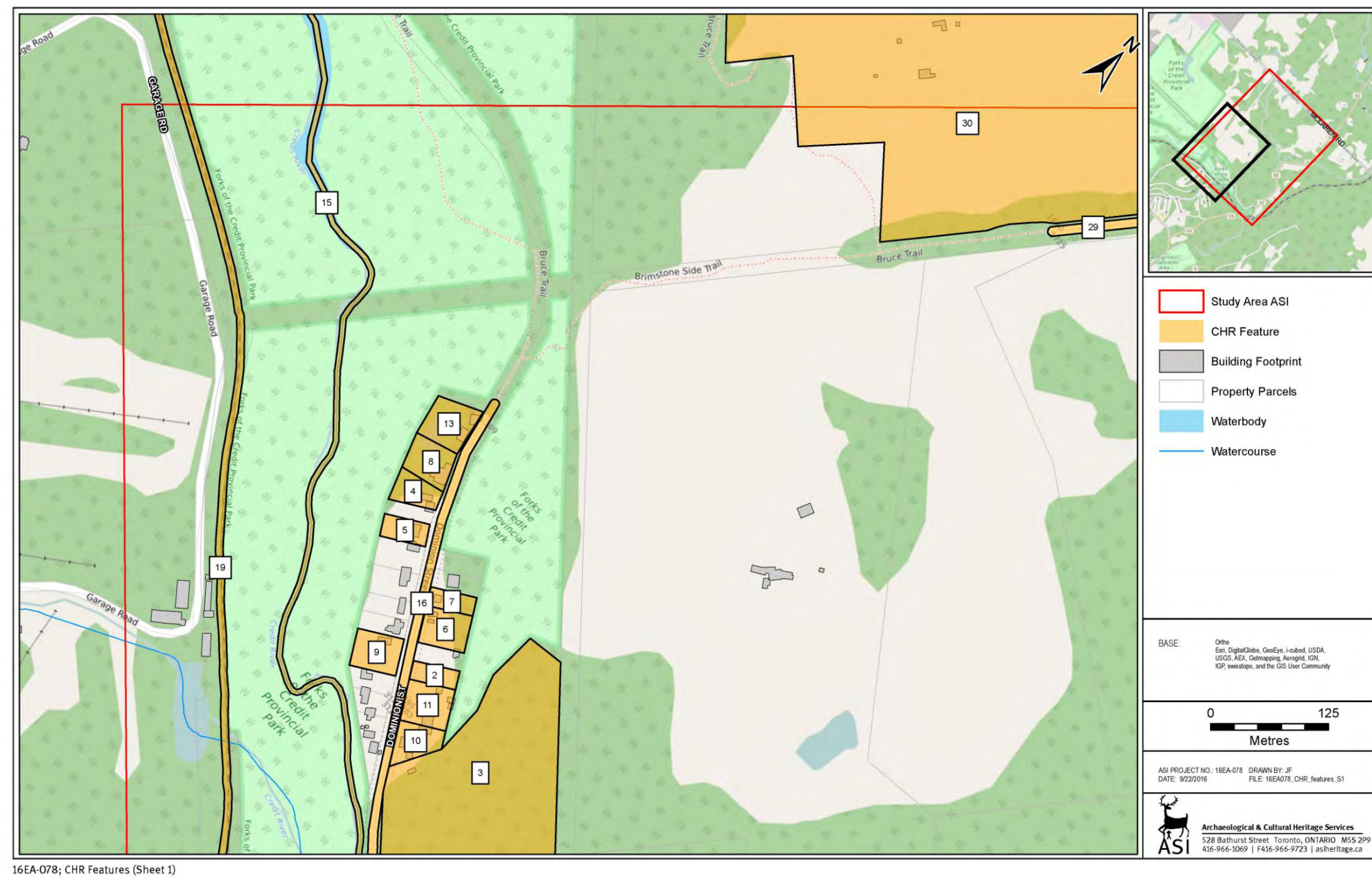
DESCRIPTION

The Ministry of Natural Resources and Forestry have identified several Species at Risk as having a known presence within or adjacent to the Study Area:

- Butternut
- Redside Dace
- Jefferson Salamander
- Chimney Swift
- Canada Warbler
- Little Brown Myotis
- Northern Myotis
- Tri-coloured Bat
- American Eel



CULTURAL HERITAGE RESOURCES ADJACENT TO DOMINION STREET



DESCRIPTION

The results of background historic research and a review of secondary source material, including historic mapping, revealed a study area with Indigenous history dating back thousands of years, and rural/quarry land use history dating back to the nineteenth century. Since the early twentieth century, the area has become a popular recreational destination. The results of preliminary data collection indicate that there are 30 cultural heritage resources within or adjacent to the study area, 19 of which were previously identified as having heritage interest on the Town's Built Heritage Resource Inventory.

