



Ninth Line (Regional Road 13) Municipal Class EA Study - Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route)

Public Information Centre #1  
Thursday, June 16, 2016  
Fern Hill School (Oakville Campus) - 3300 Ninth Line, Oakville, Ontario L6H 7A8

Sign-in Sheet

First Name (Please Print Clearly)	Last Name (Please Print Clearly)	Address			Postal Code	Email Address (Optional)	Consent ** (Initial)
		#	Street Name	City / Town			
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\*\* "I would like to receive publications, updates and other information and communications from Halton Region."  
You will receive an email from Halton Region to confirm your consent. Note that you may withdraw your consent at any time.

## Halton Region

# Ninth Line Transportation Corridor Class Environmental Assessment Public Information Centre No. 1

Draft

July 2016

B000637

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## 1. Introduction

CIMA+ was retained by Halton Region to conduct a Municipal Class Environmental Assessment (Class EA) study for improvements to Ninth Line from Dundas Street to the 407 ETR (Express Toll Route) in the Town of Oakville and Town of Milton. This study follows a Schedule C process as outlined in the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended in 2007, 2011 and 2015).

Halton Region held the first Public Information Centre (PIC) for the Class EA study in June, 2016. The purpose of this report is to summarize the results of the PIC.

## 2. Notice of Study Commencement and PIC #1

A combined Notice of Study Commencement and PIC #1 was prepared to inform agencies and the public of the opportunity to review the project and provide input. The Notice was placed in the *Milton Canadian Champion* on June 2 and June 9, 2016 as well as the *Oakville Beaver* on June 3 and June 10, 2016. The Notice was emailed or mailed to 81 agency representatives and mailed to 28 property owners within the study limits on May 31<sup>st</sup>, 2016. The list of agency representatives is included in **Appendix A**.

The Notice of Study Commencement and PIC #1 outlined the purpose of the study and its process, identified the time and location of the PIC, and invited public comments on the study by either attending the PIC or contacting the project managers. A copy of the Notice is included in **Appendix A**.

## 3. Summary of PIC #1

The PIC was held on June 16, 2016 from 6:30 pm to 8:30 pm at Fern Hill School on 3300 Ninth Line in Oakville. Nine (9) people signed in to the PIC. The PIC was held in an open house format where the public was invited to review display boards and ask questions or discuss comments with the project team. The display boards described the following:

- |                                                        |                                                   |
|--------------------------------------------------------|---------------------------------------------------|
| + Study Area                                           | + Existing Conditions: Cultural Environment       |
| + Purpose of PIC                                       | + Existing and Future Conditions - Transportation |
| + Study Process                                        | + Problem and Opportunities                       |
| + Study Schedule and Organization                      | + Alternative Planning Solutions                  |
| + Background                                           | + Proposed Typical Section                        |
| + Halton Region Roads Capital Projects                 | + Ninth Line/William Halton Parkway Roundabout    |
| + Existing Conditions Plan                             | + Factors for Analysis and Evaluation             |
| + Existing Conditions: Natural Environment             | + Next Steps                                      |
| + Existing Conditions: Social and Economic Environment |                                                   |



Sign-in and comment sheets were provided to record attendance and obtain written comments. A copy of the PIC materials is included in **Appendix B**.

## 4. Summary of Public Comments

The following general comments were noted by the project team during the PIC:

### Public

- + Interest in better access to sites adjoining Ninth Line, i.e. left turn lane into properties
- + Suggestion for construction date to be moved up so that projects can be completed sooner (Currently in the Road Capital Projects: 2023 – Ninth Line between Burnhamthorpe Road and 407 ETR; 2025 – Ninth Line between Dundas Street and Burnhamthorpe Road); It was discussed with attendees that the timing of the road improvements will be reviewed as part of the EA Study and the annual Roads Capital Projects review
- + Concerns noted with the property lines shown at the southwest corner of the intersection of Ninth Line and William Halton Parkway/Burnhamthorpe Road
- + Property lines interfere with the lands required for the roundabout
- + The adjacent cemetery is expanding
- + The peak time for access to Kingdom Hall of Jehovah's Witnesses is on Sundays; Kingdom Hall will be notifying members to avoid construction work along Ninth Line
- + Discussion regarding potential widening and property impacts; It was noted these will be examined in the next phase

### Councillor Tom Adams

- + The status of water, septic and well monitoring to properties along Ninth Line should be verified
- + South of Dundas Street, active transportation facilities include on-road bike lanes (both sides), multi-use trail (east side) and sidewalk (west side); It was recommended that continuation of these facilities be considered to the north
- + Multi-use trail or sidewalk will be determined and separation of pedestrians and cyclists by markings was suggested
- + At the William Halton Parkway roundabout, it was suggested that a multi-use trail to the crossing should consider a jughandle or flared entry at the roundabout
- + In discussion of potentially contaminated soils, there may be interest in soil samples across from Site #1 (on roll plan)

### The City of Mississauga

- + Ninth Line road improvements are planned north of Derry Road
- + Ninth Line north of the 407 ETR is not forecasted for road improvement at this time
- + The planned improvements include a sidewalk on the west side and multi-use trail on the east side; This will be confirmed in the future

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- + Transition between the two sections of Ninth Line (i.e. north and south of the northern study limit) should not be an issue
- + The City completed a PIC for the “Shaping Ninth Line – Draft Emerging Land Use Concept” on June 6, 2016

The following written comments (abbreviated below and included in **Appendix C**) were received in response to the combined Notice and following the PIC:

- + If this EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the OHA, who is responsible for submitting the report directly to MTCS for review.
- + The PIC materials indicate that some heritage resources have already been identified through review of the local municipalities' Heritage Registers, and there are plans for a field investigation to identify other potential cultural heritage resources within or adjacent to the study area. If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Please send the HIA to MTCS and the Towns of Oakville and Milton for review, and make it available to local organizations or individuals who have expressed interest in heritage.
- + Based on the information provided, the project does not appear to be described in the Regulations Designating Physical Activities under the Canadian Environmental Assessment Act (CEAA, 2012). Review the Regulations to confirm applicability to the proposed project.
- + Enbridge Pipelines Inc. (Enbridge) owns and operates a “762 mm dia.” and a “610 mm dia.” pipeline across the subject lands. Enbridge is regulated by the National Energy Board pipeline crossing regulations. All excavations within 30m of the Enbridge right-of-way requires notification to Enbridge prior to excavation. Any proposed facilities crossing the Enbridge right-of-way requires approval in the form of a standard crossing agreement between Enbridge and the facility owner.
- + Work with Infrastructure Ontario as early as possible in the process to identify if any Ministry of Economic Development, Employment and Infrastructure (MEDEI) lands would be required for the proposed project; If MEDEI lands are not to be impacted by the proposed project, provide a confirmation in writing to Infrastructure Ontario.
- + The area in which the project is proposed is situated within the Traditional Territory of Curve Lake First Nation. The First Nation's Territory is incorporated within the Williams Treaties Territory and is the subject of a claim under Canada's Specific Claims Policy. Curve Lake First Nation Council is not currently aware of any issues that would cause concern with respect to Traditional, Aboriginal and Treaty rights.
- + Forward to the Mohawks of the Bay of Quinte (MBQ) the Stage 1 Archaeological Assessment when complete. MBQ does not have any outstanding First Nation land claims within or in proximity to the Study Area; however, strongly advise to consult the Six Nations of the Grand River.
- + As shown at PIC #1, the Region's proposed cross-section for Ninth Line includes 4 travel lanes, on-street bike lanes and a multi-use trail on both sides. Based on the City of Mississauga's Cycling

Master Plan, existing cycling facilities and facilities identified as part of the City's Ninth Line EA (Derry Road to 401/407), cycling facilities are identified as a multi-use trail along the east side of the corridor. As a result, as part of any future improvements to Ninth Line within the City of Mississauga, the City will continue with implementation of cycling facilities in the form of a multi-use trail along the east side of the corridor. The City respectfully requests that the Region re-think its proposal for on-road cycling facilities.

- + At this time, the Mississaugas of the New Credit First Nation (MNCFN) has a low level of concern about the project. Immediately notify MNCFN if there are any changes to the project as they may impact MNCFN's interests. MNCFN requests a copy of all associated environmental and/or archaeological reports. MNCFN employs Field Liaison Representatives who must be on location whenever any fieldwork for environmental and/or archaeological assessments is undertaken.
- + Ninth Line north of Dundas Street should not be reconstructed, widened, and improved without the extension of municipal services within the road right of way.
- + Concerns with the property lines shown at the southwest corner of the intersection of Ninth Line and William Halton Parkway/Burnhamthorpe Road.

## 5. Conclusion

The PIC was an opportunity to hear comments from the public and agencies on the existing conditions and problems identified within the study area, and alternative planning solutions. All comments noted and received will be reviewed by the project team for selection of the preferred solution.

