

Tenth Line and Mountain Road Improvements

Schedule 'C' Municipal Class Environmental Assessment
Addendum Report

Prepared For:
Town of Collingwood

April 2023

CREATING QUALITY SOLUTIONS TOGETHER



**TENTH LINE AND MOUNTAIN ROAD
IMPROVEMENTS
SCHEDULE 'C' MUNICIPAL CLASS EA
ADDENDUM REPORT**

PROJECT NO. 116110

Prepared For:

Town of Collingwood

By:



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Table of Contents

1	Introduction and Background	1
2	Process for Addendum to Municipal Class EA	2
3	Planning Policy	6
3.1	Provincial Policy Statement (2020)	6
3.2	Growth Plan for the Greater Golden Horseshoe (2020)	6
3.3	Town of Collingwood Official Plan (2019)	6
3.4	Town of Collingwood Transportation Study Update (2019)	7
3.5	Ontario Traffic Manual Book 18 (August 2021)	7
4	Proposed Changes to the Approved Project	7
5	Rationale for the Proposed Changes	11
5.1	New Philosophy and Guidance for Cycling Facilities.....	11
5.2	Utility Conflicts	16
5.3	Reduction in Impervious Area	16
5.4	Cost Savings	16
6	Impacts and Mitigation	16
6.1	Physical/Built Environment	16
6.2	Natural Environment	17
6.3	Social Environment.....	17
6.4	Cultural Environment	17
6.5	Economic Environment.....	17
7	Consultation	17
8	Permits and Approvals	18

Table of Figures

Figure 1:	Project Study Area	1
Figure 2:	Original Preferred Design Cross-Section for Mountain Road (in a 36 m ROW)	3
Figure 3:	Original Preferred Design Cross-Section for Tenth Line with No Left Turn Lane (in a 23 m ROW).....	4
Figure 4:	Original Preferred Design Cross-Section for Tenth Line with Left Turn Lane (in a 23 m ROW).....	5
Figure 5:	Revised Design Cross-Section for Mountain Road (in a 36 m ROW)	8

Figure 6: Revised Design Cross-Section for Tenth Line with No Left Turn Lane (in a 23 m ROW).....	9
Figure 7: Revised Design Cross-Section for Tenth Line with Left Turn Lane (in a 23 m ROW).....	10
Figure 8: Table 2.1 of OTM Book 18 (2021).....	12
Figure 9: Desirable Cycling Facility Pre-Selection Nomograph from OTM Book 18.....	13
Figure 10: Evaluation of Roadway Context (Table 5.3 from OTM Book 18).....	14

Table of Tables

Table 1: Original Preferred Design Cross-Section Details	2
Table 2: ADT from 2019 Transportation Study Update.....	7
Table 3: Mountain Road Pedestrian and Cyclist Counts.....	15
Table 4: Minimum Desired Design Criteria for Cycle Tracks.....	15

Appendices

Appendix A	Pedestrian and Cyclist Counts
Appendix B	Public and Agency Contact Lists
Appendix C	Notice of Filing of Addendum

1 Introduction and Background

The Municipal Class Environmental Assessment (MCEA) document, as published by the Municipal Engineers Association, outlines a planning process for municipalities to follow to complete infrastructure projects in an environmentally responsible manner and in accordance with the Environmental Assessment Act (EAA).

In 2019, Ainley Group, on behalf of the Town of Collingwood, filed a Notice of Completion for the Tenth Line and Mountain Road Improvements Schedule 'C' Municipal Class Environmental Assessment (Class EA). The purpose of the Class EA was to examine road and intersection improvements along the Tenth Line, from Sixth Street to Mountain Road (approximately 1.2 km) and along Mountain Road from Cambridge Street to the Tenth Line (approximately 1.3 km) in an effort to address capacity and operational deficiencies and to accommodate future growth. The project study area is depicted in the figure below.

Figure 1: Project Study Area



The cross-section details for the Preferred Design Option that was selected through the original Class EA process are summarized in the table below.

Table 1: Original Preferred Design Cross-Section Details

Road Corridor	Through Lanes	Auxiliary Lanes	Bicycle Lanes	Multi-Use Trail	Sidewalk
Mountain Road	2 – 3.5 m lanes in each direction	1 – 4.0 m continuous turn lane	1.5 m dedicated on-road bicycle lane in each direction	3.0 m multi-use trail on south side	1.5 m sidewalk on north side
Tenth Line	1 – 3.5 m lane in each direction	Dedicated turning lanes at various intersections	1.5 m dedicated on-road bicycle lane in each direction	None	1.5 m sidewalk on both sides

Typical cross-sections reflecting this are illustrated in the Figures, overleaf.

A complete copy of the original Environmental Study Report (ESR) describing the Schedule 'C' Municipal Class EA process that was completed has been made available and can be read in conjunction with this Addendum Report.

2 Process for Addendum to Municipal Class EA

If there are any significant modifications to a project or changes in the environmental setting for a project that occur after the filing of the ESR, this is to be reviewed by the proponent and an addendum to the ESR completed.

The addendum must describe the circumstances necessitating the change, the environmental implications of the change, and what, if anything can and will be done to mitigate any negative environmental impacts.

In accordance with the MCEA, the Class EA Addendum as well as the original ESR must be made available for a 30-day public comment period; however, only the proposed changes to the project are open for review and not the entire project.

Figure 2: Original Preferred Design Cross-Section for Mountain Road (in a 36 m ROW)

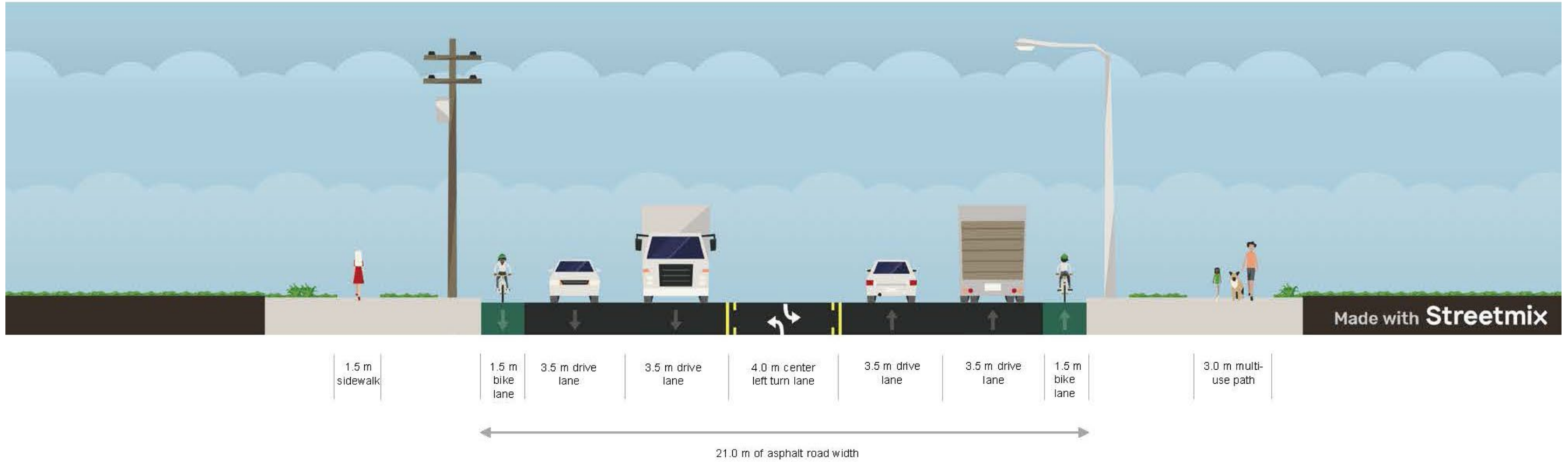


Figure 3: Original Preferred Design Cross-Section for Tenth Line with No Left Turn Lane (in a 23 m ROW)