AREAS OF ARCHAEOLOGICAL POTENTIAL

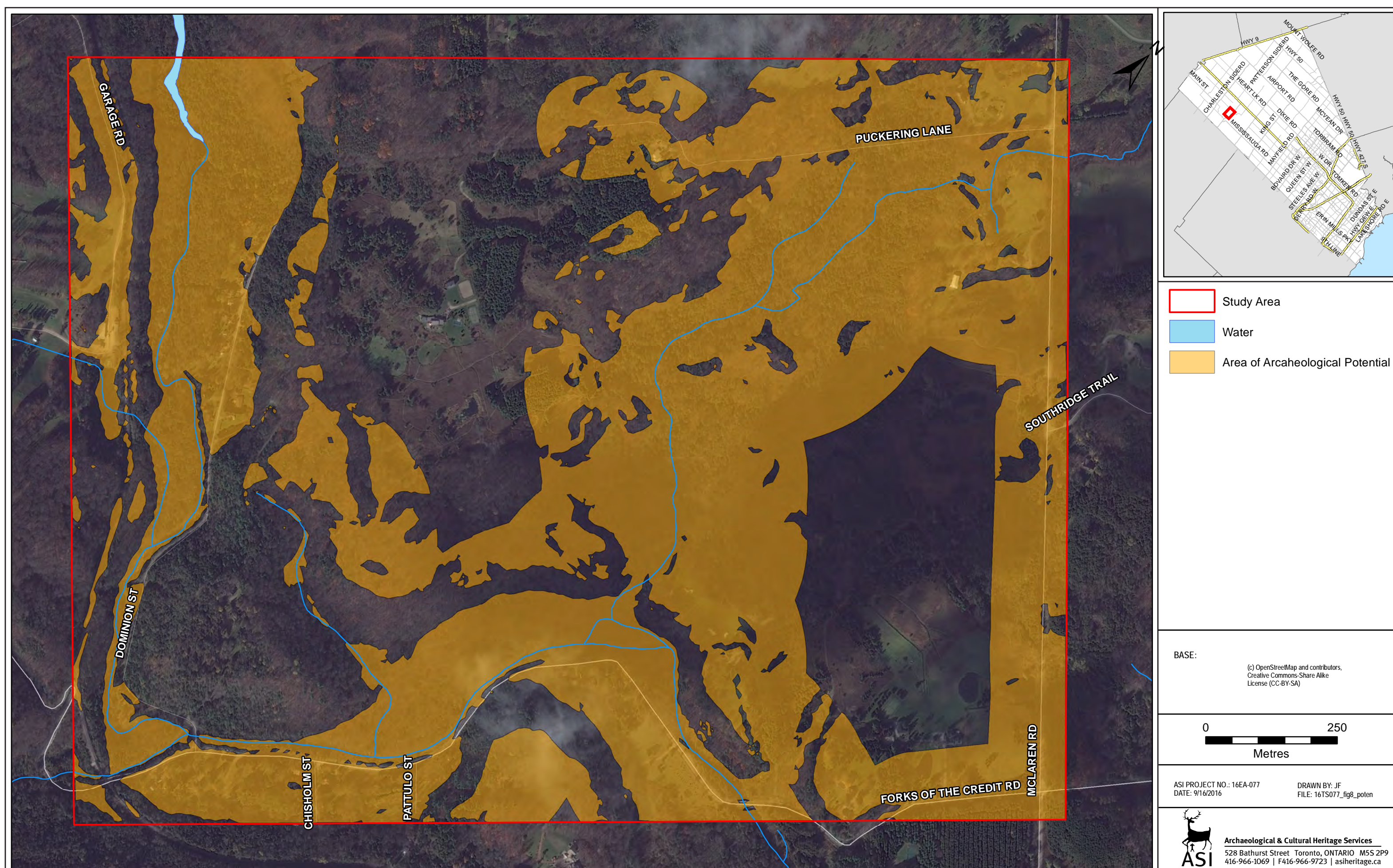


Figure 8: Dominion Street Study Area - Archaeological Potential Model



DESCRIPTION

The study area meets the following criteria which are indicative of archaeological potential:

- Proximity to Euro-Canadian settlements (farmsteads; early industry; villages of Belfountain; Cataract; Brimstone);
- Proximity to historic transportation routes (Credit Valley Railway; Dominion Street; Forks of the Credit Road, McLaren Road, Puckering Lane);
- Proximity to previously registered archaeological sites
- Proximity to water sources (Credit River);
- Well-drained sandy soils (Caledon and Pontypool sandyloams); and,
- Distinct land formations (Oak Ridges Moraine; Niagara Escarpment).

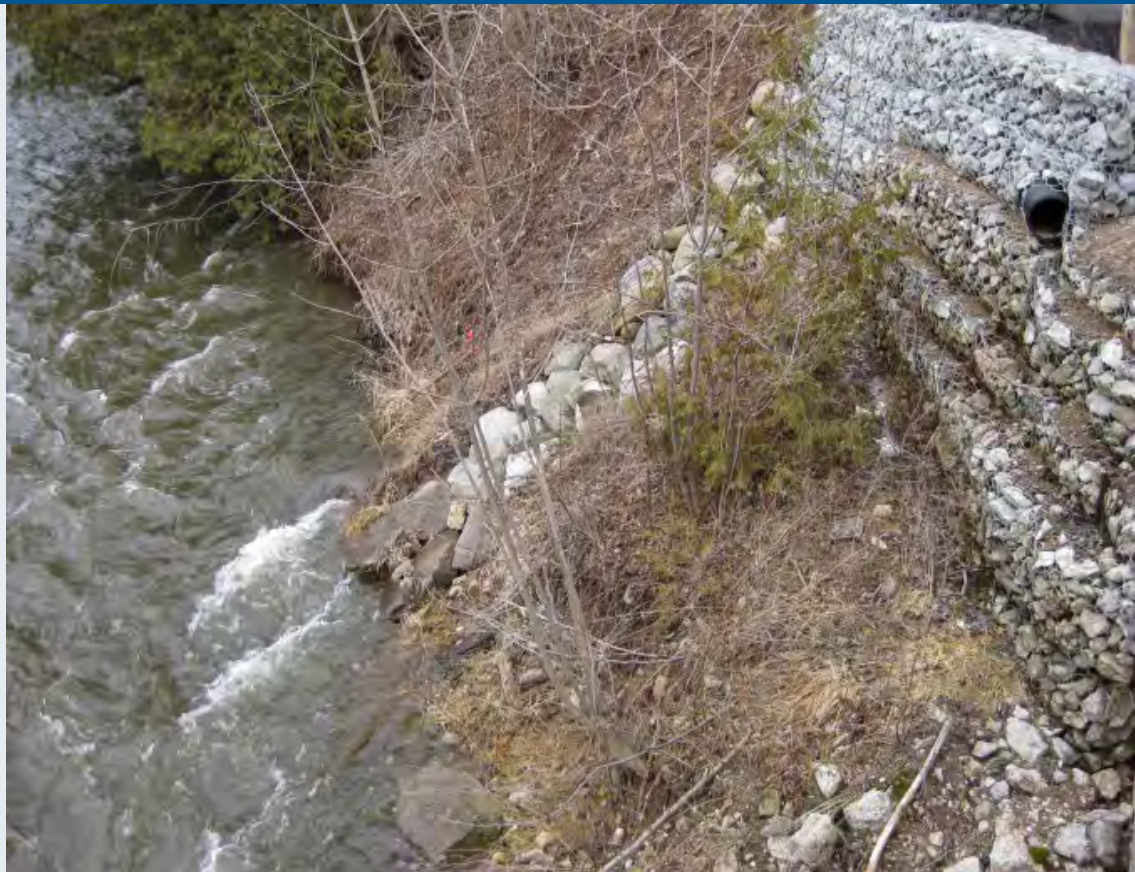
Archaeological potential within the Study Area is also dependent on the degree of disturbance and physical features of the Study Area.