## APPENDIX A

### Notice of Study Commencement and PIC #1

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## NOTICE OF STUDY COMMENCEMENT AND PUBLIC INFORMATION CENTRE #1

### CLASS ENVIRONMENTAL ASSESSMENT STUDY

#### **Ninth Line (Regional Road 13) Transportation Corridor Improvements Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route) Town of Oakville and Town of Milton PR-3036A/PR-3037A**

#### Study

Halton Region has initiated a Municipal Class Environmental Assessment (Class EA) study to consider a wide range of options for transportation corridor improvements to satisfy future travel demands to 2031 on Ninth Line from Dundas Street to the 407 ETR (approximately 500m south of Lower Base Line) in the Town of Oakville and Town of Milton. In order to best address public safety and travel demand along Ninth Line, the Class EA Study will consider a wide range of road improvement alternatives as well as intersection improvements, active transportation and overall traffic operations. The impact of road improvements on social, cultural, economic and natural environments will also be evaluated and assessed during the study.

#### Process

This notice signals the commencement of the Class EA, a study which will define the problem, identify and evaluate alternative solutions, and determine a preferred solution in consultation with the Town of Oakville, Town of Milton, regulatory agencies and the public. The study is being conducted in compliance with Schedule C of the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015), which is approved under the Ontario Environmental Assessment Act.

Public and review agency consultation is a key element of the Class EA process and input will be sought throughout this study, including two (2) Public Information Centres. Details regarding the Public Information Centres will be advertised as the study progresses. Upon completion of the study, a comprehensive Environmental Study Report will be prepared and placed on the public record for a minimum 30-day review period. The document will detail the planning process and the preferred alternative, including how public and agency input was received.

The first Public Information Centre has been arranged for:

**Date:** Thursday, June 16, 2016  
**Time:** Drop-in: 6:30 – 8:30 p.m.  
**Location:** Fern Hill School (Oakville Campus)  
 3300 Ninth Line, Oakville, ON L6H 7A8

The purpose of the PIC is to review and obtain public input on the study, background information and the corridor planning alternatives being considered. Anyone with an interest in this study is invited to attend and participate.

The map shows the approximate limits of the study area.



If you are unable to attend the Public Information Centre and would like to provide comments, please forward them by June 30, 2016 to either Project Team member. For more information on this project, please visit the project website at [halton.ca/EAsprojects](http://halton.ca/EAsprojects)

**Mr. Darryl Young, MCIP, RPP**  
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 Halton Region  
 1151 Bronte Road  
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 Fax: 905-825-3270  
 Email: [darryl.young@halton.ca](mailto:darryl.young@halton.ca)

**Mr. Stephen Keen, P.Eng**  
 Project Manager  
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 Burlington, Ontario L7N 3G7  
 Tel: 289-288-0287 ext. 6834  
 Fax: 289-288-0285  
 Email: [stephen.keen@cima.ca](mailto:stephen.keen@cima.ca)



Building  
**a Better**  
 Halton

This Notice first issued on Thursday, June 2, 2016  
[halton.ca/EAsprojects](http://halton.ca/EAsprojects)



Please contact us, as soon as possible, if you have any accessibility needs at Halton Region events or meetings.

FIRST NAME	LAST NAME	JOB TITLE	DEPARTMENT	COMPANY
Craig	White	Vice President, Highway and Tolling Operations		407 ETR Concession Company
Janice	Young	Manager, Right-of-Way		Aboriginal Affairs and Northern Development Canada
Chris	Gill			Bell Canada
Stephanie	Davis			Bell Canada
Anjala	Puvananathan	Director, ON Region		Canadian Environmental Assessment Agency
Bob	Levesque	Manager, Works & Technical Services	Works Operations & Maintenance Division, Transportation & Works Department	Canadian Environmental Assessment Agency
Steve	Barrett			City of Mississauga
Silvio	Cesario			City of Mississauga
Leslie	Green			City of Mississauga
Lynanne	Cane	Planning Coordinator		COGECO Cable Canada Inc.
Jenn	McLean	System Planner		COGECO Cable Canada Inc.
Paul	Bond	Environmental Planner		Conservation Halton
Jim	Arnott	Municipal Coordination Advisor	Planning Asset Management	Enbridge Gas Distribution Inc.
Rob	Dobos	Manager, Environmental Assessment Section	Environmental Protection Operations Division - Ontario	Environment Canada
Sara	Eddy	Senior Habitat Biologist	Fish Habitat Management	Fisheries and Oceans Canada
Monisa	Nandi	Environmental Project Manager		GO Transit
Sandra	Morgan	Transportation Manager - Planning, Assessment and Transportation		Halton Catholic District School Board
Karen	Lacroix	General Manager, Halton Student Transportation Services		Halton District School Board
Domenico	Renzella	Manager, Planning		Halton District School Board
Elaine	Westerhof	Manager, Planning		Halton District School Board
Nick	Buczynsky	Senior Emergency Management Advisor		Halton Region
Richard	Clark	Halton E.E.A.C. (Ecological & Environmental Advisory Committee)		Halton Region
John	Duong	Manager, Wastewater Planning		Halton Region
Tim	Dennis	Director, Engineering and Construction		Halton Region
Laurielle	Brooks	Senior Planner	Community Planning	Halton Region
Melissa	Green-Battiston		Engineering and Construction	Halton Region
Joseph	Choi	Manager, Capital Engineering and Construction		Halton Region
Bob	Wicklund	Manager, Road Operations		Halton Region
Amanda	McNeish	Planner	Community Planning	Halton Region
Greg	Sage	Director/Chief		Halton Region - Emergency Medical Services
Anna	DeMarchi-Meyers	Agricultural Liaison Officer		Halton Region - Legislative & Planning Services
Fabio	Cabarcas	Senior Policy Analyst	Chronic Disease Prevention & Oral Health Division	Halton Region Health Department
Helen	Ross	Manager	Healthy Built Environment	Halton Region Health Department
Stephen	Tanner	Chief of Police		Halton Region Police Service
Roger	Wilkie	Deputy Chief of Police (Operations)		Halton Region Police Service
Cyrus	Elmpak-Mackie	Transmission Asset Management		Hydro One Networks Inc.
Brian	McCormick	Manager, Environmental Services and Approvals Department		Hydro One Networks Inc.
Farooq	Qureshy	Manager, Transmission Planning		Hydro One Networks Inc.
Lisa	Myslicki	Environmental Advisor	Environmental Management	Infrastructure Ontario
David	Pickles	Consultation Unit		Ministry of Aboriginal Affairs
Heather	Levecque	Manager, Consultation Unit		Ministry of Aboriginal Affairs
David	Cooper	Manager, Environmental & Land Use Policy Branch		Aboriginal Relations and Ministry Partnership Division
Trevor	Bell	Environmental Resources Planner & EA Coordinator	Air, Pesticides and Environmental Planning	Ministry of Agriculture, Food & Rural Affairs
Victor	Doyle	Manager, Central Municipal Services Office		Ministry of Environment and Climate Change
Jackie	Burkart	District Planner		Ministry of Municipal Affairs & Housing
Mark	Heaton			Ministry of Natural Resources
Samantha	Jefferis			Ministry of Natural Resources
Aurora	McAllister	"One Window" ESA Inbox		Ministry of Natural Resources
Solange	Desautels	Management Biologist	Aurora District Office	Ministry of Natural Resources and Forestry
Paula	Kulpa	Special Project Officer	Environmental Assessment & Approvals Branch	Ministry of Natural Resources and Forestry
Rosi	Zirger	A/ Manager		Ministry of the Environment and Climate Change
Paul	Ahn	Heritage Planner		Ministry of Tourism, Culture and Sport
Joseph	Lai	Project Engineer		Ministry of Tourism, Culture and Sport
		Head (Acting), Highway Engineering		Ministry of Transportation
				Ministry of Transportation

FIRST NAME	LAST NAME	JOB TITLE	DEPARTMENT	COMPANY
Wan Chi	Ma	Project Engineer	Planning & Design - Highway Engineering	Ministry of Transportation
Frank	Martins	407 Representative		Ministry of Transportation
Wes	Lau			Ministry of Transportation
Brian	Durdin	Deputy Fire Chief, Operations		Oakville Fire Department
Lee	Grant			Oakville Fire Department
Jon	Foreshew			Oakville Hydro
D.	Steele			Oakville Hydro
Joanne	Phoenix			Oakville Transit
Bill	Roberts	Administrator		Ontario One Call
Sabbir	Saiyed	Manager, Transportation System Planning		Region of Peel
Eric	Flora	Principal Planner	Infrastructure Planning & Design - Transportation Division	Region of Peel
Paul	Cripps	Director, Engineering Services		The Corporation of the Town of Milton

## APPENDIX B

### PIC Materials

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# **Ninth Line (Regional Road 13) Transportation Corridor Improvements Class Environmental Assessment Study**

**Dundas Street (Regional Road 5) to  
407 ETR (Express Toll Route)**

**in the  
Town of Oakville / Town of Milton**

## **Welcome**

**Public Information Centre No. 1**

**June 16, 2016**

***Sign in to receive future updates  
on this Study***

# STUDY AREA

Halton Region is carrying out a Municipal Class Environmental Assessment (MCEA) Study for improvements to the **Ninth Line** corridor from **Dundas Street to 407 ETR**.

