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# King Street and Emil Kolb Parkway Watermain and Sanitary Sewer Project 24-1190

## Public Information Centre

**June 4, 2026**
**4:00 PM – 8:00 PM**

peelregion.ca/construction/project-24-1190

Peel Region

# Land acknowledgement

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We would like to begin by acknowledging the land on which we gather, and on which Peel Region operates, is located within the treaty lands of the Mississaugas of the Credit First Nation and the traditional territory of the Anishinaabeg, Haudenosaunee, and Huron-Wendat nations.

For thousands of years, Indigenous peoples inhabited and cared for this land and continued to do so today.

We are grateful to have the opportunity to work in this territory, and in doing so, respect the land's significance for all people in Peel.

# Welcome!

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The purpose of this Public Information Centre is to provide information about the Flow | South Caledon Program and the King Street and Emil Kolb Parkway watermain and sanitary sewer projects. This session will explain why the projects are needed, outline anticipated construction timelines, and describe how construction will be carried out.

This Public Information Centre is also an opportunity for the community to learn about the project, ask questions of the project team, and provide feedback to help inform the project as it moves forward.

Following this Public Information Centre, the information presented will be posted to our project webpage at: **peelregion.ca/construction/project-24-1190**

**This presentation is self-guided. Members of the project team are available throughout the Public Information Centre to answer questions and to discuss any concerns.**

# Supporting growth in Peel Region

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Ontario’s Bill 23 (More Homes Built Faster Act), passed in 2022, is accelerating housing development to address shortages and improve affordability. As a result, growth originally forecast to 2051 is now expected much sooner.

In Peel Region, this includes over 246,000 new homes by 2031, with about 13,000 in Caledon, placing significant pressure on infrastructure planning and delivery.

As water and wastewater systems require long lead times, servicing must be planned and built earlier than originally anticipated.

The Flow | South Caledon Program was created to proactively deliver the infrastructure needed to support this accelerated growth while maintaining reliable service for existing and future communities.

# About the Flow | South Caledon Program

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The Flow | South Caledon Program is part of Peel Region's broader Flow Program, a long-term initiative to support growth by delivering the water and wastewater infrastructure needed for new and existing communities.
The program area includes South Caledon and parts of North Bolton, and is generally bounded by Mississauga Road, Mount Hope Road, Sandalwood Parkway West, and Emil Kolb Parkway.

As Caledon and Bolton will experience population growth, the program is upgrading and expanding infrastructure to increase system capacity, improve reliability, and support new homes, schools, and businesses.

The Flow | South Caledon Program includes a range of components such as new sanitary sewer infrastructure, pumping stations, and connections to downstream systems to manage increased water and wastewater flows while supporting long-term system performance and resiliency.

Beyond supporting growth, the Flow | South Caledon reflects a broader commitment to responsible infrastructure planning which considers current and future community needs, system resiliency, and ensuring that the system can adapt to changing conditions over time. Through this program, Peel Region is taking proactive steps to build the foundation needed for complete, connected, and sustainable communities.

# Flow | South Caledon study area map

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## Program Legend

Flow | South Caledon

- Wastewater/Water
- Wastewater
- Water Facility
- Water
- Transportation
- Wastewater Facility

Airport Road Trunk Sanitary Sewer (29-2299b)
Airport Road Watermain (24-1183)
Bolton Mount Hope Rd / Utility Corridor Sanitary Sewer (24-2191)
Centreville Creek Road Sanitary Sewer (30-2199a (29-2199a))
Centreville Creek Road Watermain (29-1199e (25-1163))
Chinguacousy Road Watermain (24-1182)
Clarkway Drive Sanitary Sewer (23-2272)
Clarkway Drive Watermain (23-1174)
Creditview Road Watermain (24-1188)
Emil Kolb Parkway Sanitary Forcemains (24-2197)
Emil Kolb Parkway/ Highway 50/ Columbia Way Watermain (24-1191)
Emil Kolb Parkway/ King Street Feedermain (29-1299c)
Flow Central Brampton (24-2593)
Goreway Drive Sanitary Sewer (24-2166)
Healey Rd Microtunnel Sanitary Sewer (25-2195)
Healey Road Sanitary Sewer (24-2193)
Healey Road Sub-Transmission Main (24-1268)
Healey Road Watermain (24-1192)
Healey Road Watermain (24-1267)
Heart Lake Road Sanitary Sewer (24-2187)
Humber Station Road Sanitary Sewer (23-2270)
Humber Station Road Sanitary Sewer (23-2271)
Humber Station Road Sanitary Sewer (24-2194)
Humber Station Road Watermain (23-1195)
Humber Station Road Watermain (23-1196)
Humber Station Road Watermain (24-1194)
Huronontario Street Watermain - Dougall Avenue to Old School Road (27-1188)
Hurontario Street Trunk Sanitary Sewer (25-2260 (27-2255))
Innis Lake Road Feedermain (29-1299a)
Innis Lake Road Sanitary Sewer (24-2167)
Innis Lake Road Sub-Transmission Main (24-1269)
Innis Lake Road Watermain (24-1197)
King Street Watermain (24-1190)
King Street Watermain (29-1199g)
King Street/Emil Kolb Parkway/Coleraine Drive Sanitary Sewer (24-2196)
McLaughlin Road Sanitary Sewer (24-2188)
McLaughlin Road Sanitary Sewer (25-2189)
McLaughlin Road Watermain (24-1187)
Mississauga Road / Old School Road Watermain (24-1180)
Mississauga Road Resurfacing (MRR)
Mississauga Road Sanitary Sewer (27-2143 (29-2199h))
Mississauga Road Trunk Sanitary Sewer (29-2299a (25-2225, 25-2224))
Mississauga Road Watermain (24-1185)
Old School Road Sanitary Sewer (29-2199g)
Old School Road Watermain (Phase 1) (26-1189)
Old School Road Watermain (Phase 2) (29-1186 (29-1199a))
The Gore Road Sanitary Sewer (24-2273)
The Gore Road Sanitary Sewer (24-2274)
The Gore Road Sanitary Sewer (29-2299c)
The Gore Road Watermain (24-1193)
The Gore Road Watermain (29-1199f)
Torbram Road Watermain (29-1199d (25-1151))
Victoria Feedermain (Contract 5) (19-1189)
Victoria Feedermain (Contract 5) (19-1190)
Victoria Feedermain (Contract 5) (24-2183)
West Caledon Transmission Watermain (24-1270)