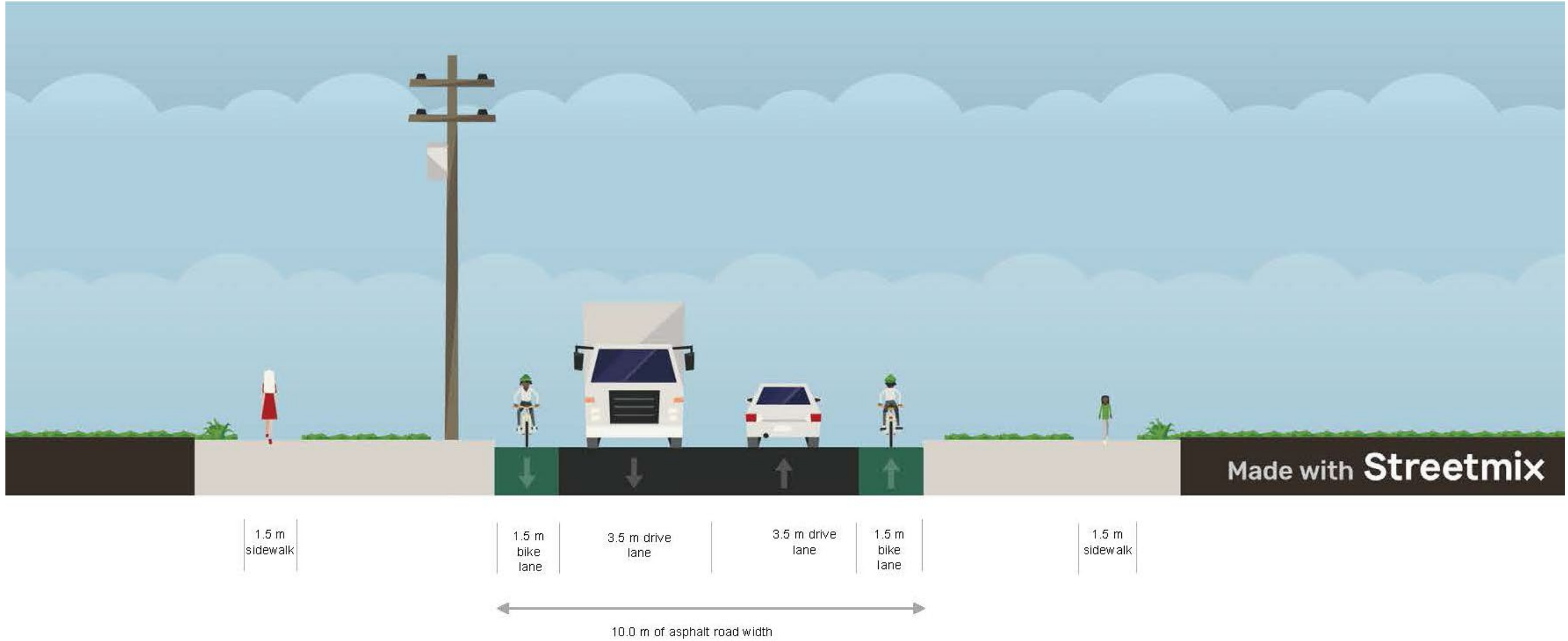
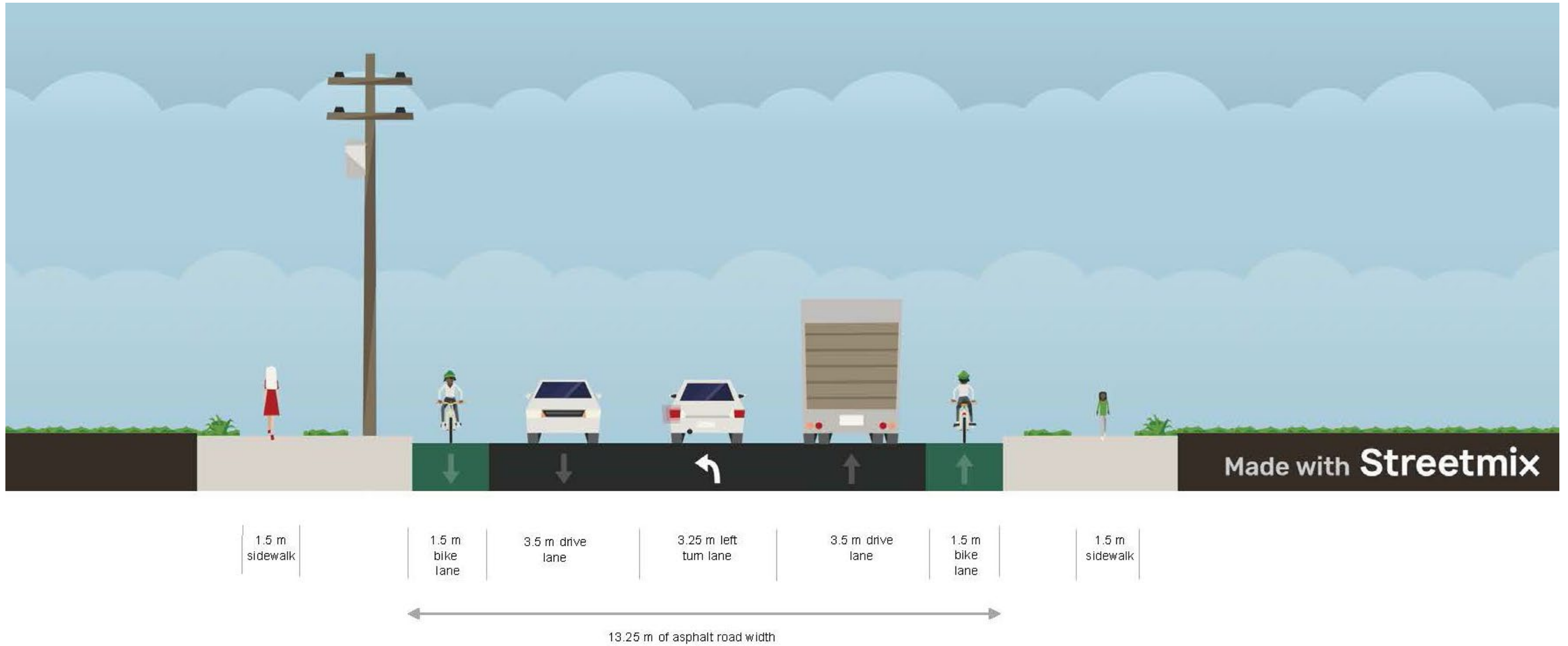


Figure 4: Original Preferred Design Cross-Section for Tenth Line with Left Turn Lane (in a 23 m ROW)



3 Planning Policy

The 2019 Class EA demonstrated how the proposed project would be planned, designed and approved under the various acts, regulations, and guidelines current at that time.

Since 2019, there have been various updates and additional aspects to consider, which are further described below. The changes being proposed through this Class EA Addendum process align with these provincial and municipal planning goals and objectives.

3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) provides policy direction relating to land use planning and development in Ontario. Section 3 of the Planning Act stipulates that all decisions affecting planning matters are to be consistent with the Provincial Policy Statement (PPS). Policies applicable to this project include the following:

- **1.1.1e)** Healthy, liveable and safe communities are sustained by promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- **1.5.1a)** Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- **1.8.1b)** Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
- **2.1.1** Natural features and areas shall be protected for the long term;

3.2 Growth Plan for the Greater Golden Horseshoe (2020)

The Places to Grow Act, 2005 enables the development of regional growth plans that guide government investments and land use planning policies. A Place to Grow – Growth Plan for the Greater Golden Horseshoe (2020) is the Ontario government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. This Plan applies to the area designated by Ontario Regulation 416/05 as the Greater Golden Horseshoe growth plan area, to which the Town of Collingwood is located.

3.3 Town of Collingwood Official Plan (2019)

The Town of Collingwood completed an update/consolidation of their Official Plan in 2019.

The Official Plan establishes goals, objectives, land use, transportation, servicing and community improvement policies to direct the physical growth of the Town of Collingwood, within a context of relevant social, economic and environmental constraints, in order to obtain the most desirable living environment for present and future residents, and those citizens from the surrounding area who are utilizing the regional facilities within the Town.

The Town’s Official Plan includes policies for the promotion of recreation and healthy living; protection of natural heritage; as well as the safe and efficient movement of vehicular and pedestrian/cyclist traffic within a system of roads and trails that, wherever possible, shall be separated.

3.4 Town of Collingwood Transportation Study Update (2019)

The Town completed a Transportation Study Update in 2019 to estimate the total traffic volumes to be generated by the various proposed developments over the medium-term (2031) and long-term (2041); determine transportation deficiencies; and provide recommendations for transportation network improvements.

The Study provided updated estimates of the Average Daily Traffic (ADT) for Mountain Road and Tenth Line, as follows:

Table 2: ADT from 2019 Transportation Study Update

Road Name	2019 ADT	2031 ADT	2041 ADT
Mountain Road	11,727	25,227	31,227
Tenth Line	4,473	14,180	18,487

3.5 Ontario Traffic Manual Book 18 (August 2021)

In 2021, the Ministry of Transportation (MTO) in association with the Ontario Traffic Council published an update to the Ontario Traffic Manual (OTM) Book 18 related to Cycling Facilities. The manual provides updated guidance to municipalities and transportation practitioners for the planning and design of their multi-modal transportation systems and networks.

4 Proposed Changes to the Approved Project

Through this Class EA Addendum, the Town is proposing to remove the on-road bicycle lanes that were proposed for both Mountain Road and Tenth Line in the original approved Class EA. Cyclists will instead be accommodated by a multi-use pathway located within the boulevard. In the case of Mountain Road, there will be a 1.5 m sidewalk along the north side and a 4.0 m multi-use path along the south side. In the case of Tenth Line, there will be a 1.5 m sidewalk along the west side and a 4.0 m multi-use path on the east side.

The revised cross-sections are depicted in the Figures below and a detailed explanation of the rationale for this proposed change is provided in Section 5.

Figure 5: Revised Design Cross-Section for Mountain Road (in a 36 m ROW)

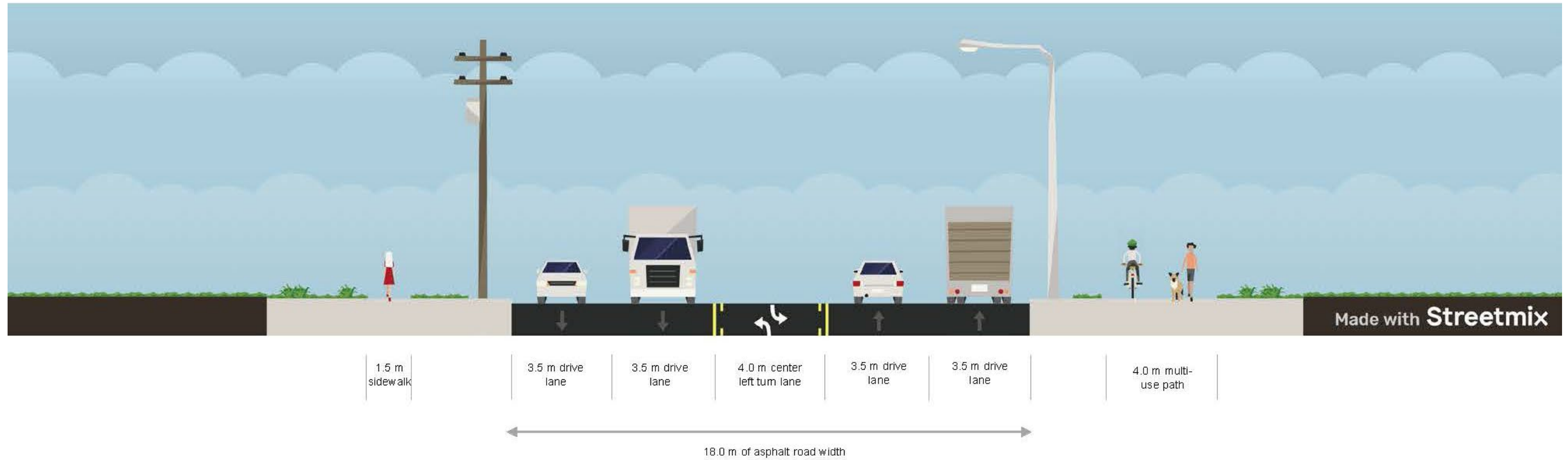


Figure 6: Revised Design Cross-Section for Tenth Line with No Left Turn Lane (in a 23 m ROW)