Ninth Line within Study limits:

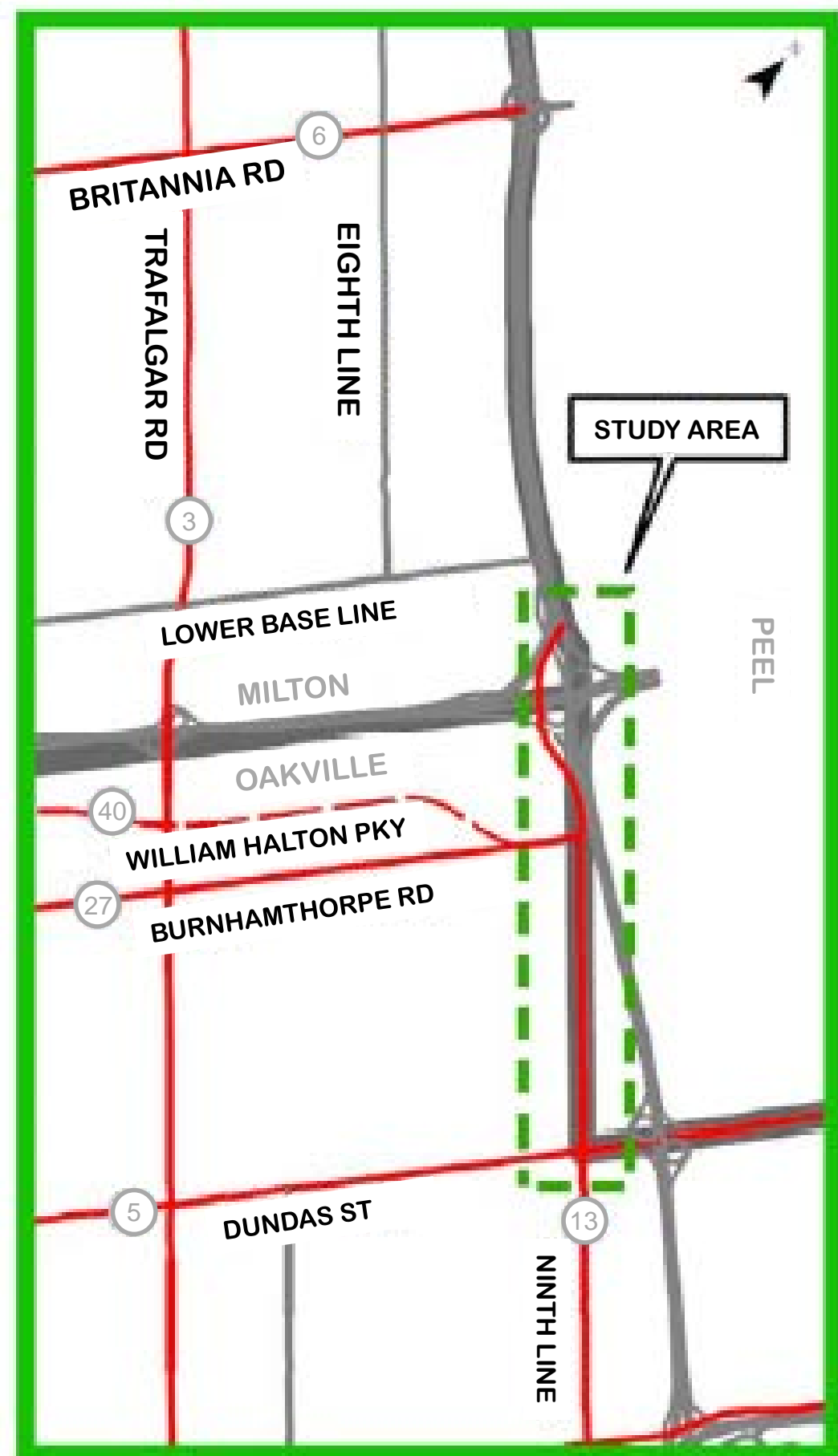
- ✓ Within Halton Region's jurisdiction
- ✓ Two-Lane Major Arterial
- ✓ Approximately 3.8km Corridor
- ✓ Rural cross-section
- ✓ 60km/h speed limit

Intersections within Study limits:

- ✓ Dundas Street  
(recently re-constructed)
- ✓ William Halton Parkway  
(Regional Road 40)  
(formerly Burnhamthorpe Road)

Crossings within Study limits:

- ✓ Culvert approximately 745m  
north of Dundas Street
- ✓ Highway 403/407 ETR  
Crossings at North Limit



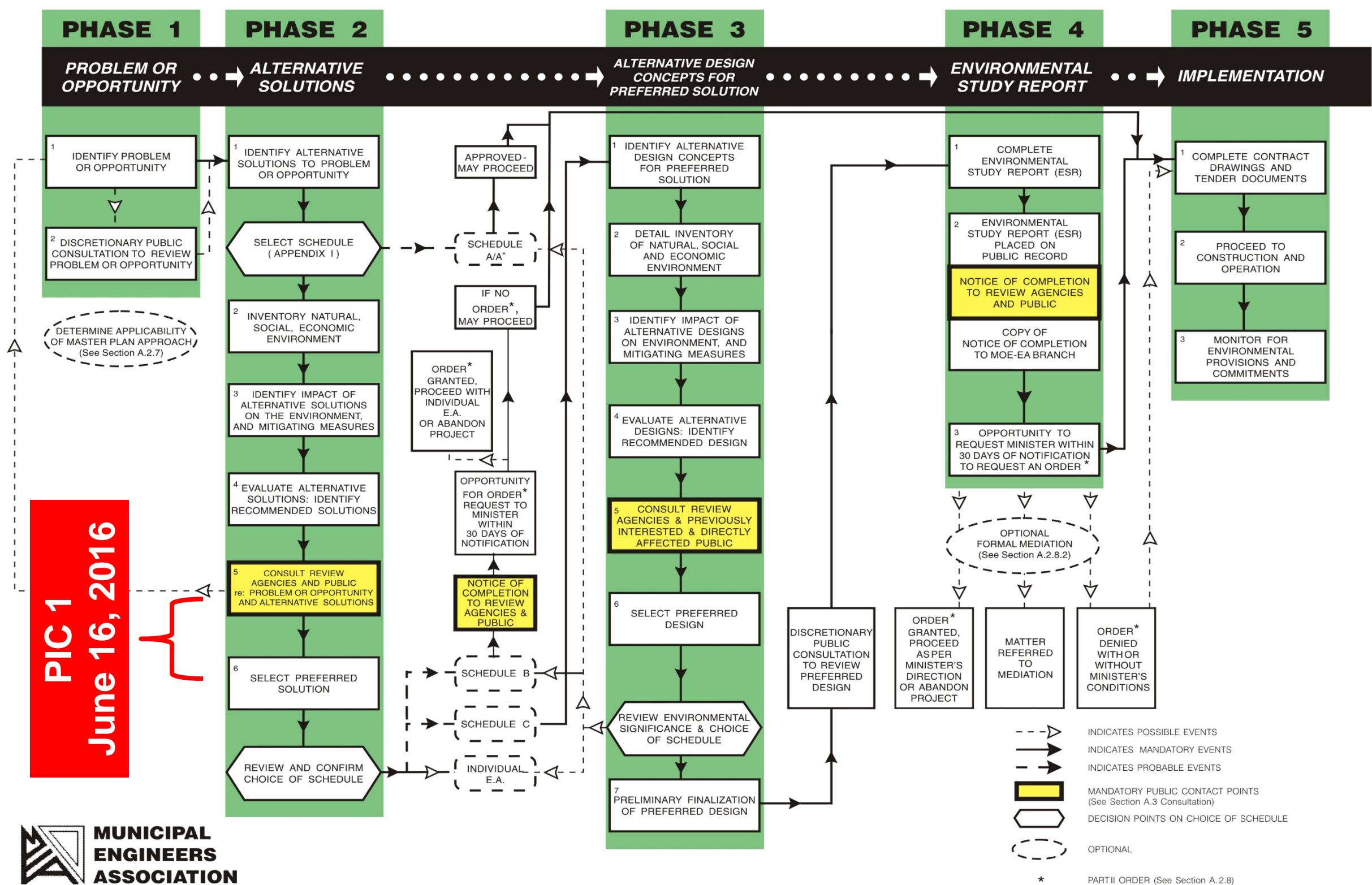
# PURPOSE OF THE PIC

- Review project information on display:
  - ✓ Background to the study
  - ✓ Existing conditions of the study area
  - ✓ Transportation problems and opportunities
  - ✓ Alternative planning solutions
  - ✓ Potential effects of the project
- Ask questions of the study team
- Discuss areas of interest with the study team
- Fill out and submit a comment sheet by **June 30<sup>th</sup>, 2016**

# STUDY PROCESS

The Municipal Class EA is a planning and design process approved by the Ministry of Environment and Climate Change to meet the requirements of the Ontario *Environmental Assessment Act*.