Castlederg Elevated Tank (26-1584)
Humber Sanitary Pumping Station (24-2984)
Macville Elevated Tank (28-1583)
McLaughlin Sanitary Pumping Station (24-2985)
North Bolton Booster Pumping Station (24-1969)
West Caledon ET (23-1942)

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# Local Flow | South Caledon projects

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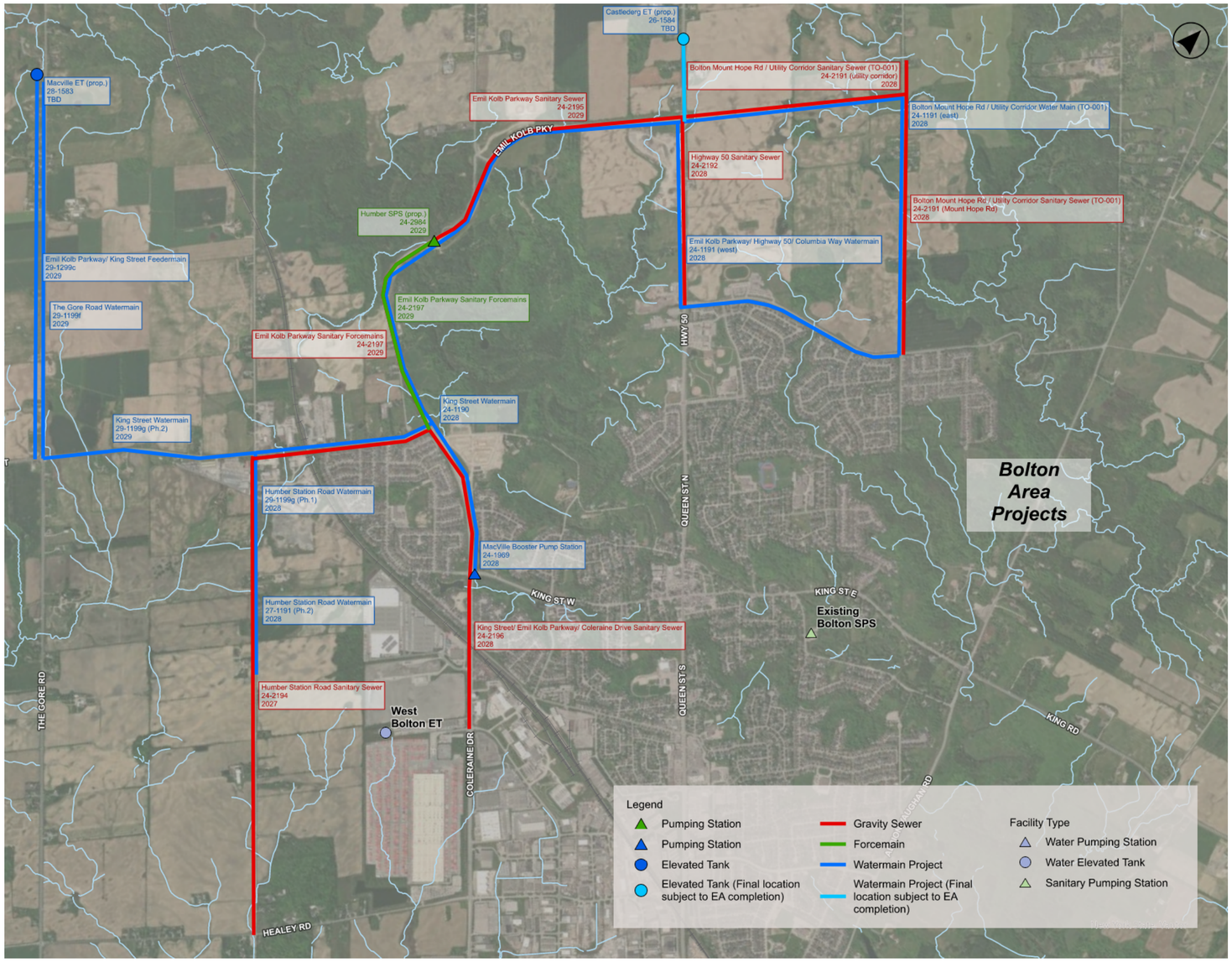
As part of the Flow I South Caledon Program, multiple infrastructure projects are underway or in planning across Caledon and Bolton to support growth and improve water and wastewater servicing throughout the area.