EXISTING CONDITIONS: FLUVIAL GEOMORPHOLOGY

SLOPE INSTABILITY

DESCRIPTION

Erosion and slumping was observed at the toe of slope along the northwest quadrant at the Dominion Road bridge. Removal of fines from the toe of slope by the watercourse has resulted in slope instability which is threatening the abutments and roadway.



GABION BASKETS

DESCRIPTION

A previous slump is evident where gabion baskets have slid down the slope. The toe of slope appears to be stable due to the presence of dense shrubs. New erosion is evident just upstream of the slumped area at the left side of the photograph.



SLUMPING OF THE EMBANKMENT

DESCRIPTION

There was evidence of slumping immediately upstream of the bridge on Dominion Road. The slump likely occurred due to removal of toe of slope material by the watercourse. The toes of slope appeared relatively stable suggesting that material removed by the watercourse has been steadily replaced by slumping of the embankment.



ROAD SLIPPAGE

DESCRIPTION

Road slippage where the watercourse runs close to the road. Any alternative where the road remains in place will require careful integration of geotechnical, geomorphic and aquatic habitat considerations.



BANK PROTECTION

DESCRIPTION

A significant portion of the watercourse banks adjacent to areas of road slippage appear to be stable due to the presence of bed-rock, large stone and mature vegetation. In these areas the road slippage is likely driven by slope instability that is not caused by creek processes. It may be possible to limit any bank protection works to a few areas where there is no existing natural toe protection.