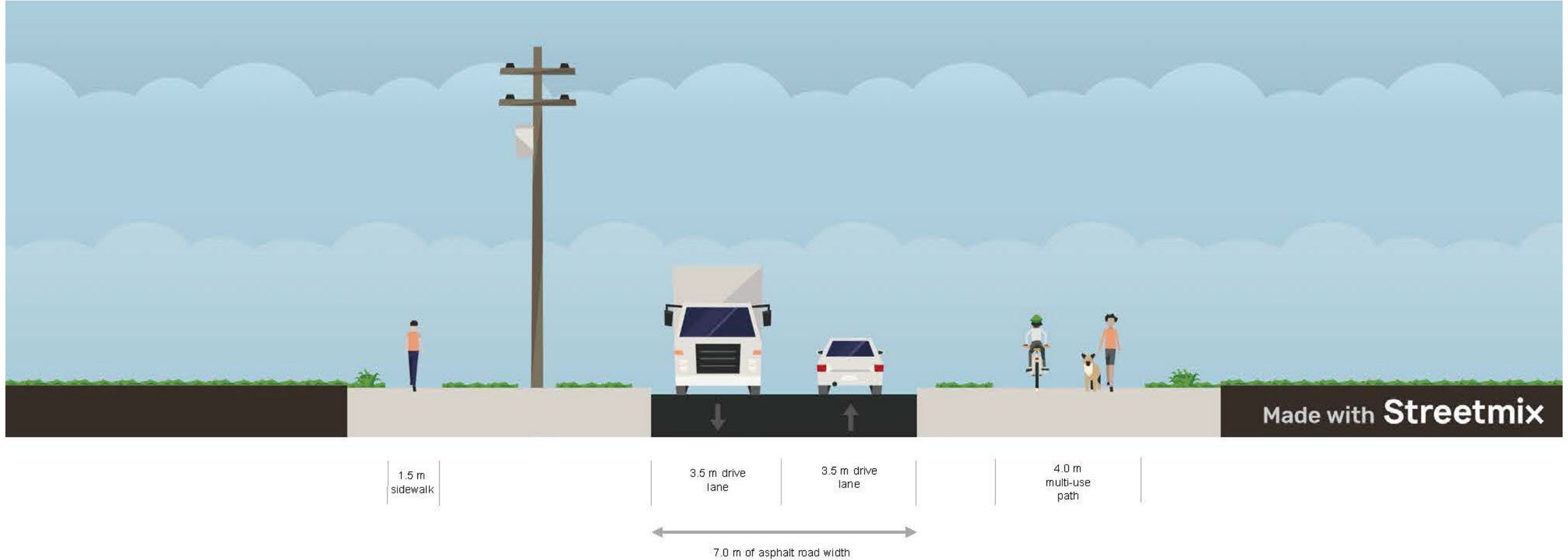
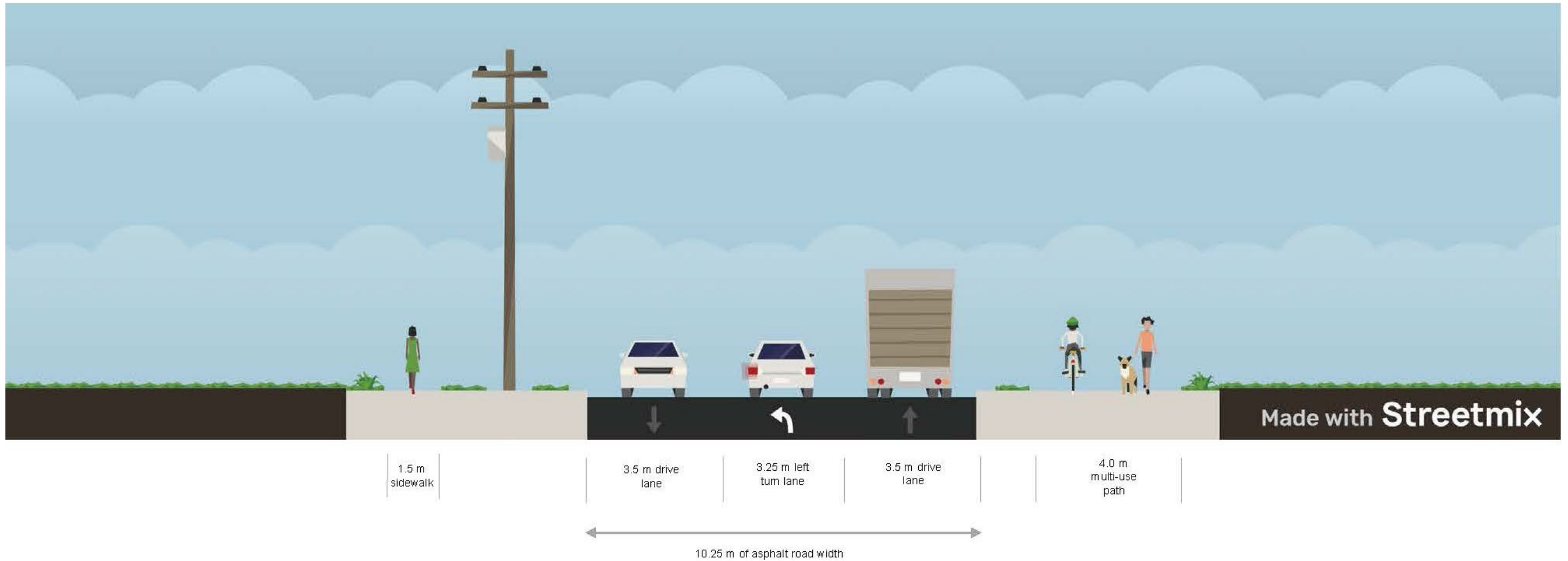


Figure 7: Revised Design Cross-Section for Tenth Line with Left Turn Lane (in a 23 m ROW)



5 Rationale for the Proposed Changes

There are a number of contributing factors that have led to the proposed cross-sectional change and this Class EA Addendum. These are described further in the following sections.

5.1 New Philosophy and Guidance for Cycling Facilities

Prior to the release of the updated OTM Book 18 in 2021, guidance for cycling facilities was heavily focused on accommodating “highly confident” users through the provision of on-road cycling facilities. However, after extensive consultation with a diverse group of users as well as researching other international best practices, the new version of OTM Book 18 has adopted a much different philosophy. The new guidance suggests that in order to encourage a behavioural change and a modal shift to cycling, it is imperative to build facilities that protect the users and provide a low stress experience that appeals to and provides equitable access for people of all ages and abilities. This is one of the primary reasons that the Town is reconsidering the on-road bicycle lanes for Tenth Line and Mountain Road.

5.1.1 Design Users

Referencing Section 2 of OTM Book 18 (2021), when planning and designing cycling facilities, it is important to consider the design users.

Approximately two thirds of the population fit into three categories, with the remaining third consisting of individuals who are not able to cycle or are not interested in cycling for various reasons; that is, “no way no how”.

People who are considered “highly confident” have advanced cycling skills and are generally comfortable riding alongside motor vehicle traffic. People in this category cycle more frequently and will consider cycling for utilitarian or recreational purposes. In general, the nature of the roadway, which is typically defined by traffic volume or speed, is not a factor in determining whether users in this category will choose to cycle, although they may prefer to use routes with dedicated cycling facilities.

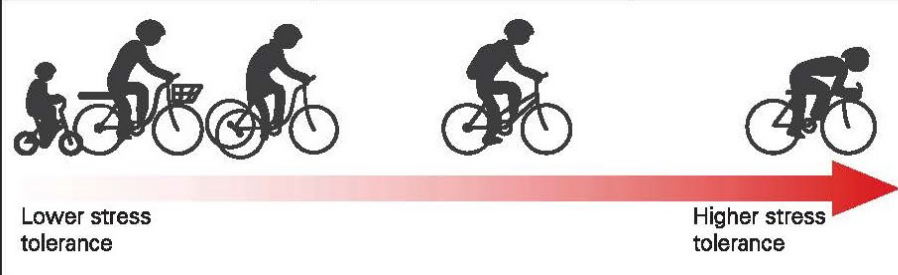
People who are considered “somewhat confident” are those who are comfortable interacting with moderate-speed motor vehicle traffic, but prefer routes with dedicated cycling facilities. People in this category may choose to avoid routes that require cyclists to operate in proximity to higher-speed traffic.

The largest category by far, is the group of individuals who are “interested but concerned”. People in this group are open to the idea of cycling but are uncomfortable sharing the street with motor vehicles except on very low-volume, low-speed neighbourhood streets. The quality and extent of cycling facilities are key factors in determining whether these individuals choose cycling as a viable option for short to moderate length trips. Factors such as topographic conditions, inconsistent cycling facilities, and high speed motor vehicle traffic also deter individuals in this group from cycling.

Given the size of the “interested but concerned” group, and the central role that infrastructure plays in their choice of travel mode, practitioners should consider this group to be the “design cyclist”. This term refers to the user category that planners and designers seek to accommodate. By designing facilities to appeal to the “interested but concerned”, practitioners are also accommodating the needs of the other two demographics and significantly increasing the scale of potential benefits associated with cycling.

Figure 8: Table 2.1 of OTM Book 18 (2021)

Table 2.1 – Types of Cyclists

DESIGN CYCLIST			
	Interested but Concerned	Somewhat Confident	Highly Confident
	<ul style="list-style-type: none"> Strong preference for separated cycling facilities or very low-volume and low-speed streets Cycling frequency depends heavily on having a network of low-stress facilities Can generally negotiate simple low-speed interactions with motor vehicles at intersections 	<ul style="list-style-type: none"> Comfortable cycling on-street and interacting with moderate-speed traffic Preference for separated cycling facilities or low-volume and low-speed streets Cycling frequency increases as network of low-stress facilities expands 	<ul style="list-style-type: none"> Comfortable cycling on-street and interacting with higher-speed traffic Preference for cycling facilities that allow for easy overtaking and efficient movement Cycling frequency not necessarily affected by network
			
% of population	<ul style="list-style-type: none"> 51–56% 	<ul style="list-style-type: none"> 5–9% 	<ul style="list-style-type: none"> 4–7%
Stress tolerance	<ul style="list-style-type: none"> Low 	<ul style="list-style-type: none"> Moderate 	<ul style="list-style-type: none"> High
Skill level	<ul style="list-style-type: none"> Experience varies Ability to anticipate and mitigate basic hazards 	<ul style="list-style-type: none"> Comparatively experienced Ability to anticipate and mitigate common hazards 	<ul style="list-style-type: none"> Highly experienced Well-developed ability to anticipate and mitigate most hazards
Typical demographic profiles	<ul style="list-style-type: none"> Age: All* Gender: any Ability: includes individuals who may have a disability or are new to cycling 	<ul style="list-style-type: none"> Age: 18–65+ Gender: women are under-represented Ability: individuals with a disability are under-represented 	<ul style="list-style-type: none"> Age: 18–65+ Gender: women are under-represented Ability: individuals with a disability are under-represented
Typical travel speed	<ul style="list-style-type: none"> 10–25 km/h 	<ul style="list-style-type: none"> 15–25 km/h 	<ul style="list-style-type: none"> 20–35 km/h