This Study follows the Class EA process for **Schedule 'C'** projects and will complete Phases 1 to 4 as outlined below:



Municipal Class Environmental Assessment  
(October 2000, as amended in 2007, 2011 and 2015)

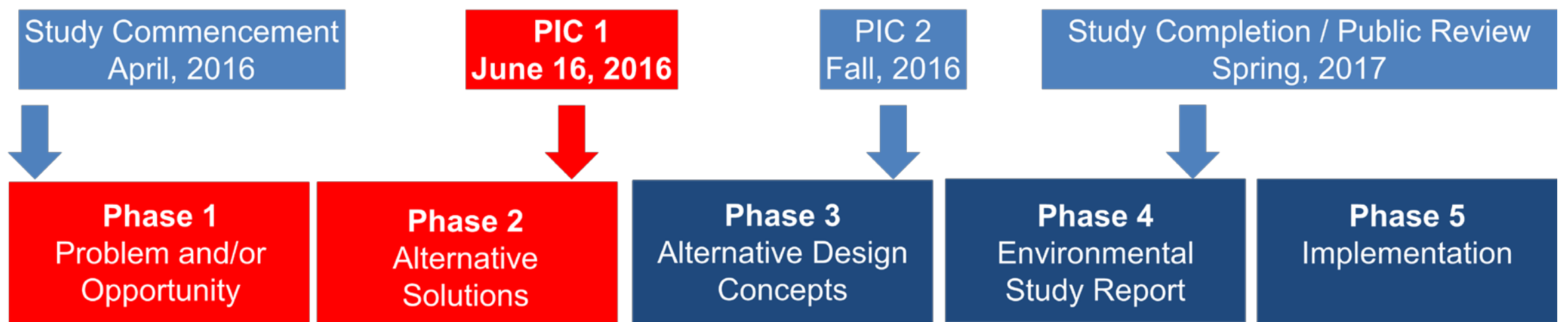


Halton.ca 311

Ninth Line (Regional Road 13) Transportation Corridor Improvements  
Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route)



# STUDY SCHEDULE



# STUDY ORGANIZATION



# BACKGROUND

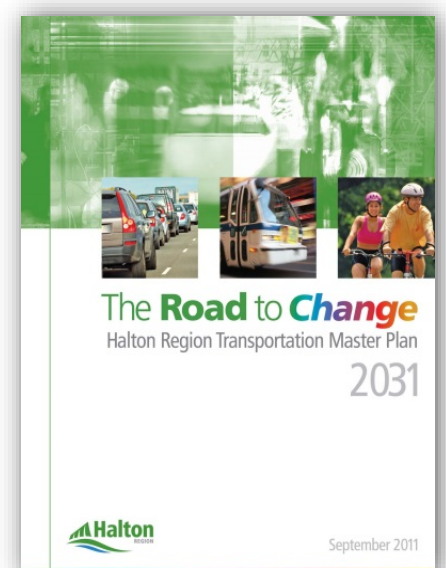
## Halton Region Official Plan

### Regional Official Plan Amendment (ROPA) 38

- Guides land use planning within Halton Region
- Classifies Ninth Line as a Major Arterial road
- The purpose of a Major Arterial is to:
  - Serve mainly inter-regional travel demands
  - Possibly serve an Intensification Corridor
  - Accommodate all truck traffic
  - Accommodate higher order transit services and high occupancy vehicle lanes
  - Connect Urban Areas in different municipalities
  - Carry high volumes of traffic
  - Distribute traffic to and from Provincial Freeways and Highways
  - Accommodate active transportation

## Halton Region Transportation Master Plan (TMP) – The Road to Change (2011)

- Recommended widening Ninth Line from Dundas Street to the 407 ETR (Express Toll Route) from two to four lanes with a 35m right-of-way and an urban cross-section



## Halton Region Active Transportation Master Plan (ATMP) (2015)

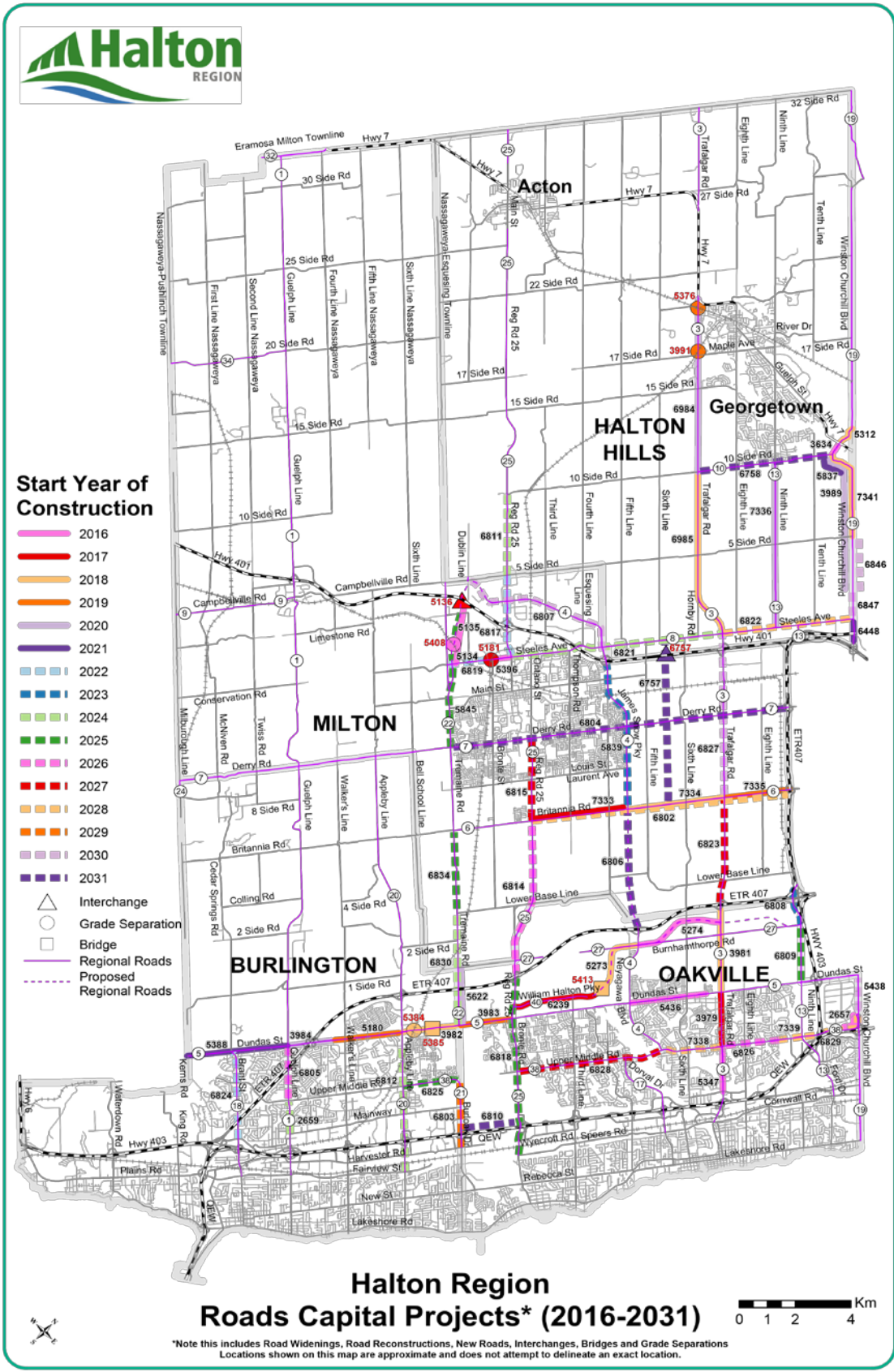
- 20-year vision for active transportation in Halton Region
- Endorsed by Council 'in principle' in November, 2015
- Proposed bike lanes and a boulevard multi-use trail on Ninth Line





# HALTON REGION ROADS CAPITAL PROJECTS

To support the overall growth in Halton Region, the Halton Roads Capital Projects has identified improvements to various roadway infrastructure to 2031. These are taken into consideration when reviewing the need for improvements on Ninth Line.