TOE EROSION

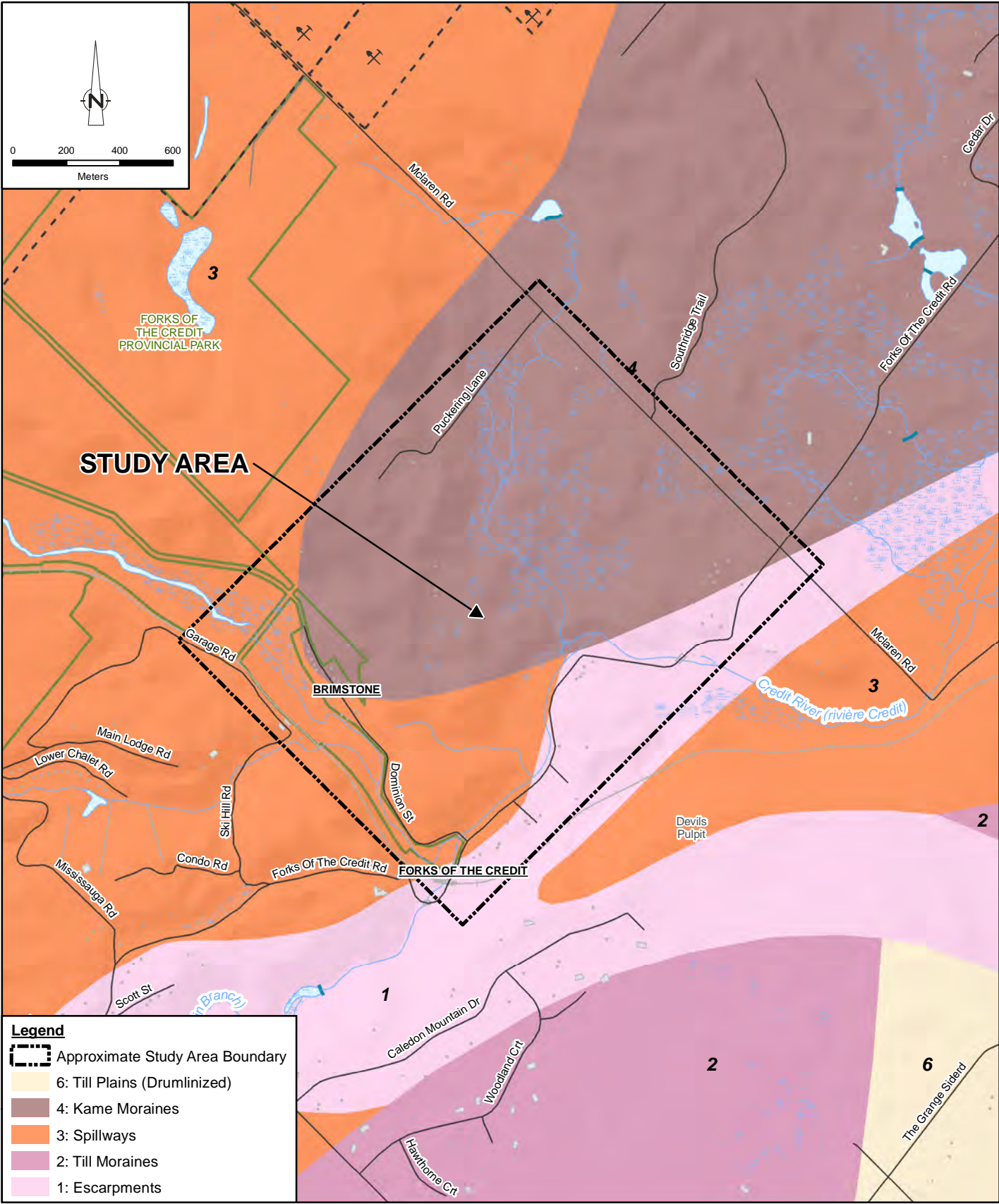
DESCRIPTION

Evidence of toe erosion was observed at several locations where the road was close to the watercourse. The watercourse position appeared to be stable suggesting that the removal of fine bank material was replaced by the slumping banks which in turn resulted in the road slippage.



EXISTING CONDITIONS: GEOTECHNICAL & HYDROGEOLOGICAL

PHYSIOGRAPHY



TOWN OF CALEDON
DOMINION STREET CLASS ENVIRONMENTAL ASSESSMENT
HYDROGEOLOGICAL EXISTING CONDITIONS

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Sep 23, 2016

PHYSIOGRAPHY

FIGURE 4.2

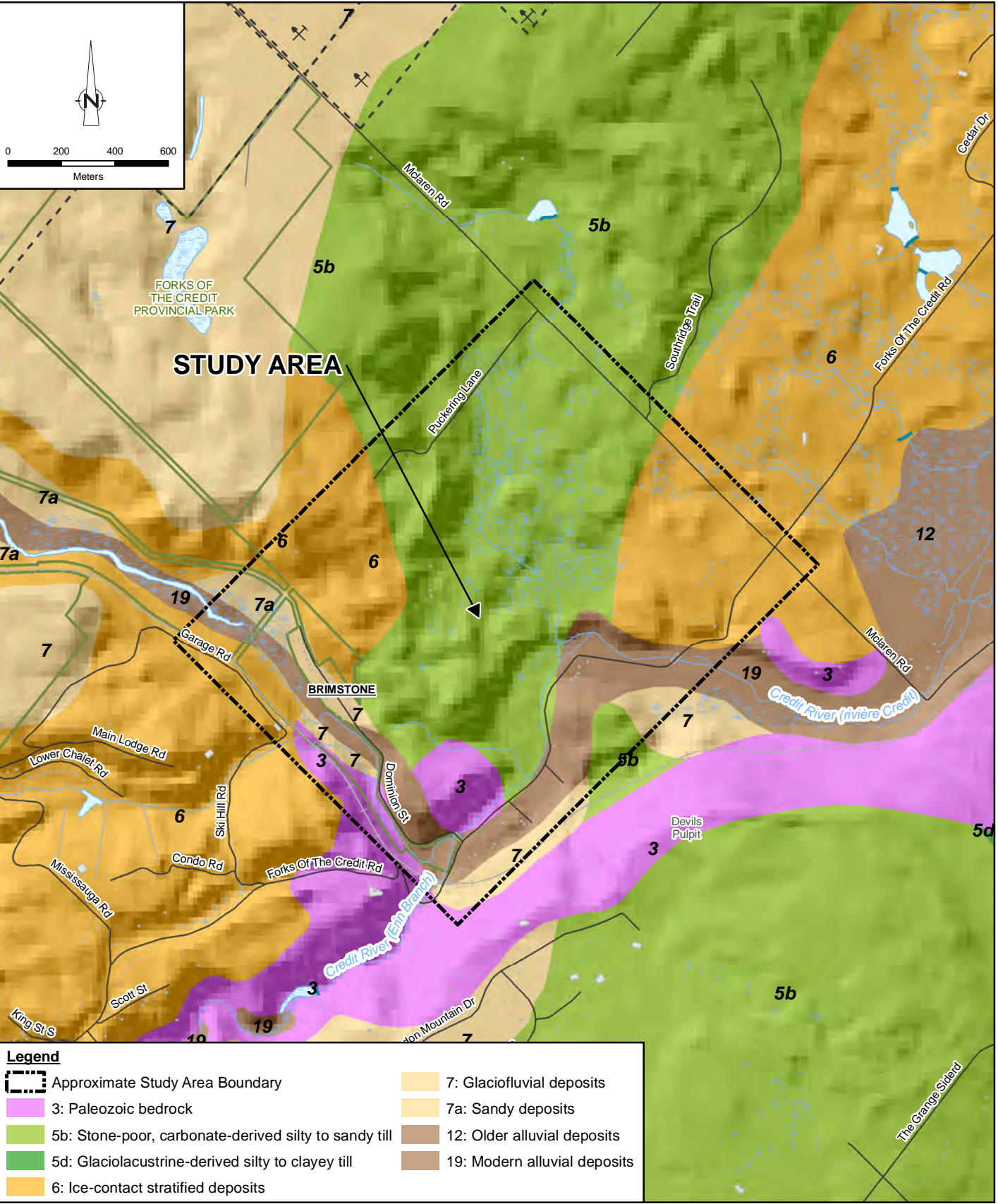
DESCRIPTION

The Credit River valley within the Study Area is primarily within the Niagara Escarpment physiographic region, which is characterized by a glacial spillway and the escarpment.