These coordinated upgrades to underground infrastructure and related works are essential to accommodate future development and maintain reliable municipal services. Construction is being scheduled to reduce disruption wherever possible; however, temporary traffic impacts are expected as work progresses across multiple locations.

Please refer to the adjacent map for the projects being planned in your area.

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# What are watermains and how do they work?

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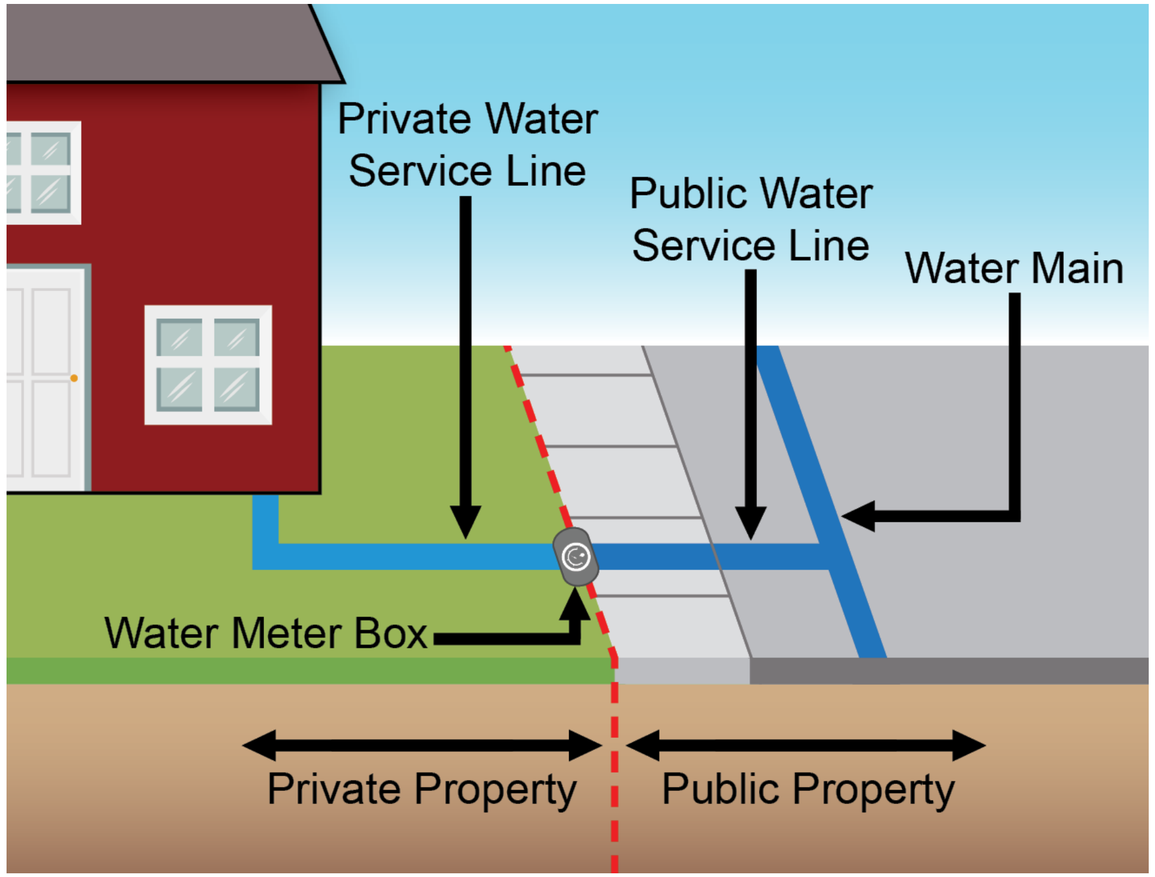
Watermains are underground pipes that distribute treated drinking water from water treatment facilities to homes, businesses, schools, and fire hydrants.

They are a critical part of municipal infrastructure, operating under pressure to ensure a safe, reliable, and consistent supply of clean drinking water for everyday use, including drinking, cooking, cleaning, and fire protection.

Watermains play an essential role in supporting public health, fire safety, and the overall functioning of the community, ensuring that potable water is available where and when it is needed.

By maintaining and upgrading this infrastructure, we help to support the long-term reliability and resilience of the water distribution network.



# What are sanitary sewers and how do they work?

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Sanitary sewers, are designed to collect and convey wastewater from homes and buildings to wastewater treatment plants. This includes water from sinks, toilets, showers, and appliances. Unlike watermains, sanitary sewers generally operate using gravity, with pipes sloped to allow wastewater to flow downhill toward treatment facilities. Properly functioning sanitary sewer systems are vital for protecting public health and preventing environmental contamination.

Sanitary sewers carry wastewater from homes and businesses to a treatment facility. This water flows through underground pipes to a wastewater treatment plant for cleaning before being released back into the environment.

To keep wastewater from mixing with clean drinking water, a separate pipe system is used.

# King Street and Emil Kolb Parkway watermain and sanitary sewer project

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As part of the Flow | South Caledon Program, Peel Region is undertaking the King Street and Emil Kolb Parkway Watermain and Sanitary Sewer Project (24-1190).

The project includes the construction of new underground watermain infrastructure along King Street and Emil Kolb Parkway to improve system capacity and reliability.

These improvements will support planned growth in Caledon and Bolton by enhancing water and wastewater servicing and strengthening long-term system resiliency.

The King Street and Emil Kolb Parkway watermain and sanitary sewer servicing improvements form part of Peel Region's broader commitment to delivering the infrastructure necessary to support provincial housing objectives and long-term community needs.