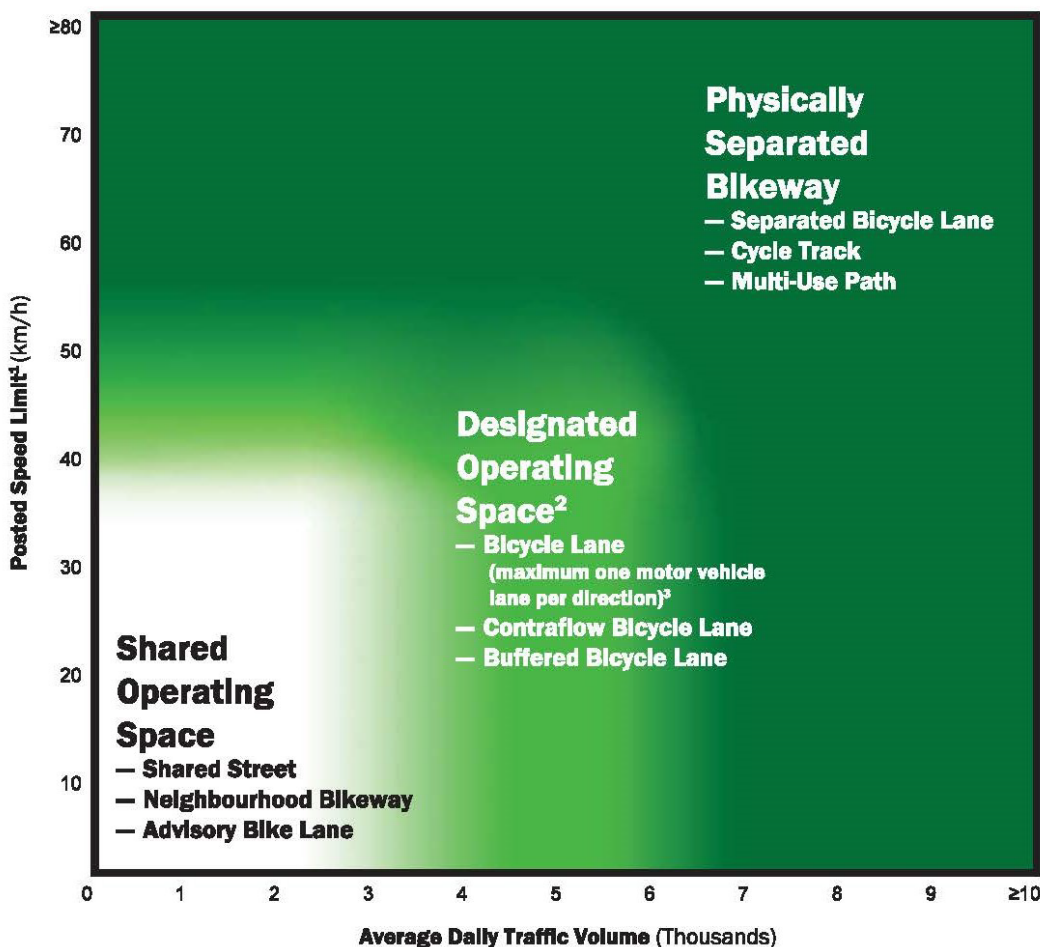
* Children under 12 are an essential cycling demographic but their abilities vary significantly and they may not yet have the cognitive ability to detect risks, negotiate conflicts or ride a bike independently. Many municipalities have by-laws allowing children to cycle on sidewalks for this reason.

5.1.2 Cycling Facility Selection

Cycling facility selection is a multi-step process. First, practitioners are guided to pre-select the desirable facility type based on the motor vehicle speed and the average daily traffic volumes of the roadway through the use of a nomograph.

The nomograph in Figure 9 applies to both Mountain Road and Tenth Line, as they are both proposed to be urban roads. One key item to note with the new nomograph is that conventional bicycle lanes are no longer recommended for roadways with more than one vehicular lane in each direction.

Figure 9: Desirable Cycling Facility Pre-Selection Nomograph from OTM Book 18



1. Operating speeds are assumed to be similar to posted speeds. If evidence suggests this is not the case, practitioners may consider using 85th percentile speeds or implementing measures to reduce operating speeds.
2. Physically separated bikeways may always be considered in the designated operating space area of the nomograph.
3. On roadways with two or more lanes per direction (including multi-lane one-way roadways), a buffered bicycle lane should be considered the minimum with a typical facility being a physically separated bikeway.

Given the estimated growth in average daily traffic volumes as noted in the 2019 Transportation Study Update as well as posted speeds of 50 km/h (or greater), a separated facility such as a cycle track or multi-use path is recommended for both Mountain Road and Tenth Line.

Following pre-selection, the next step is to complete an overall and more contextual evaluation of the roadway to confirm the facility type.

The following figure from OTM provides guidance in completing the contextual evaluation and encourages consideration of additional factors such as the road classification as well as mix of traffic and volume of pedestrians.

Figure 10: Evaluation of Roadway Context (Table 5.3 from OTM Book 18)

	Shared Roadway	Neighbourhood Bikeway	Rural Paved Shoulder	Advisory Bicycle Lane	Bicycle Lane	Buffered Bicycle Lane	Separated Bicycle Lane	Cycle Track	Multi-Use Path
Motor vehicle speed									
30 km/h or less	✓	✓	?	?					
40 km/h	?	?	?	✓	✓	✓	✓	✓	✓
50 km/h			?	✓	✓	✓	✓	✓	✓
60 km/h			?			?	✓	✓	✓
70 to 90 km/h			?					✓	✓
Over 90 km/h								✓	✓
Motor vehicle volumes									
<1,500 vehicles/day	✓	✓	?	?	?	?			
1,500 to 3,000 vpd	?	?	?	✓	✓	✓	✓	✓	✓
3,000 to 6,000 vpd			?	?	?	?	✓	✓	✓
6,000 to 10,000 vpd			?				✓	✓	✓
>10,000 vpd							?	✓	✓
Function of street/road/highway									
Access roads (local streets)	✓	✓	✓	?	?	?			
Both mobility and access roads (minor collectors)			?	?	✓	✓	✓	✓	✓
Mobility roads (major collectors and arterials)			?		?	?	✓	✓	✓
Vehicle mix									
More than 30 trucks/buses per hour in curb lane			?			?	✓	✓	✓
Bus stops located along route			?		?	?	✓	✓	✓
Pedestrian activity									
Low pedestrian volumes	✓	✓	✓	✓	✓	✓	✓	✓	✓
High pedestrian volumes	✓	✓		✓	✓	✓	✓	✓	?

✓	Typically appropriate for the context
?	Requires further context specific evaluation

In reviewing the context of both Mountain Road and Tenth Line, a cycle track or multi-use path remain the best options for a cycling facility.

The main difference between a cycle track and multi-use path is that the cycle track is dedicated to cyclists whereas the multi-use path is shared between cyclists and pedestrians. Separating pedestrians and cyclists is typically recommended where there is:

- More than 20% of path users are pedestrians and total user volumes are greater than 33 persons per hour per metre of path width; or
- Less than 20% of path users are pedestrians, but total user volumes are greater than 50 persons per hour per metre of path width.

In order to better assess this aspect, pedestrian and cyclist counts were collected, on Mountain Road only, and have been summarized in the table below. Detailed copies of the counts can be found in Appendix A.

Table 3: Mountain Road Pedestrian and Cyclist Counts

Day/Time	Number of Pedestrians	Number of Cyclists	Total
Wed. August 31, 2022 (7:00 to 9:00 a.m.)	3	8	11
Wed. August 31, 2022 (5:00 – 7:00 p.m.)	0	7	7
Sat. September 10, 2022 (11:00 am – 2:00 p.m.)	6	27	33

The counts show that pedestrian volumes in the area remain low. The cyclist counts are reflective of some usage during the weekday, but the predominant use appears to be weekend recreational. Based on the counts, it is suggested that a separated cycle track is not necessary and that a multi-use path would be a more suitable option.

The Town may wish to continue to monitor pedestrian and cyclist usage to determine if separated facilities are warranted in the future. If consideration is being given to separated facilities in the future, the Town will need to consider the physical space requirements for the cycle tracks as well as the need and physical space for sidewalks to accommodate pedestrians. There may not be sufficient space within the existing ROW to accommodate all facilities and, as such, additional property acquisition may be required in the future.

The table below summarizes the desired minimum horizontal geometric requirements for cycle track design, based on OTM Book 18.

Table 4: Minimum Desired Design Criteria for Cycle Tracks

Design Criteria	One-Way Cycle Track	Two-Way Cycle Track
Track Width	2.0 m	3.5 m
Tactile Buffer between Cycle Track and Sidewalk	0.6 m	0.6 m
Distance from Back of Curb	1.0 m	1.0 m

5.2 Utility Conflicts

In 2021, the Town was made aware that Enbridge Gas Distribution (EGD) had completed a reclassification of the gas main along Mountain Road. The gas main is now classified as a “vital pipeline”, which is defined by EGD as:

Vital Pipeline: A subset of pipelines that are critical to the safe and reliable operation of the natural gas system. Damages to vital mains could result in significant negative impact to public and worker safety or significant customer outages. This subset of mains consists of CER-regulated (Canada Energy Regulator) pipelines, transmission pipelines, and select distribution pipelines.

With this new classification, there are additional and more stringent requirements for undertaking any work in the vicinity of the pipeline. Due to its current location and in an effort to mitigate impacts during construction, the Town in conjunction with EGD have decided to relocate the existing gas main; however, the requirements regarding working in the vicinity of the new gas main will still apply. As such, the more separation that can be provided between the roadworks and the gas main, the better. The removal of the bicycle lanes provides an opportunity to obtain some additional separation in this regard.

5.3 Reduction in Impervious Area

The total area of roadway asphalt proposed for Tenth Line and Mountain Road under the original Class EA was approximately 65,527 square meters. With the proposed changes of removing the on-road bicycle lanes and implementing multi-use paths, there will be a corresponding reduction in impervious asphalt area of approximately 2,122 square meters or 3.2% over the project. This will be instead replaced by additional grassed boulevard.

The project is located within the Black Ash Creek watershed, which ultimately leads to the Collingwood Harbour. Minimizing the impervious area on this project is in line with the Town and Nottawasaga Valley Conservation Authority (NVCA) objectives of protecting and improving the health of the watershed.

5.4 Cost Savings

The removal of the bicycle lanes and corresponding reduction in the overall road width also presents an opportunity for cost savings, including the initial construction costs associated with less excavation and less road construction as well as less future lifecycle costs to maintain that additional road width.

6 Impacts and Mitigation

The anticipated impacts of the project not including on-road bicycle lanes and instead accommodating cyclists with multi-use paths are generally considered to be similar to those associated with the original approved cross-sections or a minor improvement over them.

The impacts are briefly summarized below based on the five types of environments, including Physical/Built, Natural, Cultural, Social, and Economic.

6.1 Physical/Built Environment

The changes proposed by this Addendum do not impact traffic capacity or the bridge structure on Mountain Road. The reduced roadway width provides some improvement to constructability and utility impacts, particularly in relation to EGD infrastructure.

Potential for vehicle/cyclist conflict is reduced, thereby improving overall safety.