The Credit River is incised into the escarpment at an elevation of approximately 310 mAMSL (Above Mean Sea Level). The escarpment rises approximately 100 metres to an elevation of 410 mAMSL.



SURFICIAL AND BEDROCK GEOLOGY



TOWN OF CALEDON
DOMINION STREET CLASS ENVIRONMENTAL ASSESSMENT
HYDROGEOLOGICAL EXISTING CONDITIONS

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Sep 23, 2016

SURFICIAL GEOLOGY

FIGURE 4.3

DESCRIPTION

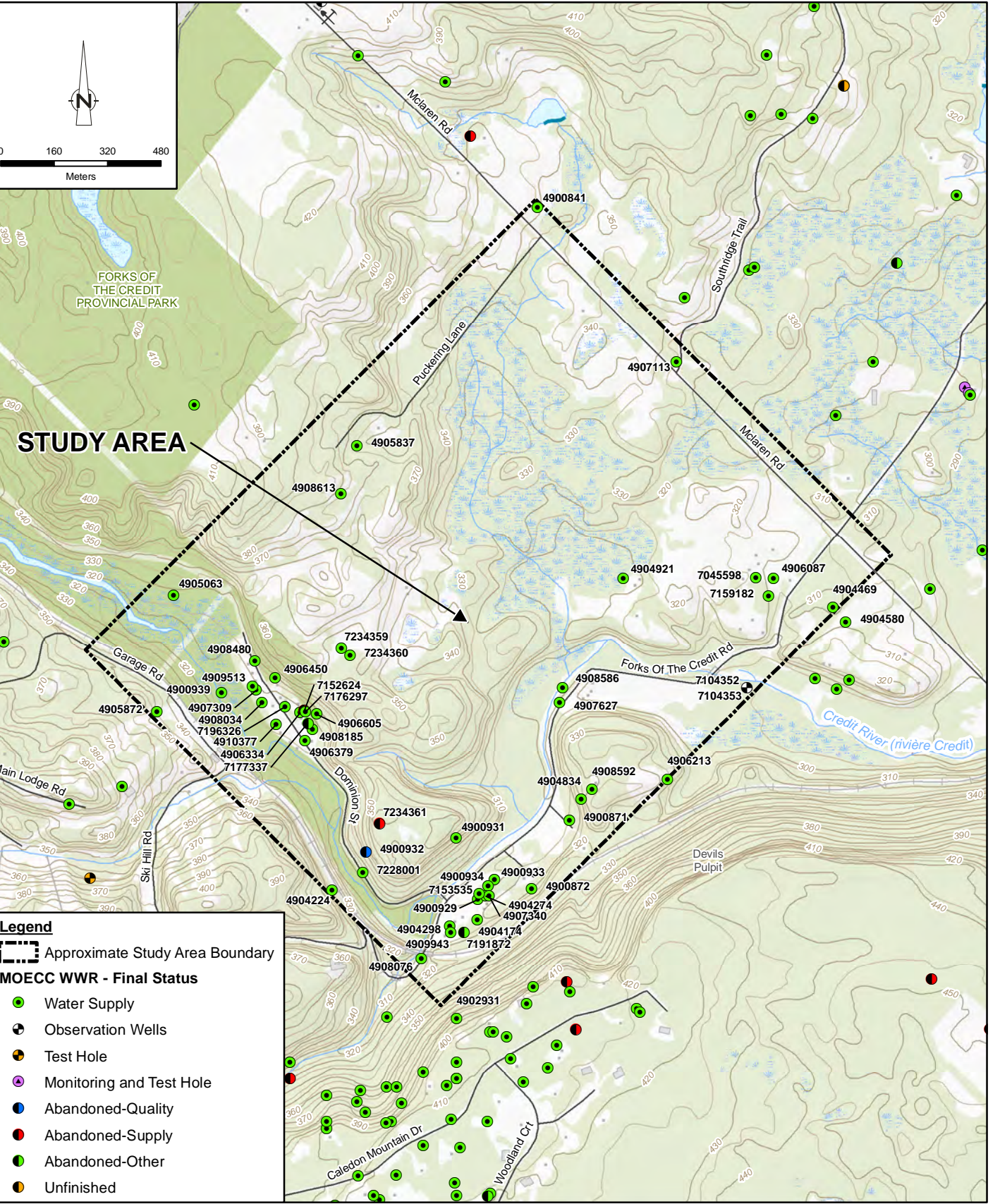
Regional surficial geology mapping of the area indicates that the Credit River valley is underlain by glaciofluvial deposits, sandy deposit, modern alluvial deposits and bedrock.

Overburden underlying the Credit River Valley generally ranges from less than about 1 m in thickness to more than 30 metres thick and is described as a deposit of sand and gravel of varying thickness overlying shale bedrock. Outcrops of red shale of the Queenston Formation are found within the Credit River Valley at the Forks of the Credit.

The surficial geology and general stratigraphic framework within the valley consists of the following deposits:

- Modern alluvial deposits – clay, silt, sand gravel
- Glaciofluvial deposits; sand, gravel
- Queenston Formation (bedrock) – Shale.