R D #	ID	Regional Municipality of Halton Capital Projects (2016-2031) Project Descriptions	Start Year Construc tion
1	2659	Guelph Line - Widening - 4 to 6 lanes from Mainway to Upper Middle Road (BUR) (Regional Road 1)	2024
1	6805	Guelph Line - Widening - 4 to 6 lanes from Upper Middle Road to Dundas Street (BUR) (Regional Road 1)	2026
3	5347	Trafalgar Road - Widening - 4 to 6 lanes from Leighland Avenue to Upper Middle Road (OAK) (Regional Road 3)	2016
3	3979	Trafalgar Road - Widening - 4 to 6 lanes from Upper Middle Road to Dundas Street (OAK) (Regional Road 3)	2017
3	3981	Trafalgar Road - Widening - 4 to 6 lanes from Dundas Street to Highway 407 (OAK) (Regional Road 3)	2018
3	6823	Trafalgar Road - Widening - 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 3)	2027
3	6827	Trafalgar Road - Widening - 4 to 6 lanes from Britannia Road to Steeles Avenue (MIL/HHS) (Regional Road 3)	2030
3	6985	Trafalgar Road - Widening - 2 to 4 lanes from Steeles Avenue to 10 Side Road (HHS) (Regional Road 3)	2018
3	6984	Trafalgar Road - Widening - 2 to 4 lanes from 10 Side Road to Highway 7 (HHS) (Regional Road 3)	2020
3	3991	Trafalgar Road - Grade Separation at CN Crossing North of Maple Avenue (HHS) (Regional Road 3)	2019
3	5376	Trafalgar Road - Grade Separation at Metrolinx Crossing South of Highway 7 (HHS) (Regional Road 3)	2019
4	6806	James Snow Parkway - New 6 lane road from Highway 407 to Britannia Road (MIL) (Regional Road 4)	2031
4	5839	James Snow Parkway - Widening - 4 to 6 lanes from Britannia Road to Highway 401 (MIL) (Regional Road 4)	2023
4	6807	James Snow Parkway - Widening - 4 to 6 lanes from Highway 401 to 5 Side Road (MIL) (Regional Road 4)	2030
5	5388	Dundas Street - Widening - 4 to 6 lanes from Kerns Road to Guelph Line (BUR) (Regional Road 5)	2021
5	3984	Dundas Street - Widening - 4 to 6 lanes from Guelph Line to North Hampton Boulevard (BUR) (Regional Road 5)	2020
5	5180	Dundas Street - Widening - 4 to 6 lanes from Northampton Boulevard to Appleby Line (BUR) (Regional Road 5)	2019
5	3982	Dundas Street - Widening - 4 to 6 lanes (excluding CNR & Bronte Crk Bridges) from Appleby Line to Tremaine Road (BUR) (Regional Road 5)	2018
5	5384	Dundas Street - Grade Separation at CNR Crossing between Appleby Line and Tremaine Road (BUR) (Regional Road 5)	2018
5	5385	Dundas Street - Bronte Creek Bridge between Appleby Line and Tremaine Road (BUR) (Regional Road 5)	2018
5	3983	Dundas Street Widening - 4 to 6 lanes from Tremaine Road to Bronte Road (OAK) (Regional Road 5)	2019
5	5436	Dundas Street - Widening - 4 to 6 lanes from Neyagawa Boulevard to Oak Park Boulevard (OAK) (Regional Road 5)	2016
6	7333	Britannia Road - Widening 2 to 4 lanes from Regional Road 25 to James Snow Parkway (MIL)	2017
6	7334	Britannia Road - Widening - 2 to 4 lanes from James Snow Parkway to Trafalgar Road (MIL) (Regional Road 6)	2018
6	7335	Britannia Road - Widening - 2 to 4 lanes from Trafalgar Road to Highway 407 (MIL) (Regional Road 6)	2019
6	6802	Britannia Road - Widening - 4 to 6 lanes from Regional Road 25 to Highway 407 (MIL) (Regional Road 6)	2028
7	6804	Derry Road - Widening - 4 to 6 lanes from Tremaine Road to Highway 407 (MIL) (Regional Road 7)	2031
8	6819	Steeles Avenue - Widening - 2 to 4 lanes from Tremaine Road to Industrial Drive (MIL) (Regional Road 8)	2022
8	5181	Steeles Avenue - Grade Separation at CN crossing west of Bronte Street (MIL) (Regional Road 8)	2017
8	5396	Steeles Avenue - Widening - 2 to 4 lanes from Industrial Drive to Martin Street (MIL) (Regional Road 8)	2016
8	6821	Steeles Avenue - Widening - 4 to 6 lanes from Regional Road 25 to Trafalgar (MIL/HHS) (Regional Road 8)	2024
8	6822	Steeles Avenue - Widening - 4 to 6 lanes (with RBL) from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 8)	2028
10	6758	10 Side Road - Widening - 2 to 4 lanes from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 10)	2031
13	6809	Ninth Line - Widening - 2 to 4 lanes from Dundas Street to Burnhamthorpe Road (OAK) (Regional Road 13)	2025
13	6808	Ninth Line - Widening - 2 to 4 lanes from Burnhamthorpe Road to Highway 407 (OAK) (Regional Road 13)	2023
13	7336	Ninth Line - Widening - 2 to 4 lanes from Steeles Avenue to 10 Side Road (HHS) (Regional Road 13)	2020
18	6824	Brant Street - Widening - 4 to 6 lanes from North Service Road to Dundas Street (BUR) (Regional Road 18)	2022
19	5438	Winston Churchill Boulevard - Widening - 4 to 6 lanes from Upper Middle Road / QEW to Dundas Street - (OAK) (Regional Road 19)	2030
19	6448	Winston Churchill Boulevard - Widening - 4 to 6 lanes from Highway 401 to Steeles Avenue (HHS) (Regional Road 19)	2021
19	6846	Winston Churchill Boulevard - Widening - 4 to 6 lanes from 2km south of 5 Side Road to 5 Side Road (HHS) (Regional Road 19)	2030
19	6847	Winston Churchill Boulevard - Widening - 5 to 7 lanes from Steeles Avenue to 2 km south of 5 Side Road (HHS) (Regional Road 19)	2030
19	3989	Winston Churchill Boulevard - Widening - 2 to 4 lanes from 2km south of 5 Side Road to 10 Side Road - Halton's share (HHS) (Regional Rd 19)	2020
19	7341	Winston Churchill Boulevard - Reconstruction from 5 Side Road to 10 Side Road (HHS) (Regional Road 19)	2018
19	3634	Winston Churchill Boulevard - 2 lane Reconstruction from 10 Side Road to Highway 7 (HHS) (Regional Road 19)	2016
19	5312	Winston Churchill Boulevard - 2 lane Reconstruction from Highway 7 to Old Pine Road (HHS) (Regional Road 19)	2018
20	6812	Appleby Line - Widening - 4 to 6 lanes from Fairview Street to Taywood Drive (BUR) (Regional Road 20)	2024
21	6803	Burloak Drive - Widening - 4 to 6 lanes from Harvester Road to Upper Middle Road (BUR/OAK) (Regional Road 21)	2029
22	5622	Tremaine Road - 2 lane Reconstruction from Dundas Street to 1 Side Road (BUR/OAK) (Regional Road 22)	2020
22	6830	Tremaine Road - Widening - 2 to 4 lanes from Dundas Street to Lower Base Line (BUR/OAK) (Regional Road 22)	2024
22	6834	Tremaine Road - Widening - 2 to 4 lanes from Lower Base Line to Britannia Road (BUR/OAK) (Regional Road 22)	2025
22	5845	Tremaine Road - Widening - 4 to 6 lanes from Derry Road to Highway 401 (MIL) (Regional Road 22)	2025
22	5408	Tremaine Road - Grade Separation at CPR Crossing north of Steeles Avenue (MIL) (Regional Road 22)	2016
22	5135	Tremaine Road - new 4 lane roadway from 16 Mile Creek to Tremaine Rd (ICs) (MIL) (Regional Road 22)	2016
22	5134	Tremaine Road - new 4 lane roadway from Steeles Avenue to 16 Mile Creek (MIL) (Regional Road 22)	2016
22	5136	Tremaine Road - new 4 lane roadway from Tremaine Road (ICs) to Tremaine Road (ICn) (MIL) (Regional Road 22)	2017
25	6818	Bronte Road - Widening - 4 to 6 lanes from Speers Road to Highway 407 (OAK) (Regional Road 25)	2025
25	6814	Regional Road 25 - Widening - 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 25)	2026
25	6815	Regional Road 25 - Widening - 4 to 6 lanes from Britannia Road to Derry Road (MIL) (Regional Road 25)	2027
25	6817	Regional Road 25 - Widening - 4 to 6 lanes from Steeles Avenue to 5 Side Road (MIL) (Regional Road 25)	2022
25	6811	Regional Road 25 - Widening - 2 to 4 lanes from 5 Side Road to 10 Side Road (HHS) (Regional Road 25)	2024
38	6825	Upper Middle Road - Widening - 4 to 6 lanes from Appleby Line to Burloak Drive (BUR) (Regional Road 38)	2025
38	6828	Upper Middle Road - Widening - 4 to 6 lanes from Bronte Road to Neyagawa Boulevard (OAK) (Regional Road 38)	2027
38	7338	Upper Middle Road - Widening - 4 to 6 lanes from Neyagawa Boulevard to Trafalgar Road (OAK) (Regional Road 38)	2028
38	6826	Upper Middle Road - Widening - 4 to 6 lanes from Trafalgar Road to Grand Boulevard (OAK) (Regional Road 38)	2026
38	7339	Upper Middle Road - Widening - 4 to 6 lanes from Grand Boulevard to Ninth Line/Ford Drive(OAK) (Regional Road 38)	2028
38	6829	Upper Middle Road - Widening - 4 to 6 lanes from Ninth Line to Winston Churchill Boulevard (OAK) (Regional Road 38)	2028
38	2657	Upper Middle Road - Widening - 2 to 4 lanes from Winston Park Drive to Winston Churchill Boulevard (OAK) (Regional Road 38)	2016
40	6239	William Halton Parkway - New 4 lane road from Regional Road 25 to Sixteen Mile Creek (OAK) (Regional Road 40)	2017
40	5413	William Halton Parkway - New 4 lane Bridge over Sixteen Mile Creek (OAK) (Regional Road 40)	2018
40	5273	William Halton Parkway - New 4 lane road from Sixteen Mile Creek to Neyagawa Boulevard (OAK) (Regional Road 40)	2018
40	5274	William Halton Parkway - New 4 lane road from Neyagawa Boulevard to Trafalgar Road (OAK) (Regional Road 40)	2016
6757	"5 1/2 Line" -	New 6 lane road from Britannia Road to Steeles Avenue and Interchange at Highway 401 (MIL)	2031
6810	North Service Road -	New 4 lane road from Burloak Drive to Bronte Road (OAK)	2031
5837	Norval Bypass (HHS)		2021