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# Open-cut construction

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While the much of King Street and Emil Kolb Parkway watermain and sanitary sewer project will be constructed using trenchless construction, open-cut construction will also be used where required to complete the works efficiently while minimizing impacts to the surrounding community.

**What is open-cut construction?**

Open-cut construction is a method used to install underground infrastructure.

This method involves the excavation of a trench in short sections along the alignment of the proposed watermain or sewer.  Once excavated, a pipe is then installed within the open trench.

Once the installation is complete, the trench is backfilled and the surface reinstated to the original condition or better, including the reinstatement of pavement, curbs, sidewalks, landscaping, and any other features.

# Trenchless construction

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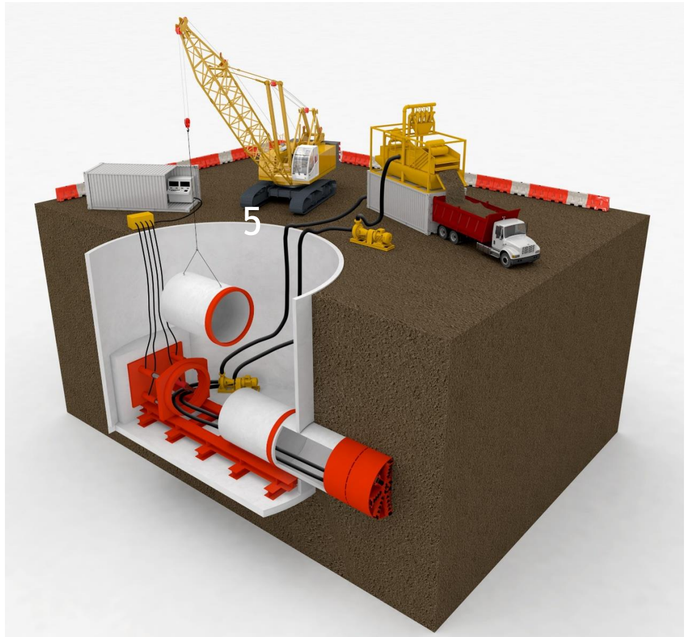
The majority of construction for the King Street and Emil Kolb Parkway watermain and sanitary sewer project will be completed using trenchless construction to reduce surface disruption and minimize impacts to the surrounding community.



**Trenchless construction** installs underground infrastructure, such as watermain and sewer pipes, with minimal surface disruption avoiding the need for continuous trench sections along the surface.

Instead, underground work is completed between temporary work areas called launch and retrieval shafts which provide access for specialized equipment to drill along the route. This is drilling is known as microtunnelling and it allows for precise underground pipe installation along the route.

As excavation is limited to shaft locations, this method reduces impacts to traffic, residences, and businesses.

# Microtunnelling

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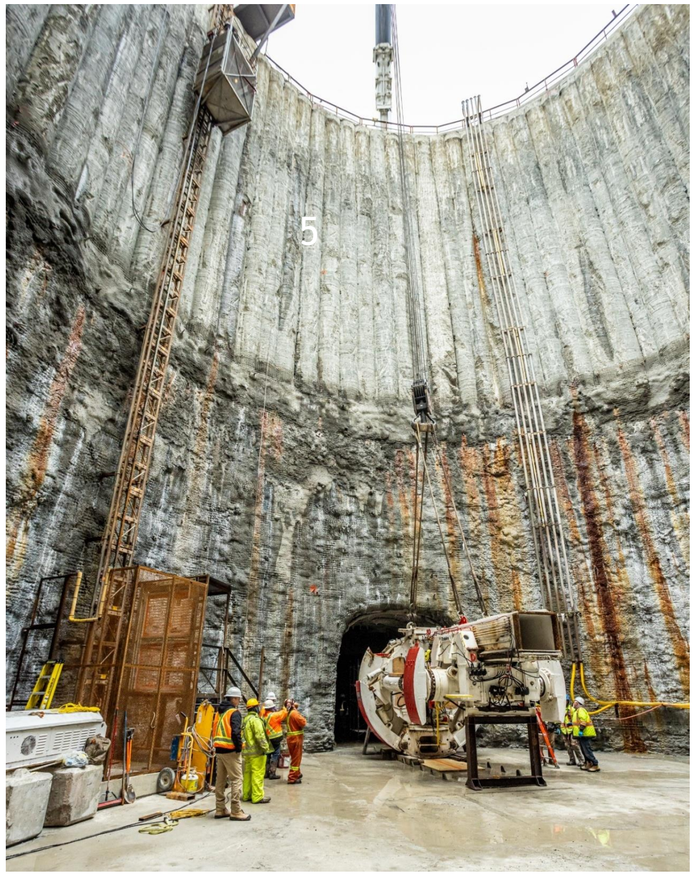
## What is microtunnelling?

Microtunnelling involves the construction of temporary access shafts at each end of the tunnel route to provide safe access for equipment and materials.

A microtunnel boring machine is then launched from one shaft to drill along the alignment. Pipe sections are installed behind the machine as tunnelling advances.

Once the tunnelling is completed, the machine is removed at the receiving shaft.

The temporary work areas and shaft sites are restored following construction.





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# What to expect near shaft sites?

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Work zones will be established at the shaft locations secured with fencing, signage, and safety barriers for public safety throughout construction.

Nearby residents, businesses and road users can expect:

- Temporary increases in noise, vibration, and lighting
- Construction equipment and material storage on-site
- Truck traffic entering and exiting work areas
- Continuous (24-hour) operations in areas where microtunnelling is underway

All efforts will be made to manage construction activities safely and minimize disruption where possible.