MOECC WATER WELL RECORDS



TOWN OF CALEDON
DOMINION STREET CLASS ENVIRONMENTAL ASSESSMENT
HYDROGEOLOGICAL EXISTING CONDITIONS

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Sep 23, 2016

MOECC WATER WELL RECORDS

FIGURE 4.5

DESCRIPTION

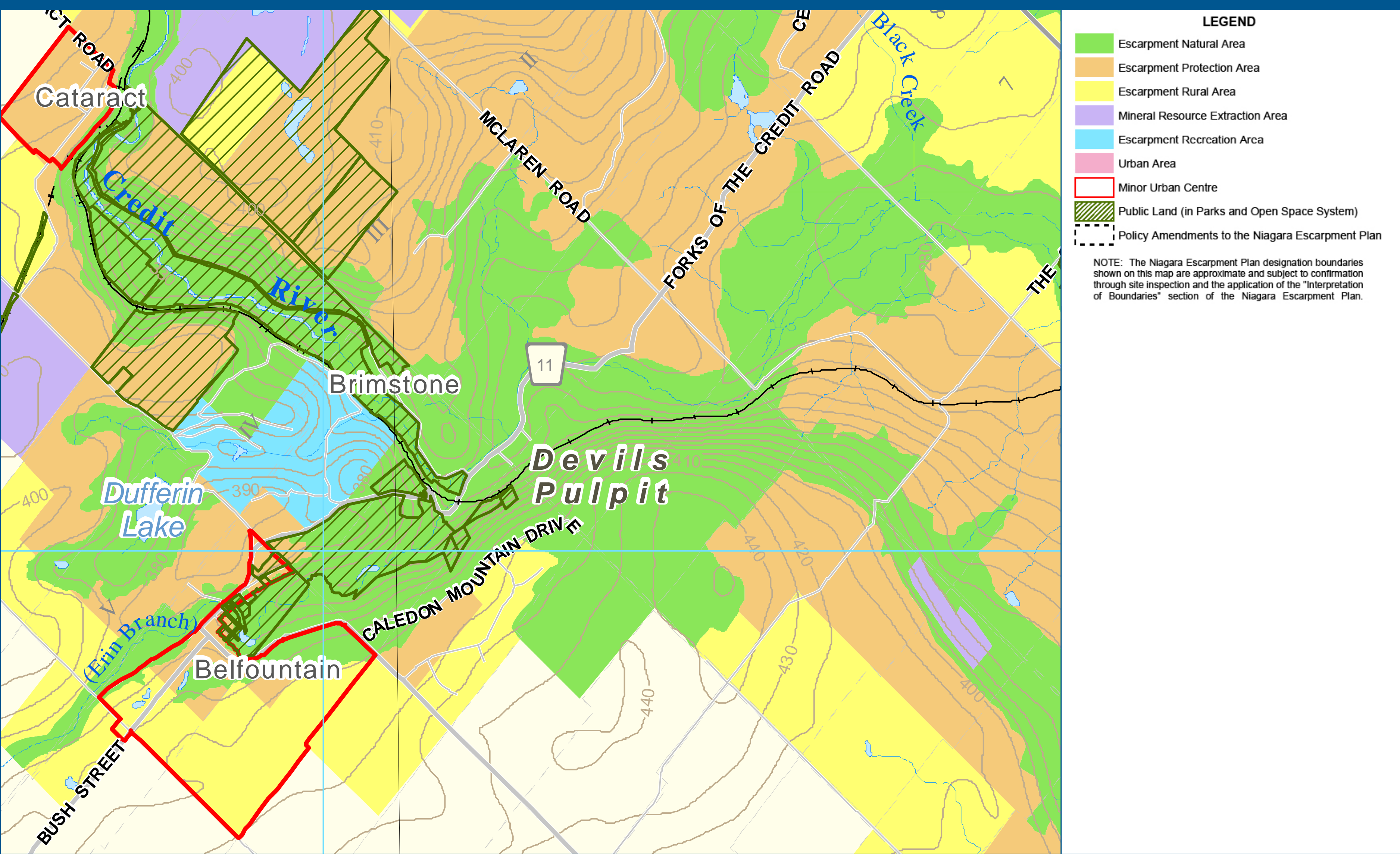
Review of the water well record information indicates that the majority of records in this area along Dominion Street and the Forks of the Credit Road near the bridge are for drilled wells (4 to 6-inch) which are completed in both the overburden and bedrock. Out of 30 selected well records 10 wells are completed in the overburden and 20 are completed in shale bedrock. All of the wells are used for domestic purposes.