6.2 Natural Environment

As previously noted, minimizing the overall footprint provides an approximate 3.2% reduction in the amount of proposed asphalt for the project, which in turn provides a benefit to the natural environment.

6.3 Social Environment

Removal of the bicycle lanes may have a nominal impact on the percentage of the cycling population that is considered “highly confident” and who do not have any concerns with navigating vehicular traffic. However, these users are still accommodated through the provision of a multi-use path. Conversely, the incorporation of a multi-use path provides accommodation for more ages and abilities of cyclists. This is particularly true for Tenth Line, which previously only included sidewalks and on-road bicycle lanes.

6.4 Cultural Environment

Impacts to the cultural environment are considered to be minimal and similar to the original Class EA.

6.5 Economic Environment

As previously noted, there will be some nominal cost savings both in initial construction costs as well as future maintenance costs with removing the bicycle lanes.

The mitigation recommendations contained within the original ESR remain unchanged.

7 Consultation

Consultation was sought from the Town’s Trails and Active Transportation Advisory Committee (TATAC). Initially, a 3.0 m multi-use path was proposed; however, after further consultation with the TATAC, it was agreed to increase the width to 4.0 m. The TATAC confirmed that they had no further concerns with the changes being proposed via this Class EA Addendum.

A Public Information Centre is not required when completing an addendum to a Class EA. However, a presentation was made to the Town’s Development & Operations Services Standing Committee on January 16, 2023. These meetings are open to the public and a copy of the presentation can be found on the Town’s website.

Town staff provided updated contact information for all property owners within the study area and the 2019 Class EA public consultation contact list was updated accordingly. The agency contact list from the 2019 Class EA was also updated to reflect any changes in agency names and/or contacts details as well as to add additional agencies or interest groups that may not have been a part of the previous consultation process. A copy of the updated contact lists can be found in Appendix B.

A Notice of Filing of Addendum, as attached in Appendix C, was published on April 27 and May 4, 2023 in the local newspaper as well as on the Towns’ website. A copy of the Notice was also mailed to all property owners within the study area and emailed to various agencies, stakeholders, and those who had previously expressed interest in the 2019 Class EA for which email addresses were provided.

This Class EA Addendum Report is being made available for public review and comment for a period of 30 days. Any comments received during this period will be reviewed, considered, and responded to as well as included in the final Class EA Addendum Report. Subject to the receipt of comments as well as funding and approvals, the Town of Collingwood intends to proceed with detailed design and construction as presented in the Class EA and Addendum documents.

8 Permits and Approvals

The requirement to obtain any permits and approvals during detailed design and construction remains unchanged and includes, but is not limited to the following:

- Consultation with and permitting from Nottawasaga Valley Conservation Authority.
- Potential need for technical review or letter of advice from Department of Fisheries and Oceans.
- Approvals for servicing (sanitary, storm, and/or water) will be required and may be completed via direct submission to MECP, through the Town's Drinking Water Works Permit, or the Town's Consolidated Linear Environmental Compliance Approval (once in place).
- Potential need for Permit to Take Water (PTTW) or Environmental Activity and Sector Registry (EASR).

Appendix A

Pedestrian and Cyclist Counts



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 Tel: (705) 726-3371 • Fax: (705) 726-4391
 E-mail: barrie@ainleygroup.com

PEDESTRIAN & CYCLIST COUNT

Name: Matthew Houle Date of Count: 2022-08-31
 Location of Count: Mountain Road - Collingwood Start Time: 5:00pm
 End Time: 7:00pm
 Weather: Sunny 24 C

Time Period (min)	Eastbound Peds	Westbound Peds	Eastbound Cyclists	Westbound Cyclists
0:00 - 0:15				2
0:15 - 0:30			2	
0:30 - 0:45				
0:45 - 1:00				
1:00 - 1:15				
1:15 - 1:30				
1:30 - 1:45			1	
1:45 - 2:00				2
2:00 - 2:15				
2:15 - 2:30				
2:30 - 2:45				
2:45 - 3:00				
Total = 7			3	4

Appendix B

Public and Agency Contact Lists

Town of Collingwood
Tenth Line and Mountain Road Schedule 'C' Class EA
Notice of Filing of Addendum
PROPERTY OWNER CONTACT LIST

Company (if applicable)	Property Location	Mailing Adress 1	Mailing Adress 2	City	Province	PostalCode
BESTPRO CORPORATION	3 GRECO CRT	1833 QUANTZ CRESCENT.		INNISFIL	ON	L9S 1X2
BLUE MOUNTAIN GOLF & COUNTRY	706 TENTH LINE	706 TENTH LINE		COLLINGWOOD	ON	L9Y 5H4
BLUE MOUNTAIN INC.	2 MOUNTAIN ROAD	33 YONGE STREET	SUITE 901	TORONTO	ON	M5E 1G4
CANADIAN TIRE PROPERTIES INC.	55 MOUNTAIN ROAD	2180 YONGE ST.	15TH FLOOR S	TORONTO	ON	M4P 2V8
CBM DEVELOPMENTS INC	MOUNTAIN ROAD	C/O N. SIMONE 33 HARTFIELD ROAD		TORONTO	ON	M9H 3C8
CHURCH OF GOD OF PROPHECY	30 MOUNTAIN ROAD	30 MOUNTAIN ROAD		COLLINGWOOD	ON	L9Y 5H7
COLLINGWOOD TOWN	821 TENTH LINE	97 HURONTARIO ST	PO BOX 157 STN MAIN	COLLINGWOOD	ON	L9Y 3Z5
COLLINGWOOD TOWN	MOUNTAIN ROAD N/S	97 HURONTARIO ST	PO BOX 157 STN MAIN	COLLINGWOOD	ON	L9Y 3Z5
COLLINGWOOD TOWN, CLERK TREASURER	74 MOUNTAIN ROAD	97 HURONTARIO ST	PO BOX 157 STN MAIN	COLLINGWOOD	ON	L9Y 3Z5
COLLINGWOOD TOWN	MARINA CRESCENT W/S	97 HURONTARIO ST	PO BOX 157 STN MAIN	COLLINGWOOD	ON	L9Y 3Z5
H&R REAL ESTATE INVESTMENT		640 FIRST STREET	EXTENSION 500	NORTH YORK	ON	M3K 1Z2
COLLINGWOOD PORTFOLIO INC	2 HIGH STREET	3625 DUFFERIN ST SUITE 500		NORTH YORK	ON	M3K 1Z2
COLLINGWOOD PRIME REALTY HOLDINGS	101 MOUNTAIN ROAD	2562 STANFIELD ROAD		MISSISSAUGA	ON	L4Y 1S2
COLLUS POWER CORP	20 MOUNTAIN ROAD	43 STEWART ROAD		COLLINGWOOD	ON	L9Y 4M7
CRESCENTPOINT REAL ESTATE	15 BALSAM STREET	24 NORTH VILLAGE WAY UNIT 8		BARRIE	ON	L4N 6P3
DUNN CAPITAL CORPORATION	180 MOUNTAIN ROAD	40 HURON ST	SUITE 300	COLLINGWOOD	ON	L9Y 5A4
EQUITABLE BANK	12 CONNOR AVENUE	30 ST CLAIR AVENUE WEST	SUITE 700	TORONTO	ON	M4V 3A1
INVESTISSEMENTS IMMOBIL	10 CAMBRIDGE ST	106 GUN AVENUE		POINTE-CLAIRE	ON	H9R 3X3
KRYPTOS METALS INC.	100 MOUNTAIN ROAD	63 SECOND STREET		OAKVILLE	ON	L6J 3T1
LINKSVIEW DEVELOPMENT CORPOR	780 TENTH LINE	HARBOUREDGE CENTRE	40 HURON ST SUITE 300	COLLINGWOOD	ON	L9Y 4A3
MAIR MILLS VILLAGE	260 MOUNTAIN ROAD	7 EDINBURGH ROAD S	UNIT 1	GUELPH	ON	N1H 5N8
MANORWOOD COMMERCIAL	120 MOUNTAIN ROAD	8611 WESTON ROAD SUITE21A		VAUGHAN	ON	L4L 9P1
MCAP FINANCIAL CORPORATION	PO BOX 351 STN C			KITCHENER	ON	N2G3Y9
NAFCAN INVESTMENTS INC	4 BALSAM STREET	4 BALSAM ST		COLLINGWOOD	ON	L9Y 3J4
NOTTAWASAGA CONSERVATION AUTHORITY	MOUNTAIN ROAD	8195 LINE 8		UTOPIA	ON	L0M 1T0
RIOCAN HOLDINGS (COLLINGWOOD)	55 MOUNTAIN ROAD	C/O RIOCAN PROPERTY SERVICES	700 LAWRENCE AVENUE W SUITE 315	NORTH YORK	ON	M6A 3B4
SHOULDICE DESIGNER STONE LTD	199 MOUNTAIN ROAD	C/O CRS CONTRACTORS RENTAL SUPPLY	199 MOUNTAIN ROAD	COLLINGWOOD	ON	L9Y 3Z9

Town of Collingwood
Tenth Line and Mountain Road Schedule 'C' Class EA
Notice of Filing of Addendum
PROPERTY OWNER CONTACT LIST