# Macville Booster Pump Station

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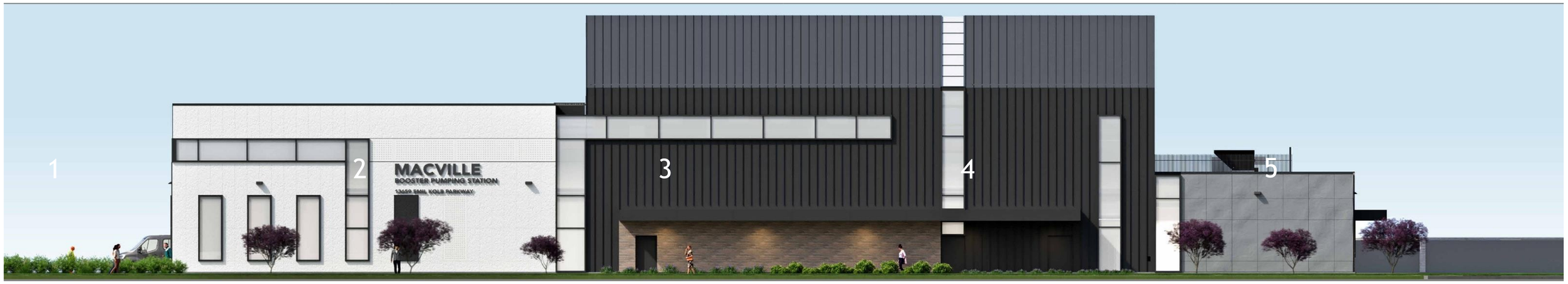


The Macville Booster Pump Station (Project 24-1969) is a key infrastructure project in the area that will support several of the surrounding area projects. This project involves the construction of a new water booster pumping station at the northeast corner of King Street and Coleraine Drive, along with a new watermain extending along King Street from the future North Bolton Booster Pump Station to Humber Station Road.

This new infrastructure forms part of Peel Region's long-term water servicing strategy for Bolton and will help improve water pressure, increase system capacity, and enhance fire flow and emergency servicing reliability as the community continues to grow.

Once completed, the Macville Booster Pump Station will support reliable water service for existing and future North Bolton communities, including planned growth areas and higher elevation lands.

**Did You Know?**
Booster pump stations help maintain consistent water pressure as communities grow and water must travel longer distances through the distribution system.

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# Noise and vibration

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Construction activities will generate temporary noise in the project area. We recognize this may be disruptive and are committed to minimizing impacts where possible.

**What to Expect**

- Noise and vibration from construction equipment and vehicles
- Periods of increased noise during activities such as excavation and material placement
- Continuous (24-hour) operations in areas requiring microtunnelling will result in an increase in noise levels during these activities, including overnight noise

**Mitigation Measures**

- Acoustic hoarding (temporary noise barriers) where required
- Well-maintained equipment with proper mufflers
- Scheduling and sequencing of higher-noise activities where possible
- Positioning equipment to reduce noise impacts on nearby properties

**Monitoring & Hours of Work**

- Noise and vibration will be monitored during construction where required
- Typical working hours will be weekday daytime (7:00 am to 7:00 pm)
- Advance notice will be provided for any extended or weekend work where possible

# Noise and vibration mitigation

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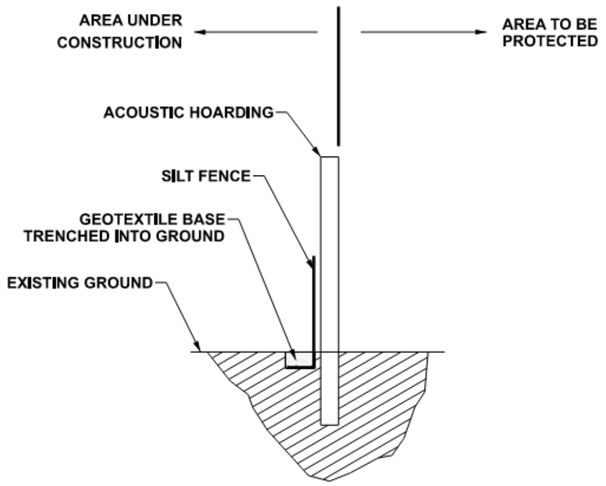
While trenchless construction is generally quieter and produces less dust than open-cut methods, some construction noise will be unavoidable.

To help reduce impacts related to noise and vibration, temporary acoustic hoarding will be installed around key work areas.  Acoustic hoarding is a temporary noise-reducing barrier, typically about 2.4 metres high, installed around shaft sites and active work areas. It remains in place for the duration of construction and is removed once work is complete and the site is restored.

These barriers help reduce noise and dust, provide visual screening of construction activities, and improve comfort for nearby residents and businesses.


TYPICAL ACOUSTIC HOARDING DETAIL

# Traffic impacts and mitigation

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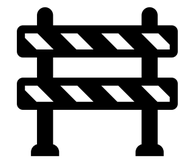
**Traffic Management**

Construction will be carefully staged to minimize disruption while maintaining safe and efficient travel for residents, businesses, and commuters.

Temporary traffic impacts are expected along King Street and Emil Kolb Parkway, including the King Street and Emil Kolb Parkway Roundabout and delays should be expected due to increased construction activity, equipment, and lane adjustments.