EXISTING CONDITIONS: LAND USE & SOCIAL ENVIRONMENT



NIAGARA ESCARPMENT PLAN DESIGNATIONS



ESCARPMENT NATURAL AREA DESIGNATION

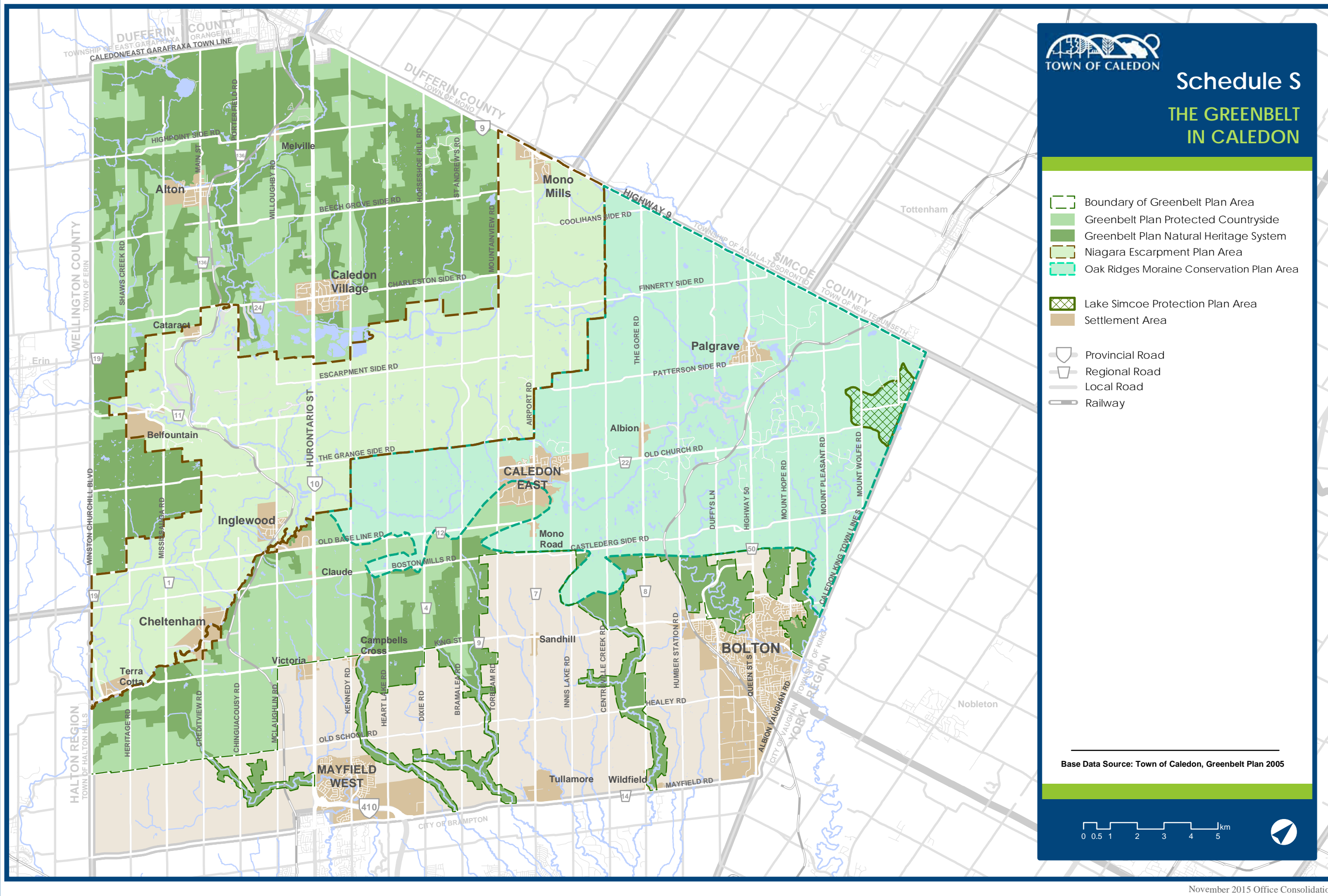
In accordance with the Niagra Escarpment Plan, Dominion Street holds an Escarpment Natural Area designation and is defined as, “Escarpment features which are in a relatively natural state and associated stream valleys, wetlands and forests which are relatively undisturbed are included within this designation. These contain important plant and animal habitats and geological features and cultural heritage features and area the most significant natural and scenic areas of the escarpment. The policy aims to maintain these natural areas.”

Objectives under the Escarpment Natural Area designation are as follows:

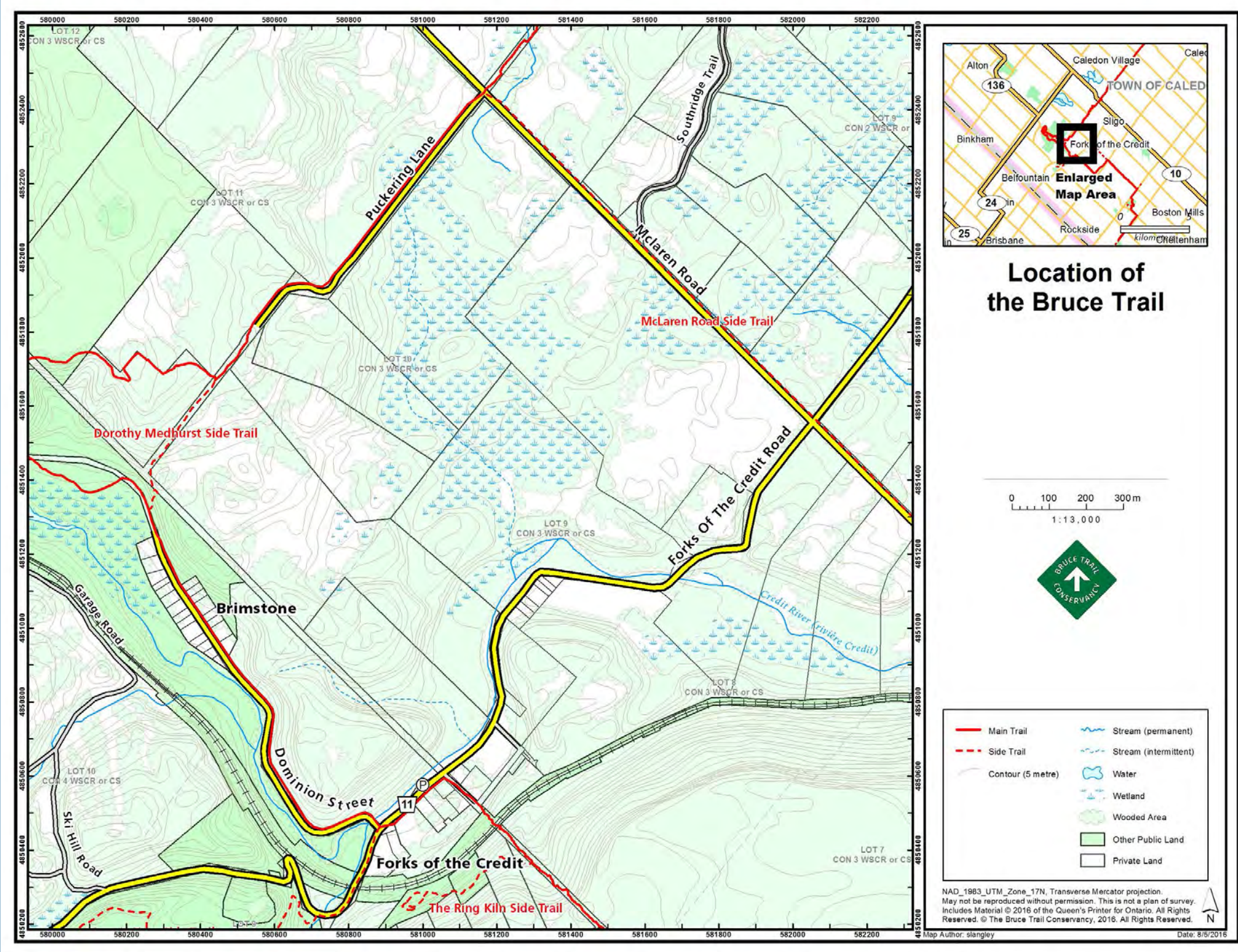
1. To maintain the most natural Escarpment features, stream valleys, wetlands and related significant natural areas and associated cultural heritage features.
2. To encourage compatible recreation, conservation and education activities.
3. To maintain and enhance the landscape quality of the Escarpment features.