Company (if applicable)	Property Location	Mailing Adress 1	Mailing Adress 2	City	Province	PostalCode
SIMCOE COUNTY HOUSING CORPOR	1 HIGH STREET	C/O FINANCE DEPARTMENT 1110 HIGHWAY 26	RR 1	MIDHURST	ON	L0L 1X0
TD CANADA TRUST		4880 TAHOE BOULEVAROAD	(BUILDING 2), 4TH FLOOR	MISSISSAUGA	ON	L4W 5P3
TEN CAMBRIDGE STREET INC	50 MOUNTAIN ROAD	71 BUTTERMILL AVENUE		CONCOROAD	ON	L4K 3X2
TELFER HOMES INC	80 MOUNTAIN ROAD	PO BOX 561 STN MAIN		COLLINGWOOD	ON	L9Y 4B2
TODCO INVESTMENTS INCORPORAT	295 MOUNTAIN ROAD	124 INGLEWOOD DRIVE		TORONTO	ON	M4T 1H5
LIMITED	100 MOUNTAIN ROAD	31 ROXTON ROAD		TORONTO	ON	M6J 2Y3
1104558 ONTARIO LTD	185 MOUNTAIN ROAD	1624 28TH AVENUE EAST		OWEN SOUND	ON	N4K 0A8
2030344 ONTARIO INC	50 HIGHLANDS CRESCENT	PO BOX 351		THORNBURY	ON	N0H 2P0
2322254 ONTARIO INC	101 MOUNTAIN ROAD	4 HONOUR OAK CRESCENT	ATTN: BARKATALI ISMAIL	BRAMPTON	ON	L6Y 2Y4
2367790 ONTARIO INC	200 MOUNTAIN ROAD	200 MOUNTAIN ROAD		COLLINGWOOD	ON	L9Y 4V5
2577336 ONTARIO LIMITED	780 TENTH LINE	4151 HWY 7 EAST MARKHAM		MARKHAM	ON	L3R 1L5
2596482 ONTARIO LIMITED	140 MOUNTAIN ROAD	7429 HWY #26	PO BOX 880	STAYNER	ON	L0M 1S0
2721733 ONTARIO INC.	725 TENTH LINE	C/O 66 ARROW ROAD	UNIT 6	GUELPH	ON	N1K 1T4
2757651 ONTARIO INC.	199 MOUNTAIN ROAD	150 DUNLOP STREET EAST	UNIT 202	BARRIE	ON	L4M 6H1
	699 SIXTH STREET	LCD COLLINGWOOD	699 SIXTH ST, R.R. 1	COLLINGWOOD	ON	L9Y 3Y9
	699 SIXTH STREET	LCD COLLINGWOOD	699 SIXTH ST, R.R. 1	COLLINGWOOD	ON	L9Y 3Y9
	736 SIXTH STREET	736 SIXTH ST	RR 1 LCD COLLINGWOOD	COLLINGWOOD	ON	L9Y 3Y9
	736 SIXTH STREET	3116 10TH LINE	CLEARVIEW	CLEARVIEW	ON	L9Y 3Y9
	736 SIXTH STREET	3116 10TH LINE	CLEARVIEW	CLEARVIEW	ON	L9Y 3Y9
	730 SIXTH STREET	730 SIXTH ST	RR 1	COLLINGWOOD	ON	L9Y 3Y9
	710 SIXTH STREET	710 SIXTH ST	RR 1	COLLINGWOOD	ON	L9Y 3Y9
	560 FIRST STREET	560 FIRST ST SUITE 102		COLLINGWOOD	ON	L9Y 1C1
	4 CONNOR AVENUE	4 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	4 CONNOR AVENUE	4 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	4 CONNOR AVENUE	4 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	6 CONNOR AVENUE	6 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	6 CONNOR AVENUE	6 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	6 CONNOR AVENUE	6 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	8 CONNOR AVENUE	8 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6

Town of Collingwood
Tenth Line and Mountain Road Schedule 'C' Class EA
Notice of Filing of Addendum
PROPERTY OWNER CONTACT LIST

Company (if applicable)	Property Location	Mailing Adress 1	Mailing Adress 2	City	Province	PostalCode
	8 CONNOR AVENUE	8 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	8 CONNOR AVENUE	8 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	9 CONNOR AVENUE	9 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	9 CONNOR AVENUE	9 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	10 CONNOR AVENUE	10 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	10 CONNOR AVENUE	10 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	10 CONNOR AVENUE	10 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	11 CONNOR AVENUE	187 BOOTH DRIVE		STOUFFVILLE	ON	L4A 4S5
	12 CONNOR AVENUE	19 MCMASTER AVENUE		TORONTO	ON	M4V 1A8
	12 CONNOR AVENUE	12 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	12 CONNOR AVENUE	12 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	13 CONNOR AVENUE	13 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	14 CONNOR AVENUE	2375 BELYEA ST		OAKVILLE	ON	L6L 1N8
	14 CONNOR AVENUE	2375 BELYEA ST		OAKVILLE	ON	L6L 1N8
	15 CONNOR AVENUE	15 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	16 CONNOR AVENUE	16 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	16 CONNOR AVENUE	16 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	16 CONNOR AVENUE	16 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	17 CONNOR AVENUE	17 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	17 CONNOR AVENUE	17 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	18 CONNOR AVENUE	18 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	18 CONNOR AVENUE	18 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	19 CONNOR AVENUE	19 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	20 CONNOR AVENUE	20 SPENCE AVENUE SS 33		MIDHURST	ON	L9X 0P2
	21 CONNOR AVENUE	21 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	20 CONNOR AVENUE	692 BONAVISTA DRIVE		WATERLOO	ON	N2K 4E9
	22 CONNOR AVENUE	22 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	22 CONNOR AVENUE	22 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	23 CONNOR AVENUE	23 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	23 CONNOR AVENUE	23 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	24 CONNOR AVENUE	24 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	24 CONNOR AVENUE	24 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	26 CONNOR AVENUE	26 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	26 CONNOR AVENUE	26 CONNOR AVENUE				
	28 CONNOR AVENUE	28 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	28 CONNOR AVENUE	28 CONNOR AVENUE		COLLINGWOOD	ON	L0Y 5K6

**Town of Collingwood
Tenth Line and Mountain Road Schedule 'C' Class EA
Notice of Filing of Addendum
PROPERTY OWNER CONTACT LIST**

Company (if applicable)	Property Location	Mailing Adress 1	Mailing Adress 2	City	Province	PostalCode
	28 CONNOR AVENUE	28 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	30 CONNOR AVENUE	30 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	32 CONNOR AVENUE	32 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	34 CONNOR AVENUE	34 CONNOR AVENUE		COLLINGWOOD	ON	L9Y 5K6
	3 GEORGIAN MEADOWS	3 GEORGIAN MEADOWS DRIVE		COLLINGWOOD	ON	L9Y 5H4
	5 GEORGIAN MEADOWS	5 GEORGIAN MEADOWS DRIVE		COLLINGWOOD	ON	L9Y 5H4
	7 GEORGIAN MEADOWS	7 GEORGIAN MEADOWS DRIVE		COLLINGWOOD	ON	L9Y 5H4
	9 GEORGIAN MEADOWS	9 GEORGIAN MEADOWS DRIVE		COLLINGWOOD	ON	L9Y 5H4
	65 GEORGIAN MEADOWS	65 GEORGIAN MEADOWS DRIVE		COLLINGWOOD	ON	L9Y 5H4
	65 GEORGIAN MEADOWS	65 GEORGIAN MEADOWS DRIVE		COLLINGWOOD	ON	L9Y 5H4
	66 GEORGIAN MEADOWS	66 GEORGIAN MEADOWS DRIVE		COLLINGWOOD	ON	L9Y 5H4
	67 GEORGIAN MEADOWS	67 GEORGIAN MEADOWS DRIVE		COLLINGWOOD	ON	L9Y 5H4
	67 GEORGIAN MEADOWS	67 GEORGIAN MEADOWS DRIVE		COLLINGWOOD	ON	L9Y 5H4
	67 GEORGIAN MEADOWS	67 GEORGIAN MEADOWS DRIVE		COLLINGWOOD	ON	L9Y 5H4
	68 GEORGIAN MEADOWS	68 GEORGIAN MEADOWS DRIVE		COLLINGWOOD	ON	L9Y 5H4
	70 GEORGIAN MEADOWS	70 GEORGIAN MEADOWS DRIVE		COLLINGWOOD	ON	L9Y 5H4
	70 GEORGIAN MEADOWS	70 GEORGIAN MEADOWS DRIVE		COLLINGWOOD	ON	L9Y 5H4
	72 GEORGIAN MEADOWS	72 GEORGIAN MEADOWS DRIVE		COLLINGWOOD	ON	L9Y 5H4
	72 GEORGIAN MEADOWS	72 GEORGIAN MEADOWS DRIVE		COLLINGWOOD	ON	L9Y 5H4
	29 HIGHLANDS CRESCENT	29 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H4
	32 HIGHLANDS CRESCENT	32 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	34 HIGHLANDS CRESCENT	34 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	36 HIGHLANDS CRESCENT	36 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	36 HIGHLANDS CRESCENT	36 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	38 HIGHLANDS CRESCENT	38 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	38 HIGHLANDS CRESCENT	38 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	38 HIGHLANDS CRESCENT	38 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	40 HIGHLANDS CRESCENT	40 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	40 HIGHLANDS CRESCENT	40 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	40 HIGHLANDS CRESCENT	40 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	40 HIGHLANDS CRESCENT	40 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3

**Town of Collingwood
Tenth Line and Mountain Road Schedule 'C' Class EA
Notice of Filing of Addendum
PROPERTY OWNER CONTACT LIST**

Company (if applicable)	Property Location	Mailing Adress 1	Mailing Adress 2	City	Province	PostalCode
	42 HIGHLANDS CRESCENT	42 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	42 HIGHLANDS CRESCENT	42 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	44 HIGHLANDS CRESCENT	44 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	44 HIGHLANDS CRESCENT	44 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	44 HIGHLANDS CRESCENT	44 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	44 HIGHLANDS CRESCENT	44 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	44 HIGHLANDS CRESCENT	44 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	46 HIGHLANDS CRESCENT	46 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	46 HIGHLANDS CRESCENT	46 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	46 HIGHLANDS CRESCENT	46 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	46 HIGHLANDS CRESCENT	46 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	48 HIGHLANDS CRESCENT	48 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	50 HIGHLANDS CRESCENT	50 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	50 HIGHLANDS CRESCENT	50 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	50 HIGHLANDS CRESCENT	50 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	52 HIGHLANDS CRESCENT	52 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	52 HIGHLANDS CRESCENT	52 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	52 HIGHLANDS CRESCENT	52 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	54 HIGHLANDS CRESCENT	54 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	54 HIGHLANDS CRESCENT	54 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	54 HIGHLANDS CRESCENT	55 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	54 HIGHLANDS CRESCENT	54 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	54 HIGHLANDS CRESCENT	RESIDENTIAL PROPERTY TAXES	PO BOX 115, COMMERCE COURT POSTAL STATION	TORONTO	ON	M5L 1E5
	56 HIGHLANDS CRESCENT	56 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	56 HIGHLANDS CRESCENT	56 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	58 HIGHLANDS CRESCENT	58 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	58 HIGHLANDS CRESCENT	58 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	59 HIGHLANDS CRESCENT	59 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	59 HIGHLANDS CRESCENT	59 HIGHLANDS CRESCENT		COLLINGWOOD	ON	L9Y 5H3
	60 HIGHLANDS CRESCENT	106 REDPATH AVENUE UNIT 10		TORONTO	ON	M4S 2J7
	2 MARINA CRESCENT	2 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	4 MARINA CRESCENT	4 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1

Town of Collingwood
Tenth Line and Mountain Road Schedule 'C' Class EA
Notice of Filing of Addendum
PROPERTY OWNER CONTACT LIST