**Maintaining Traffic, Access & Mobility**

- Traffic will be managed to minimize disruption, with at least one lane remaining open where feasible
- Lane reductions, closures, or detours will be reviewed by Peel Region and communicated in advance
- Pedestrian access will be maintained at all times with safety barriers in place
- Access to homes and businesses will be maintained with alternatives provided if a temporary restriction is required
- Emergency services will be coordinated throughout construction, and emergency access maintained at all times with appropriate safety measure in  place for workers and the public



# King Street and Emil Kolb Parkway roundabout traffic staging plan

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**What Changes Are Proposed?**
Temporary changes will be required at the King Street and Emil Kolb Parkway roundabout during construction.  These changes are needed to help keep traffic moving safely while construction is underway.

Traffic will be managed in four stages, with adjustments made progressively as construction advances. Once the work is complete, the roundabout will be restored to its normal configuration, and any disturbed areas will be reinstated, including landscaping.

**What Can You Expect During Construction?**
- Short-term traffic delays
- Temporary lane reductions and traffic shifts
- Temporary traffic signage
- Installation of temporary light signals
- Construction equipment and crews in the area


During **Stage 1** of construction, traffic will be maintained in all directions through the outer lanes of the roundabout while the centre lanes of the roundabout are closed so that work can occur.

Temporary traffic control measures, including signage, barriers will be implemented to help safely direct vehicles through the work zone and maintain access for all road users throughout construction.

# King Street and Emil Kolb Parkway roundabout traffic staging plan

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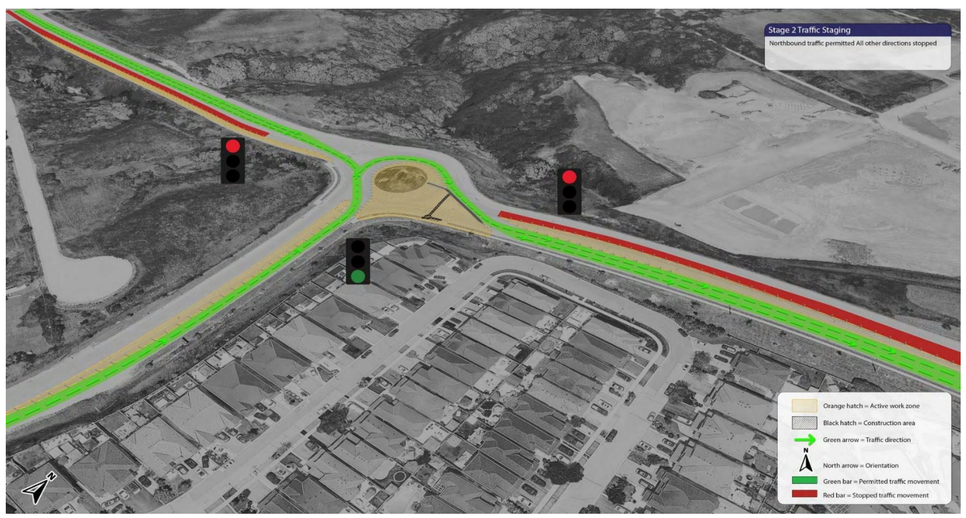
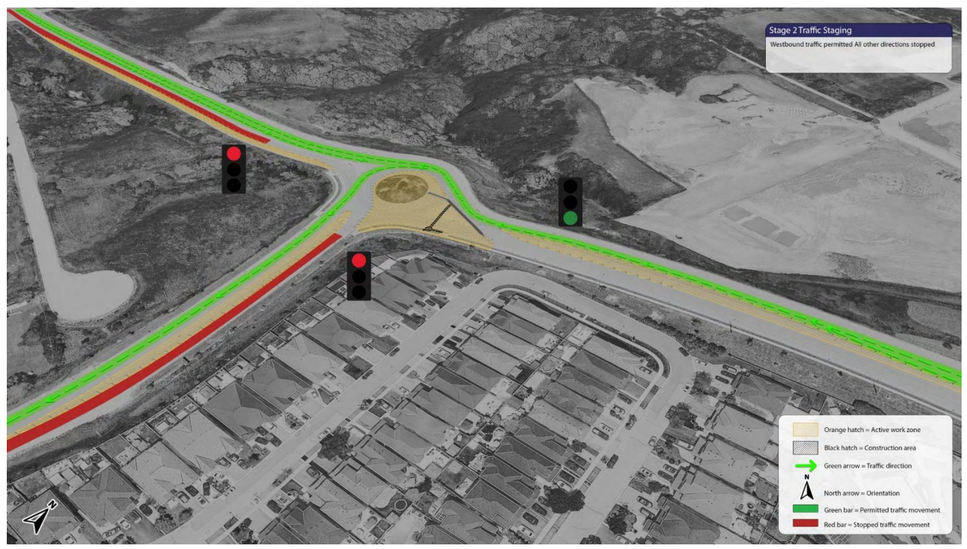
During **Stage 2** of construction at the King Street and Emil Kolb Parkway roundabout, traffic will be shifted within the roundabout to allow construction activities to safely proceed in the active work area. These adjustments are required to maintain traffic flow while providing a safe work zone for crews completing underground and roadway improvements.