Timing to be confirmed through EA Study and need for construction.



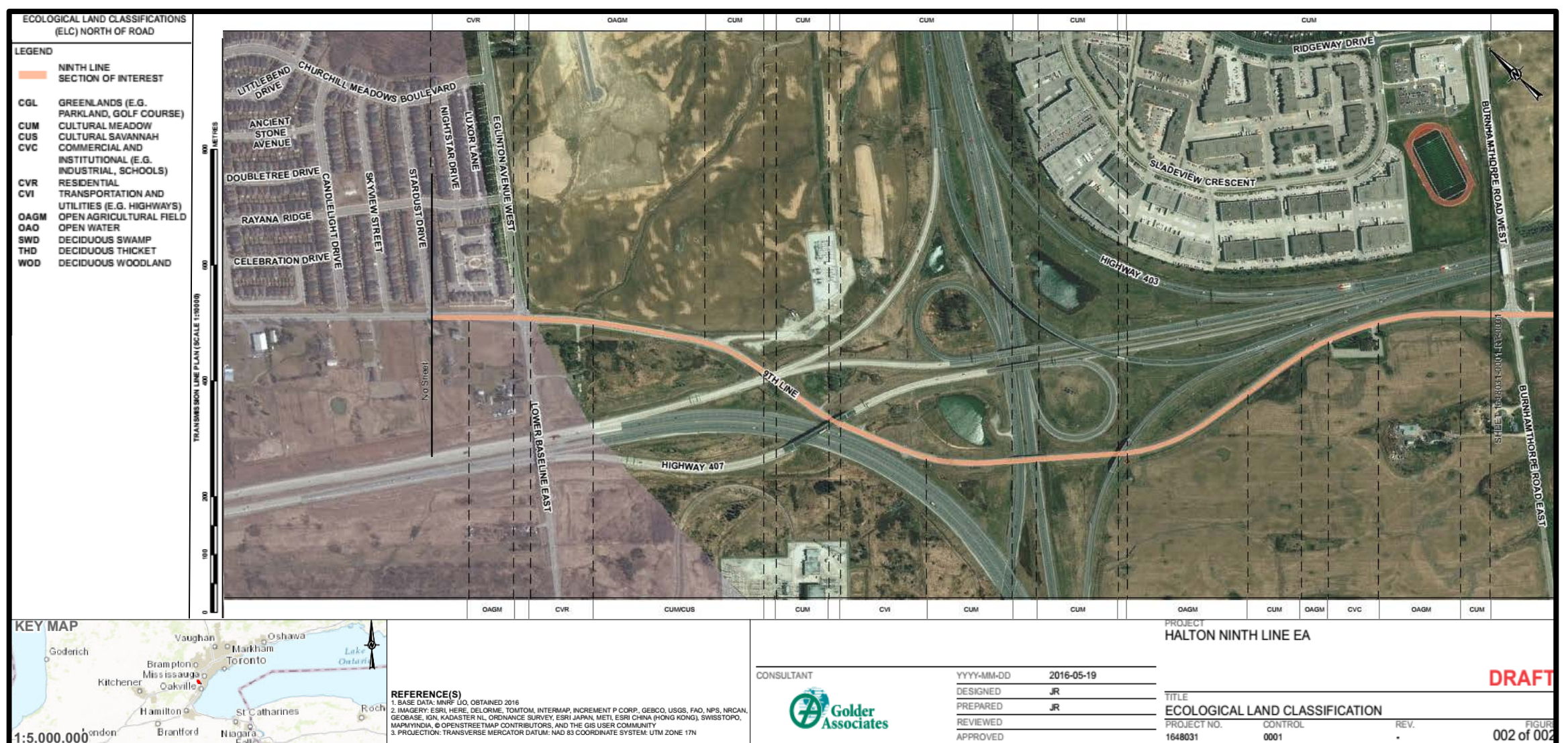
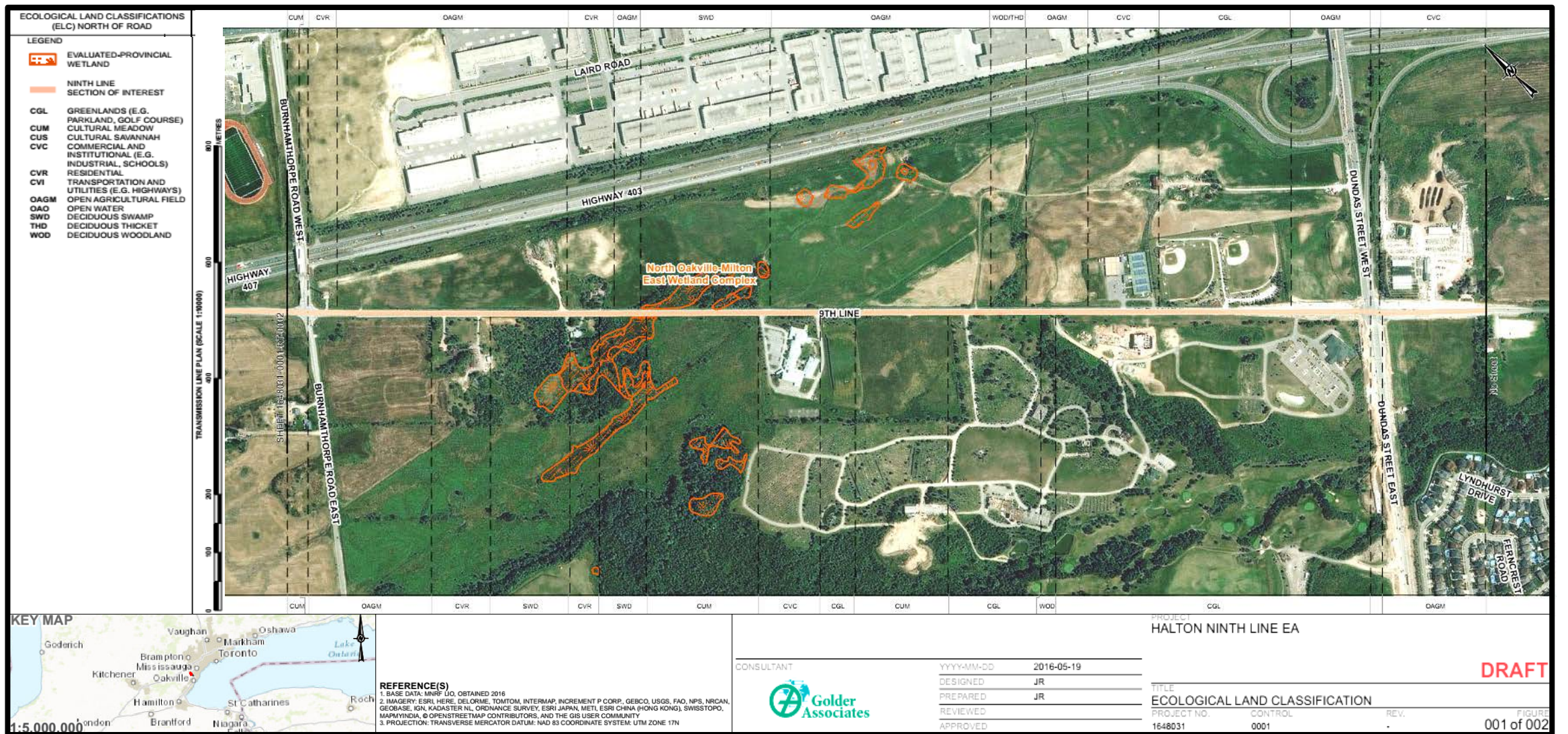
# EXISTING CONDITIONS PLAN