Company (if applicable)	Property Location	Mailing Adress 1	Mailing Adress 2	City	Province	PostalCode
	6 MARINA CRESCENT	6 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	8 MARINA CRESCENT	8 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	10 MARINA CRESCENT	10 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	12 MARINA CRESCENT	12 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	12 MARINA CRESCENT	12 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	14 MARINA CRESCENT	14 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	16 MARINA CRESCENT	16 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	18 MARINA CRESCENT	18 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	20 MARINA CRESCENT	20 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	22 MARINA CRESCENT	22 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	24 MARINA CRESCENT	26 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	25 MARINA CRESCENT	25 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	26 MARINA CRESCENT	26 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	28 MARINA CRESCENT	28 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	28 MARINA CRESCENT	28 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	28 MARINA CRESCENT	28 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	30 MARINA CRESCENT	30 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	30 MARINA CRESCENT	30 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	32 MARINA CRESCENT	32 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	34 MARINA CRESCENT	34 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	34 MARINA CRESCENT	34 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	35 MARINA CRESCENT	35 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	36 MARINA CRESCENT	36 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	36 MARINA CRESCENT	36 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	36 MARINA CRESCENT	36 MARINA CRESCENT		TORONTO	ON	M3H 3W8
	38 MARINA CRESCENT	38 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	38 MARINA CRESCENT	38 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	38 MARINA CRESCENT	38 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	40 MARINA CRESCENT	40 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	42 MARINA CRESCENT	42 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	42 MARINA CRESCENT	42 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	43 MARINA CRESCENT	43 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	43 MARINA CRESCENT	43 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	44 MARINA CRESCENT	44 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	44 MARINA CRESCENT	44 MARINA CRESCENT		COLLINGWOOD	ON	L9Y 5H1
	205 MOUNTAIN ROAD	14 DAWSON DRIVE UNIT 423		COLLINGWOOD	ON	L9Y 5B4

**Town of Collingwood
Tenth Line and Mountain Road Schedule 'C' Class EA
Notice of Filing of Addendum
PROPERTY OWNER CONTACT LIST**

Company (if applicable)	Property Location	Mailing Adress 1	Mailing Adress 2	City	Province	PostalCode
	205 MOUNTAIN ROAD	14 DAWSON DRIVE UNIT 423		COLLINGWOOD	ON	L9Y 5B4

**Town of Collingwood
Tenth Line and Mountain Road Schedule 'C' Class EA
Notice of Filing of Addendum
AGENCY CONTACT LIST**

First	Last	Title	Company	Address 1	Address 2	Town	PC	Telephone	Email
Provincial Agency									
Chunmei	Liu	Environmental Resource Planner & EA Coordinator	Ministry of Environment, Conservation and Parks	5775 Yonge Street	8th Floor	North York, ON	M2M 4J1	416-326-4886	chunmei.liu@ontario.ca
Cindy	Hood	District Manager	Barrie District Office Ministry of Environment, Conservation and Parks	54 Cedar Point Drive	Unit 1201	Barrie, ON	L4N 5R7	705-739-6436	cindy.hood@ontario.ca
Ken	Mott	District Manager, Midhurst	Ministry of Northern Development, Mines, Natural Resources and Forestry	2284 Nursery Road		Minesing, ON	L0L 1Y2	705-725-7546	Ken.moti@ontario.ca
Karla	Barboza	Team Lead, Heritage	Ministry of Heritage, Sport, Tourism and Culture Industries	401 Bay Street	Suite 1700	Toronto, ON	M7A 0A7	416-314-7120	karla.barboza@ontario.ca
Annelies	Eckert	Rural Planner	Ontario Ministry of Agriculture, Food and Rural Affairs	6484 Wellington Road 7	Unit 10	Elora, ON	N0B 1S0	519-827-6040	anneeis.eckert@ontario.ca
Teepu	Khawja	Regional Director	Ministry of Transportation, Central Region	1201 Wilson Avenue		Toronto, ON	M3M 1J8	416-235-5400	teepu.khawja@ontario.ca
Tim	Haldenby	Municipal Planning Advisor	Ministry of Municipal Affairs and Housing	777 Bay Street	13th Floor	Toronto, ON	M5G 2E5	416-585-6559	tim.haldenby@ontario.ca
Municipal Agency									
Christian	Meile	Director, Construction & Transportation Maintenance	County of Simcoe	1110 Highway 26 West		Midhurst, ON	L0L 1X0	705-726-9300	christian.meile@simcoe.ca
Nancy	Farrer	Director, Planing Services	Town of Collingwood	545 Tenth Line North	P.O. Box 157	Collingwood, ON	L9Y 3Z5	705-445-1292	nfarrer@collingwood.ca
Dean	Collver	Director, Parks, Recreation & Culture	Town of Collingwood	545 Tenth Line North	P.O. Box 157	Collingwood, ON	L9Y 3Z5	705-445-1292	dcollver@collingwood.ca
Chris	Hibberd	Director, Watershed Management Services	Nottawasaga Valley Conservation Authority	John Hix Conservation Administration Centre	8195 8th Line	Utopia, ON	L0M 1T0	705-424-1479	c.hibberd@nvca.on.ca
Brad	Krul	Manager, Planning Services	Nottawasaga Valley Conservation Authority	John Hix Conservation Administration Centre	8195 8th Line	Utopia, ON	L0M 1T0		bkru@nvca.on.ca
John	Ferguson	CAO	Township of Clearview	217 Gideon Street		Stayner, ON	L0M 1S0	705-428-6230 ext. 228	jferguson@clearview.ca
Shawn	Everitt	CAO	Town of the Blue Mountains	32 Mill Street	P.O. Box 310	Thornbury, ON	N0H 2P0	519-599-3131 ext. 234	severitt@thebluemountains.ca
Barb	Fox	Planning Officer	Simcoe Muskoka Catholic District School Board	46 Alliance Blvd.		Barrie, ON	L4M 5K3	705-722-3559 ext. 250	bfox.smcdsb.on.ca
Holly	Spacek	Planning Officer	Simcoe County District School Board	1170 Highway 26		Midhurst, ON	L0L 1X0	705-728-7570 ext. 11311	hspacek@scdsb.on.ca
Miguel	Ladouceur	Director of Building, Maintenance and Planning	Conseil Scolaire Viamonde	116 Cornelius Parkway		Toronto, ON	M6L 2K5	1-416-614-5917	ladouceurm@cvsiamonde.ca
Nathalie	Huard	Transportation Technician, Service de Transport Francobus	Association Franco-Ontarienne Des Conseils Scolaires Catholiques	138 rue Main Est	Bureau 205	Welland, ON	L3B 3W6	1-800-749-0002	huardn@francobus.ca
Earl	Elliott	President	Simcoe County Historical Association		P.O. Box 144	Barrie, ON	L4M 4S9	705-796-7649	earl.elliott@rogers.com
Bonnie	Branch	Transportation Coordinator	Simcoe County Student Transportation Consortium	64 Cedar Pointe Drive	Unit 1403	Barrie, ON	L4N 5R7	705-733-8965, ext. 107	bbranch@scstc.ca
Sara	Almas	Clerk	Accessibility Advisory Committee Town of Collingwood	97 Hurontario Street	P.O. Box 157	Collingwood, ON	L9Y 3Z5	705-445-1030	almas@collingwood.ca
Emergency Services									
JC	Gilbert	Deputy Chief Operations	County of Simcoe Paramedic Services	1110 Highway 26		Midhurst, ON	L0L 1X0	705-726-9300	jc.gilbert@simcoe.ca
Ross	Parr	Fire Chief	Town of Collingwood Fire Department	45 High Street		Collingwood, ON	L9Y 4V4	705-445-3920 ext. 7502	rparr@collingwood.ca
Colin	Shewell	Fire Chief	Township of Clearview Fire Department	217 Gideon Street		Stayner, ON	L0M 1S0	705-428-6230 ext. 403	cshewell@clearview.ca
Mary	Shannon	Inspector	Ontario Provincial Police Collingwood and the Blue Mountains Detachment	201 Ontario Street		Collingwood, ON	L9Y 4M4	705-445-4321	mary.shannon.opp.ca
Local Organizations									
Jim	Wilson	Member of Provincial Parliament	Collingwood Consistuecy Office	50 Hume Street		Collingwood, ON	L9Y 1V2	1-800-268-7542	
Kellie	Leitch	Member of Parliament - Simcoe-Grey	Collingwood Consistuecy Office	501 Hume Street	#4	Collingwood, ON	L9Y 4H8	705-445-5557	kellie.leitch@parl.gc.ca
Trish	Irwin	GM/CEO	Collingwood Chamber of Commerce	115 Hurontario Street	Suite 102	Collingwood, ON	L9Y 2L9	705-445-0221	trwin@collingwoodchamber.com
Kandas	Bondarchuk	Planner - Technician	Collingwood Heritage Committee	55 Ste. Marie Street	Unit 302	Collingwood, ON	L9Y 0W6	705-445-1290 ext. 3275	kbondarchuk@collingwood.ca
Local Interest Groups and Developers									
Ken	Hale	Manager of Land Development and Acquisitions	Linksvie Development Corporation	Harbouredge Centre	40 Huron St., Suite 300	Collingwood, ON	L9Y 4A3	705-446-1660 xt 32	khale@landexcapital.com
Kevin	Morris	Senior Project Manager	CF Crozier & Associates		40 Huron St.,	Collingwood, ON	L9Y 4R3	705-446-3510	kmorris@cfcrozier.ca
Office Manager			Mairmills Village	160 Southgate Drive		Guelph, ON	N1G 4P5		
Greg	Goodale		Consar Red Maple Investments Ltd.	64 Shaft Road		Toronto, ON	M9W 4M2		
Allan	Brownbridge	Project Manager	C.C. Tatham & Associates Ltd.	115 Sandford Fleming Drive	Suite 200	Collingwood, ON	L9Y 5A6	705-444-2565	abrownridge@cclatham.com
Jamie	Forsythe		Blue Mountain & Collingwood Snowdrifters Snowmobile Club	453 Oak Street		Collingwood, ON	L9Y 4N1	705-446-1848 705-606-1453	threefords@hotmail.com
Ben	McNabb		Collingwood Cycling Club	47 Sherwood Street		Collingwood, ON	L9Y0C5		info@collingwoodcyclingclub.ca
Murray	Knowles		Black Ash Trail Committee	32 Westwind Drive		Collingwood, ON	L9Y 5J1		knowles.murray@gmail.com
Indigenous Nations									
Dave	Dusome	Regional Councillor, Region 7	Métis Nation of Ontario	66 Slater Street	Suite 1100, 11th Floor	Ottawa	K1P 5H1		consultation@metisnation.org &cc DavidD@metisnation.org
Lynette	Davis	Director of Operations	Metis National Council	4-340 MacLaren Street		Ottawa, ON	K2P 0M6	613-232-3216	info@metisnation.ca
Tony	Muscat	President Interim	Moon River Metis Council	B26360 Cedarhurst Beach Road	R.R. 1	Beaverton, ON	L0K 1A0	705-426-1381	tonymuscat@rogers.com
Emily	Martin	Infrastructure and Resources Manager	Saugeen Ojibway Nation Environment Office	25 Maadookii Subdivision		Neyaashiingmiing	N0H 2T0		emily.martin@saugeenojibwaynation.ca
Lester	Anoquot	Chief	Saugeen First Nation	6493 Highway 21	R.R. #1	Southampton	N0H 2L0	(519) 797-2781	lfm@saugeen.on.ca
Veronica	Smith	Chief	Chippewas of Nawash Unceded First Nation	135 Lakeshore Blvd.		Neyaashiingmiing	N0H 2T0		chief.veronica@nawash.ca
*The Indigenous Nations listed below must cc' Karry Sandy-Mckenzie on all correspondence									
Karry	Sandy-Mckenzie	Coordinator / Negotiator	Williams Treaties First Nation						k.a.sandy-mckenzie@rogers.com
Susan	Copegog	Consultation	Beausoleil First Nation*	11 O'Gema Miikaans		Christian Island	L9M 0A9		consultations@chimnissing.ca
Donna	Big Canoe	Chief	Chippewas of Georgina Island*	R.R. #2	P.O. Box N-13	Sutton West	L0E 1R0	705-437-1337	donna.bigcanoe@georginaisland.com
Ted	Williams	Chief	Chippewas of Rama First Nation *	5884 Rama Road	Suite 200	Rama	L3V 6H6	705 325-3611	tedw@ramafirstnation.ca
Sharday	James	Community Consultation	Chippewas of Rama First Nation *	5884 Rama Road	Suite 200	Rama	L3V 6H6		shardayj@ramafirstnation.ca
Utilities									
Ted	Burrell		Collus Powerstream	43 Stewart Road		Collingwood, ON	L9Y 4M7	705-443-1868	tburrell@collus.com