Temporary traffic signals will be installed, along with advance warning signage, to safely guide motorists through the intersection and help manage turning movements during this stage of work. Access through the area will be maintained throughout construction, although short-term delays may occur as traffic moves through the controlled work zone.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# King Street and Emil Kolb Parkway roundabout traffic staging plan

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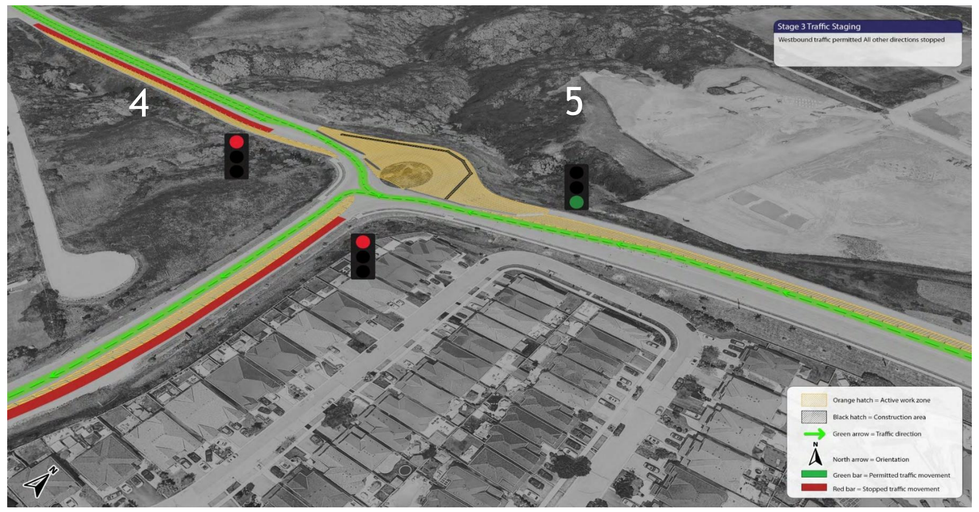
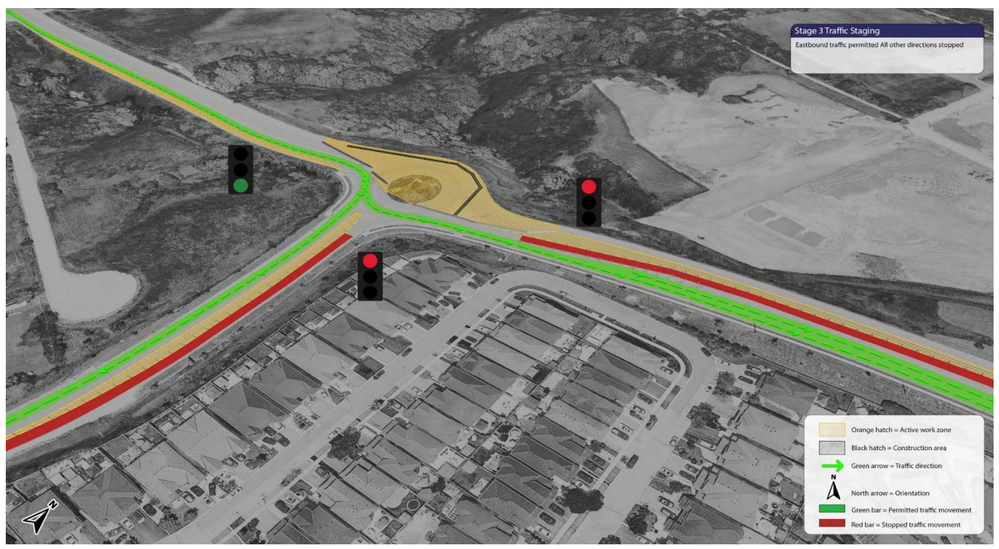
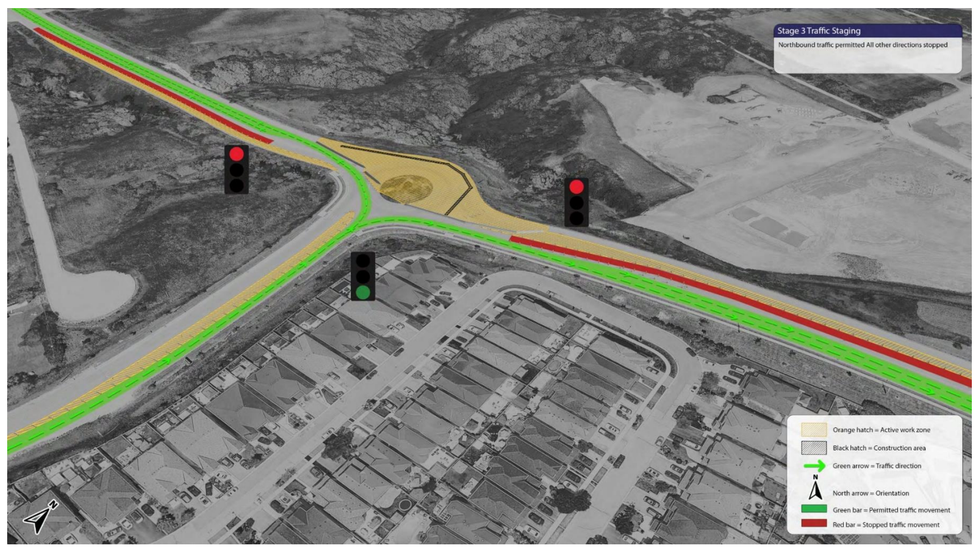
During **Stage 3**, traffic patterns will continue to shift as additional lanes and sections of the roundabout are closed to accommodate ongoing construction activities. Traffic will continue to be maintained through the remaining open lanes to help minimize disruptions and maintain access through the intersection.
The temporary traffic signals, signage, and traffic control measures will remain in place to safely manage vehicle movements through the work zone while construction progresses.