## *Roll Plan*



# EXISTING CONDITIONS

## NATURAL ENVIRONMENT





# EXISTING CONDITIONS

## *SOCIAL AND ECONOMIC ENVIRONMENT*

Existing land use within the Study limits is primarily rural with the following features throughout the corridor:

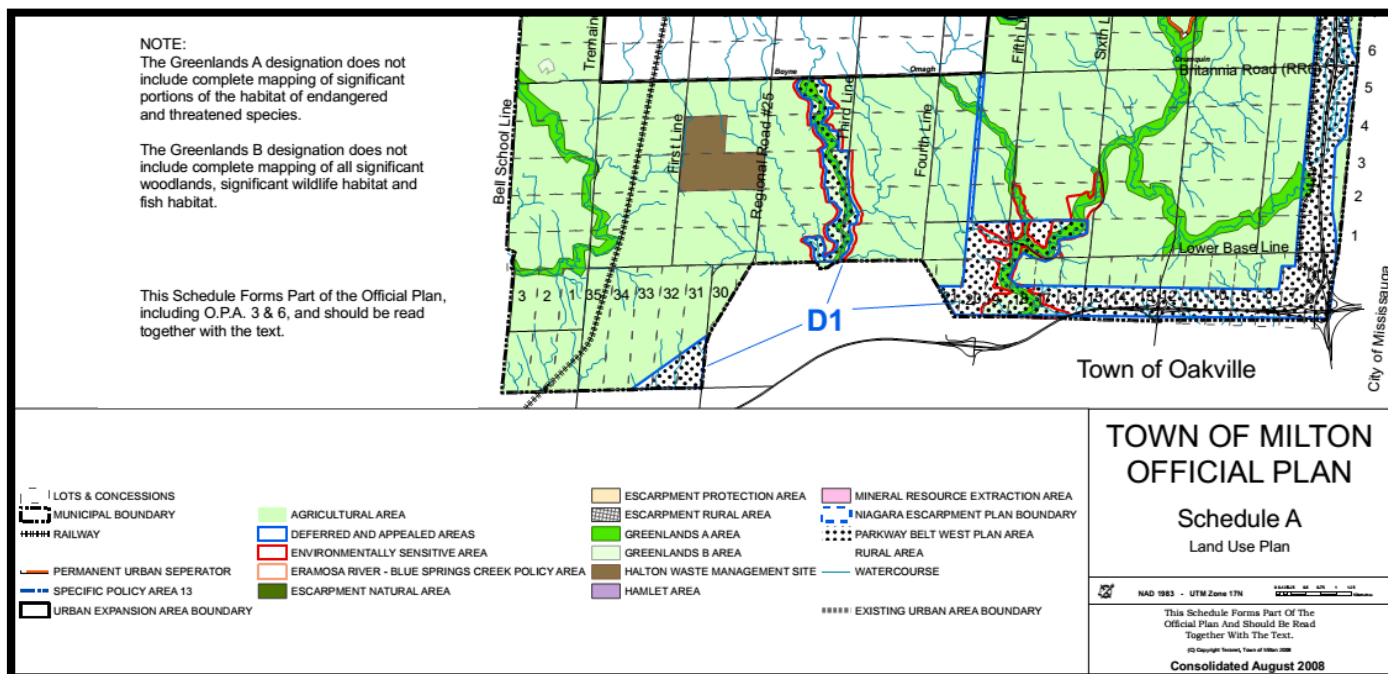
- Funeral Home and Cemetery
  - Glen Oaks Funeral Home and Cemetery
- Place of Worship
  - Kingdom Hall of Jehovah's Witnesses
- Open Space
- Residential Homes
- School
  - Fern Hill School
- Sports Park
  - Ninth Line Sports Park
- Commercial Facility
  - The Tennis School