Town of Collingwood
Tenth Line and Mountain Road Schedule 'C' Class EA
Notice of Filing of Addendum
AGENCY CONTACT LIST

First	Last	Title	Company	Address 1	Address 2	Town	PC	Telephone	Email
Carol	O'Brien		Bell Canada	136 Bayfield Street	2nd Floor	Barrie, ON	L4M 3B1	705-722-2405	carol.obrien@bell.ca
Tony	Dominguez		Rogers	1 Sperling Drive		Barrie, ON	L4N 6B8	705-737-4660 xt 6907	tony.dominguez@rci.rogers.com
Tom	Jedemann		Enbridge Gas	101 Honda Blvd		Markham, ON	L6C 0M6	905-927-3184	tom.jedemann@enbridge.com

**Town of Collingwood
Tenth Line and Mountain Road Schedule 'C' Class EA
Notice of Filing of Addendum
RESPONDENTS TO ORIGINAL CLASS EA CONTACT LIST**

Title	Company (if applicable)	Address 1	Address 2	Town	Postal Code
Director, Planning & Environment	Blue Mountain Resorts	190 Gord Canning Drive		Blue Mountain, ON	L9Y 3Z2
	Black Ash Trails Committee	32 Westwind Drive		Collingwood, ON	L9Y 5J1
	Blue Mountain Village Association	796455 Grey Road 19	Unit 2	Blue Mountain, ON	L9Y 0N8
		458 Ste. Marie Street		Collingwood, ON	L9Y 3K9
		3175 10th Line		Collingwood, ON	L9Y 3Y9
		48 Highlands Crescent		Collingwood, ON	L9Y 5H3
		56 Highlands Crescent		Collingwood, ON	L9Y 5H3
		30 Marina Crescent		Collingwood, ON	L9Y 5H1
		70 Georgian Meadows		Collingwood, ON	L9Y 5H4
		34 Marina Crescent		Collingwood, ON	L9y 5H1
		56 Thomas Drive		Collingwood, ON	L9Y 0A6
		270 Birch Street		Collingwood, ON	L9Y 2V7
		72 Georgian Meadows Drive		Collingwood, ON	L9Y 5H4
		304 Minnesota Street		Collingwood, ON	L9Y 3S5
		6 Connor Avenue		Collingwood, ON	L9Y 5H4
		100 Bartlett Boulevard		Collingwood, ON	L9Y 5C9
		24 Connor Ave.		Collingwood, ON	L9T 0B4
		71 Kells Crescent		Collingwood, ON	L9T 0B4
		73 Kells Crescent		Collingwood, ON	L9T 0B4
		32 Thomas Drive		Collingwood, ON	L9Y 0A6
		7 Sherwood Street		Collingwood, ON	L9Y 5L1
		19 Francis Dr.		Collingwood, ON	L9Y 0A9
		37 Kells Crescent		Collingwood, ON	L9Y 0A9

Appendix C

Notice of Filing of Addendum



Town of Collingwood
Tenth Line and Mountain Road Improvements
Schedule 'C' Municipal Class Environmental Assessment

NOTICE OF FILING OF ADDENDUM

BACKGROUND

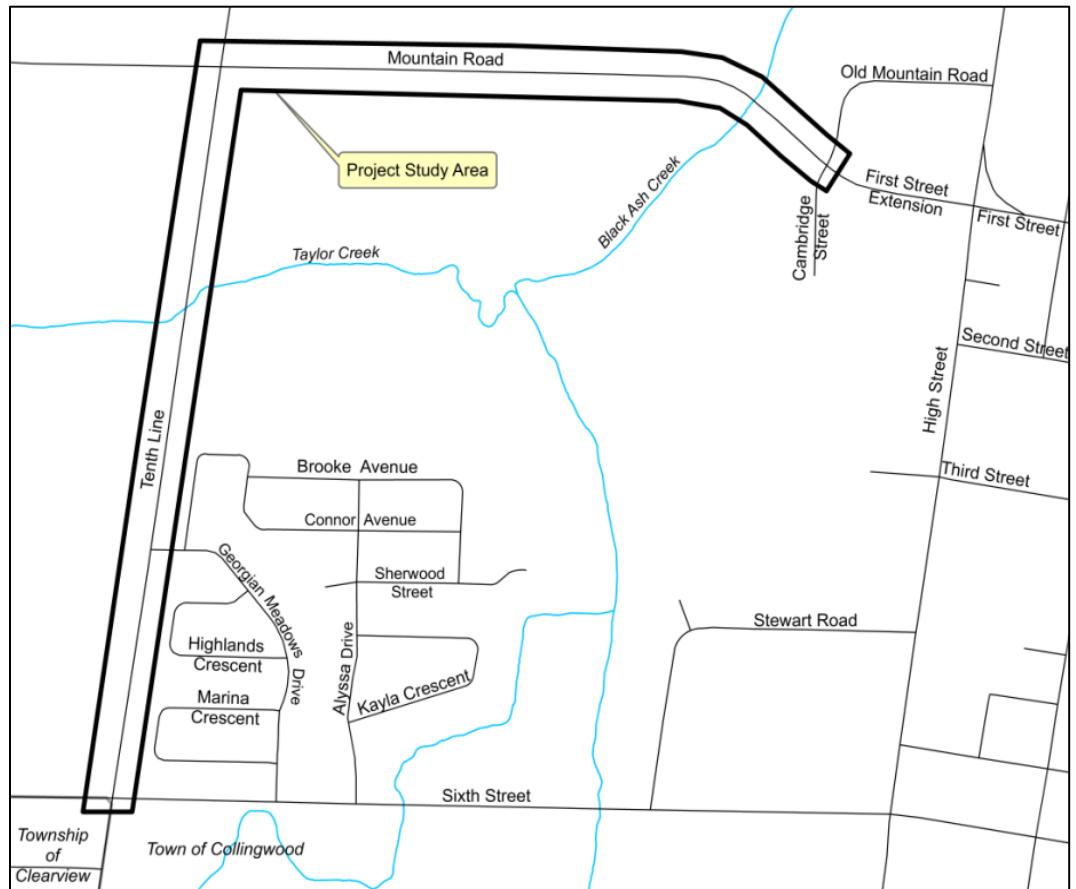
In 2019, the Town of Collingwood filed a Notice of Completion for the Tenth Line and Mountain Road Improvements Schedule 'C' Municipal Class Environmental Assessment (Class EA). The purpose of the Class EA was to examine road and intersection improvements along the Tenth Line, from Sixth Street to Mountain Road (approximately 1.2 km) and along Mountain Road from Cambridge Street to the Tenth Line (approximately 1.3 km) in an effort to address capacity and operational deficiencies and to accommodate future growth. The project study area is depicted in the figure below.

The Preferred Design Option that was selected through the Class EA included the addition of vehicular lanes as well as on-road bicycle facilities for both roads.

ADDENDUM

Since the Class EA was completed, there have been changes to the guidance and standards for the design of bicycle facilities, which has caused the Town to re-examine and modify the Preferred Design Option.

By way of this Notice, the Town is advising that the Preferred Design Option has been revised to remove the on-road bicycle facilities and, instead, proposes to accommodate active transportation through the incorporation of sidewalks and multi-use paths for both roads.



An Addendum Report has been prepared and contains details of the proposed modifications to the Preferred Design Option. The Addendum Report is being placed on the public record for a 30-day review and comment period. Please note that only the changes proposed by the Addendum are open for review.

A digital copy of the Addendum Report is available on the Town of Collingwood's website at www.collingwood.ca. A hard copy of the Addendum Report as well as the original Environmental Study Report (ESR) are also available for review during regular business hours at the Collingwood Public Library located at 55 Ste. Marie Street.

Interested parties may submit written comments to the Town's project manager, Mr. Mike Latimer (contact information below) by May 27, 2023. In addition, a request may be made to the Ministry of the Environment, Conservation and Parks for an order to require the completion of a higher level of study, or that conditions be imposed, on the basis that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Such requests must be submitted in writing to the Ministry and Town contacts listed below. Please note that requests for an order on grounds unrelated to aboriginal and treaty rights will not be considered by the Ministry.

Minister
**Ministry of the Environment,
Conservation and Parks**
777 Bay St. 5th Floor
Toronto, ON M7A 2J3
minister.meccp@ontario.ca

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

Mr. Mike Latimer, C.E.T.
Project Manager
Town of Collingwood
P.O. Box 157, 545 Tenth Line North
Collingwood, ON L9Y 3Z5
mlatimer@collingwood.ca

In the event that no order is received and subject to public comments as well as funding and approvals, the Town of Collingwood intends to proceed with detailed design and construction as presented in the Class EA and Addendum documents.

Please note that ALL personal information included in written comments and requests - such as name, address, telephone number - is collected, maintained and may be disclosed for the purpose of transparency and consultation. The information is collected under the authority of the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. This notice was first issued on April 27, 2023.