Potential impacts to this designation will be further explored in the ESR based on preliminary design concepts of the preferred alternative.

TOWN OF CALEDON OFFICIAL PLAN - SCHEDULE ‘S’ “THE GREENBELT”



THE BRUCE TRAIL



ALTERNATIVE SOLUTION COMPARATIVE EVALUATION

Areas of Consideration	Dominion Street Alterntaive Solutions					
	Alternative 1 Do Nothing	Alternative 2 Re-align Dominion Street			Alternative 3 Rehabilitate Existing Dominion Street and Bridge	
		Alternative 2A Re-alignment via Puckering Lane	Alternative 2B Re-alignment via Forks of the Credit Road	Alternative 2C Re-alignment via Forks of the Credit Provincial Park Parking Lot	Alternative 3A Existing Bridge and Road Rehabilitation	Alternative 3B New Bridge and Road Rehabilitation
1. TECHNICAL ASSESSMENT GROUP						
Group 1 Ranking	4 th	Tied 5 th	3 rd	Tied 5 th	2 nd	1 st
2. NATURAL ENVIRONMENT ASSESSMENT GROUP						
Group 2 Ranking	Tied 1 st	Tied 3 rd	Tied 3 rd	4 th	Tied 1 st	2 nd
3. CULTURAL HERITAGE, BUILT & SOCIAL ENVIRONMENT ASSESSMENT GROUP						
Group 3 Ranking	Tied 1 st	4 th	3 rd	5 th	Tied 1 st	2 nd
4. LAND USE & NIAGARA ESCARPMENT PLAN ASSESSMENT GROUP						
Group 4 Ranking	2 nd	Tied 4 th	Tied 4 th	Tied 4 th	1 st	3 rd
5. FINANCIAL ASSESSMENT GROUP						
Group 5 Ranking	Tied 2 nd	Tied 4 th	3 rd	Tied 4 th	1 st	Tied 2 nd
Overall Ranking of Alternative Solutions	2 nd	5 th	4 th	6 th	1 st (RECOMMENDED)	3 rd

RANKING METHODOAOLGY

The recommended Alternative Solution was based on its relative advantages and disadvantages compared to other alternatives considered. With this in mind, the six Alternative Solutions were ranked according to their advantages and disadvantages, as identified in the Alternatives Solution Evaluation Table. **A draft copy of the detailed Alternative Solutions Evaluation Table is available for review at the resource table.*

CONSULTATION

- Consultation events are your opportunity to get involved and to let us know of your opinion and ideas regarding the proposed undertaking at Dominion Street
- Consultation forms an integral component of the Class EA process and we would appreciate your input regarding the proposed undertaking
- If you have any comments or concerns and would like to voice your opinion at this time please complete a **Comment Form** or feel free to speak to one of our Project Team members. We would appreciate your feedback by **December 16, 2016**
- Please plan to attend an additional Public Information Centre for the Dominion Street Class EA in the late Winter/early Spring 2017. These boards will be made available on the Town's website: www.caledon.ca

NEXT STEPS

- Detailed Environmental Field Investigations
- Confirm Alternative Solution Design Concepts and Evaluation
- Identification of the Preferred Alternative Solution
- Alternative Designs for the Preferred Solution
- Public Information Centre #2 to be held in the late Winter/early Spring 2017
- Completion of the Environmental Study Report (ESR)
- Submission of ESR for public review
- 30 % Detailed Design Submission

Over the next number of weeks we will review the feedback received from the public, agencies, Aboriginal groups and continue working on the development of the Environmental Study Report for the Dominion Street Class Environmental Assessment

Thank you for your participation and we look forward to future conversations