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# King Street and Emil Kolb Parkway roundabout traffic staging plan

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During **Stage 4**, traffic will be reinstated through the roundabout in all directions as construction activities near completion.

At this stage, temporary traffic signals will be removed, and traffic will transition back to normal flow patterns within the roundabout. Any remaining construction staging measures, such as signage and lane delineation, will continue to be used to safely guide motorists through the area while final works are completed.

This stage represents the final step before full restoration of the roundabout to its permanent configuration and standard operating conditions.


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# What to expect during construction

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**Working Hours**

- Work will generally take place Monday to Friday, 7:00 a.m. to 7:00 p.m.
- Some activities, such as microtunneling, will operate on a 24-hour schedule, including overnight work, to maintain continuous progress
- Any extended or weekend work will be communicated in advance where possible

**Traffic Management**

- A Traffic Management Plan will be in place prior to construction
- Temporary modifications will be made to the King Street and Emil Kolbe Parkway roundabout to manage traffic during construction

- Traffic control measures (e.g., signage, flagging, etc.) will guide drivers safely through work zones
- Pedestrian access will be maintained using safety barriers
- Access to homes, businesses, and emergency services will be maintained at all times

**Additional Information**


- Temporary noise and vibration impacts are expected during construction
- Noise and vibration monitoring will be conducted to manage and track impacts
- Disturbed areas will be restored following completion of work.

# Project schedule

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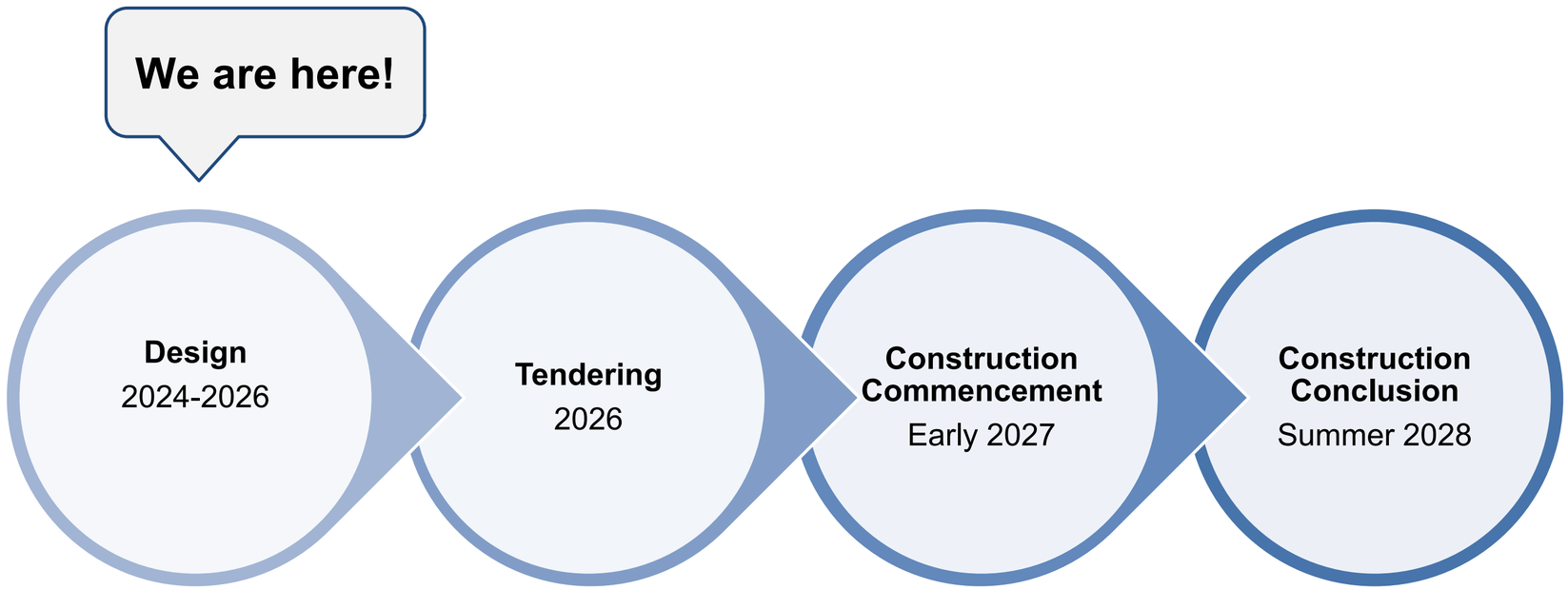
The project is currently in the design phase.

Construction is anticipated to being in early 2027.  It will be carried out in planned stages to help reduce impacts while allowing work to progress efficiently. This approach will also help maintain access for residents, businesses, and commuters throughout construction wherever possible.



# Thank you for attending this Public Information Centre!

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Please complete a Comment Form by **July 5, 2026**
To stay informed on this project, visit our project webpage: **peelregion.ca/construction/project-24-1190**

If you have accessibility requirements in order to participate in this project, or if you would like more information, please contact us.

Engineering Services Division
Public Works, Region of Peel
Email: construction@peelregion.ca
(905) 791-7800, ext. 4409

For information on other projects within the Flow Program, please visit the Flow Program webpage: **peelregion.ca/construction/watermain-construction/flow-program**

## Have your say!

Stay informed about the project by joining our mailing list. To receive updates via email, please sign up using the barcode below:

SCAN ME