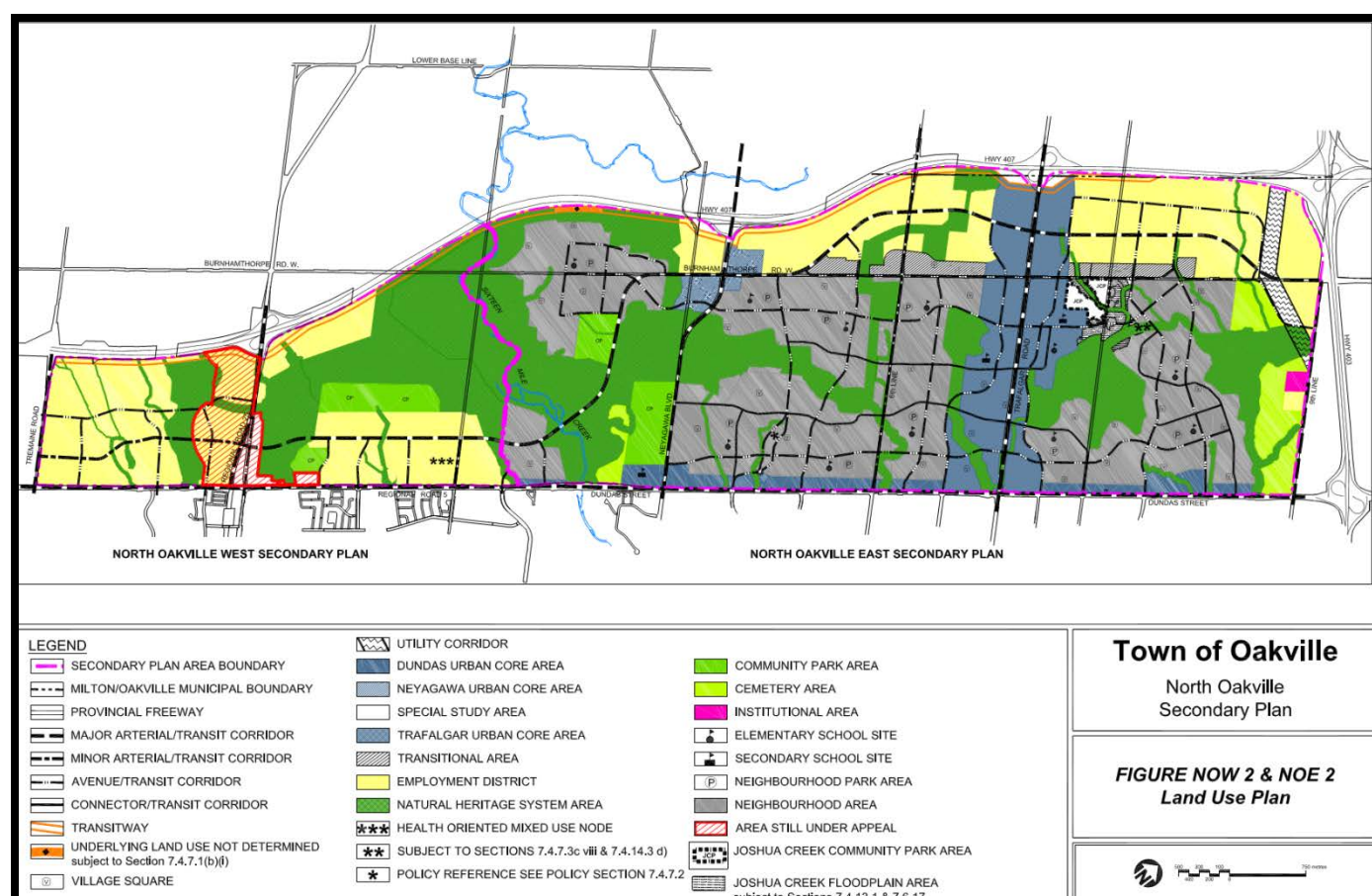
# EXISTING CONDITIONS

## SOCIAL AND ECONOMIC ENVIRONMENT



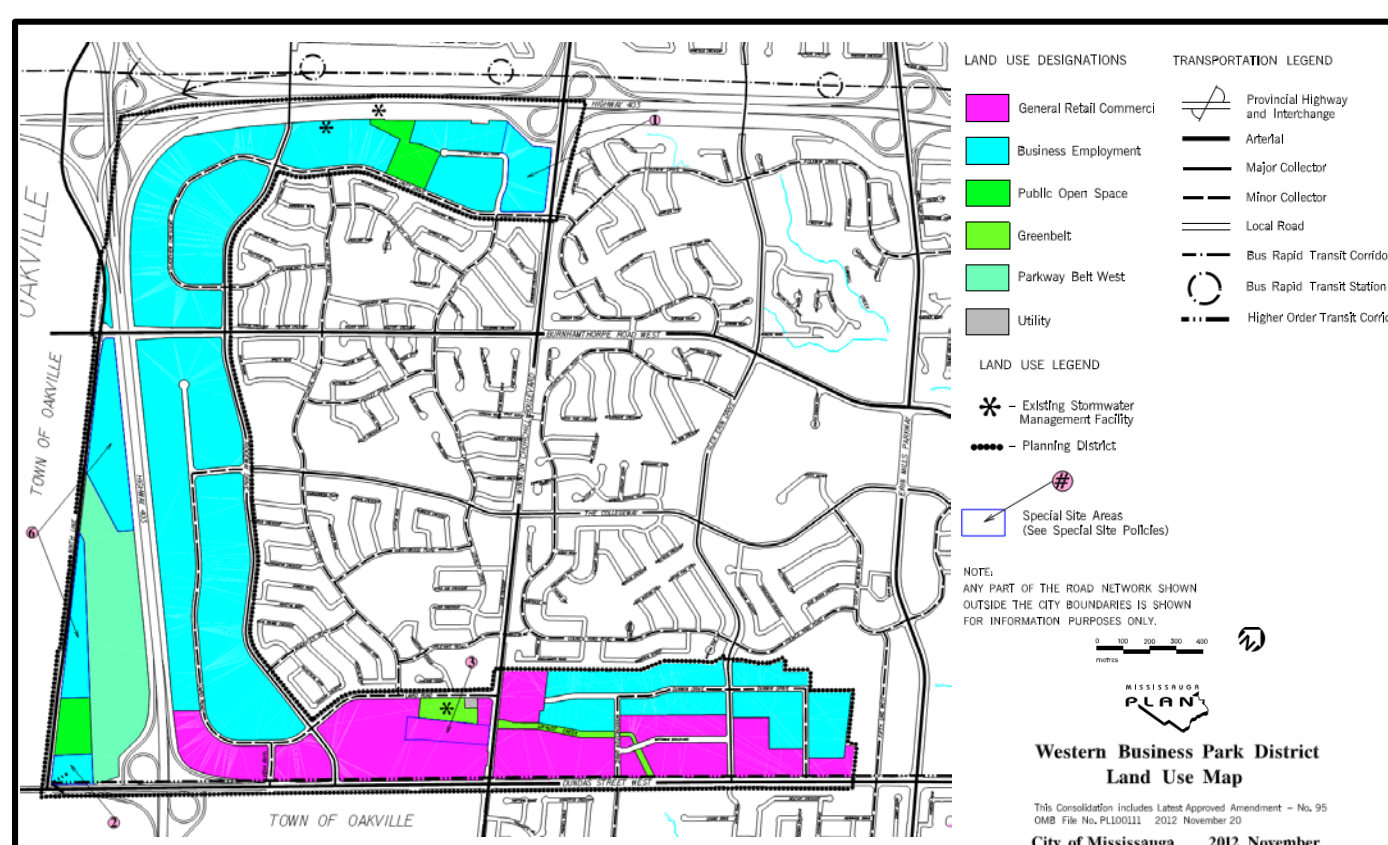
Planned land uses on west side of Ninth Line, north of 407 ETR:

- Parkway Belt West Plan Area



Planned land uses on west side of Ninth Line, between 407 ETR and Dundas Street:

- Employment
- Natural Heritage
- Utility
- Institutional
- Cemetery



Planned land uses on east side of Ninth Line, between 407 ETR and Dundas Street:

- Business Employment
- Parkway Belt West
- Public Open Space



# EXISTING CONDITIONS

## *CULTURAL ENVIRONMENT*

Two (2) cultural heritage resources have been identified within the Study limits:

1. Ephram Post, F. M. Brown Farm (c. 1886) at 3480 Ninth Line southwest of the intersection of Burnhamthorpe Road and Ninth Line (listed on the Town of Oakville's Heritage Register).
2. Glen Oaks Funeral Home and Cemetery at 3164 Ninth Line, Oakville.



No resources were identified in the Town of Milton and City of Mississauga heritage registers.

A field investigation will be conducted to determine if other potential cultural heritage resources are within or adjacent to the Study limits.

# EXISTING AND FUTURE CONDITIONS

## *TRANSPORTATION*

- Existing traffic operations were analyzed for the study area intersections based on:
  - Existing lane configurations
  - Existing traffic volumes, and
  - Existing signal timing plans

### **Existing Link Capacity Analysis**

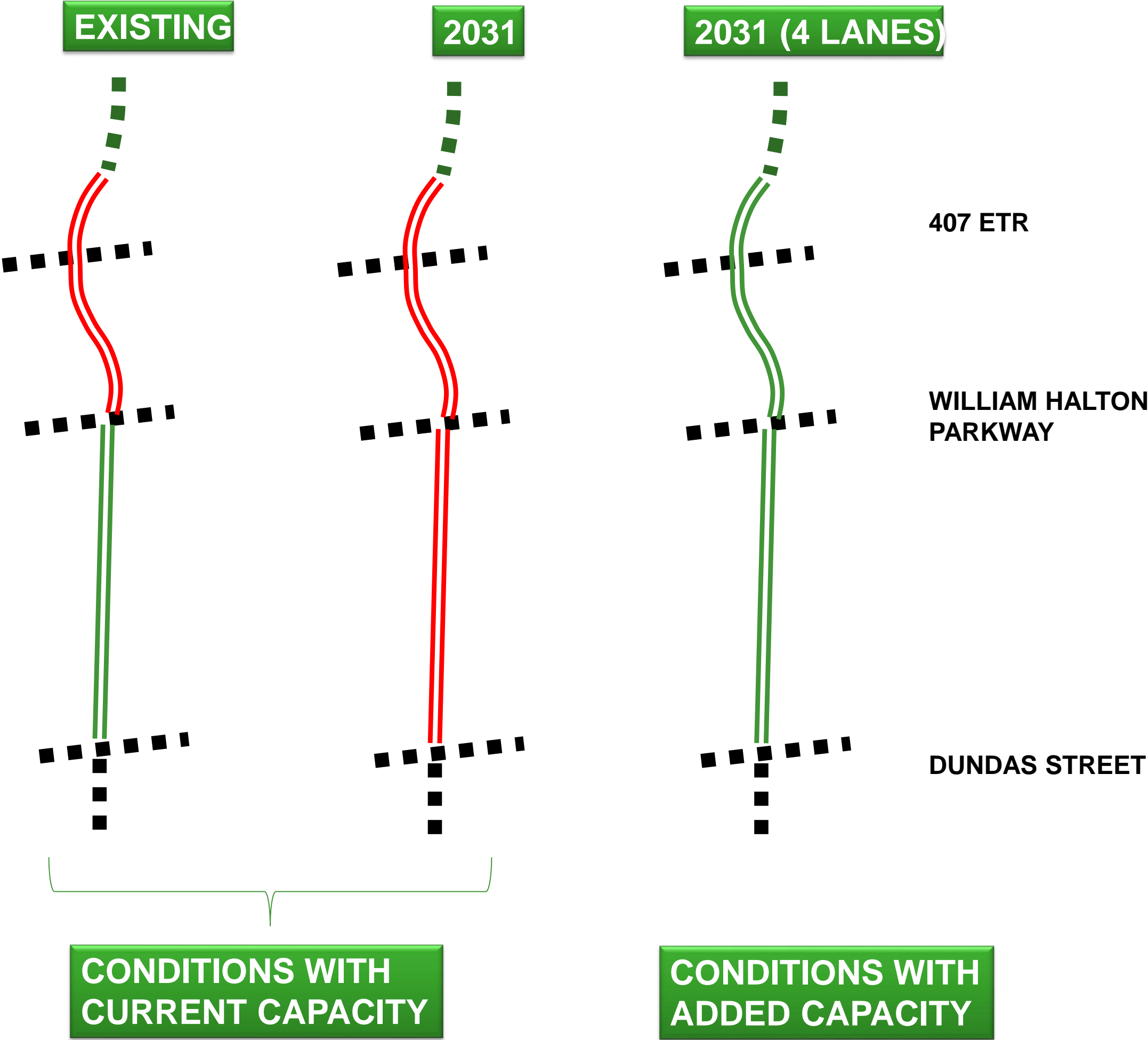
- The analysis shows that existing traffic volumes are exceeding the capacity of the roadway in the two lane section north of Dundas Street and north of William Halton Parkway during the AM peak hour and north of William Halton Parkway during the PM peak hour.

### **Future Link Capacity Analysis**

- The analysis shows that future traffic volumes are approaching or exceeding the capacity of the roadway in the two lane section north of Dundas Street and north of William Halton Parkway during both peak hours.

# EXISTING AND FUTURE CONDITIONS

## *TRANSPORTATION* *P.M. Peak Hour*



GREEN	UNDER CAPACITY
YELLOW	APPROACHING CAPACITY
RED	AT CAPACITY



# PROBLEM AND OPPORTUNITIES

- Existing Ninth Line is experiencing significant delays during peak periods and is reaching capacity and will increase in the future
- Future traffic is expected to grow by over 45% by 2031 in the PM peak hour
- To support future growth and travel demands, improvements to the Ninth Line corridor are required
- The improved corridor should support all modes of transportation (i.e. active transportation, transit services, inter-regional travel, agricultural vehicles and goods movement)
- Therefore, Halton Region is carrying out this study to address these requirements in accordance with the Municipal Class EA

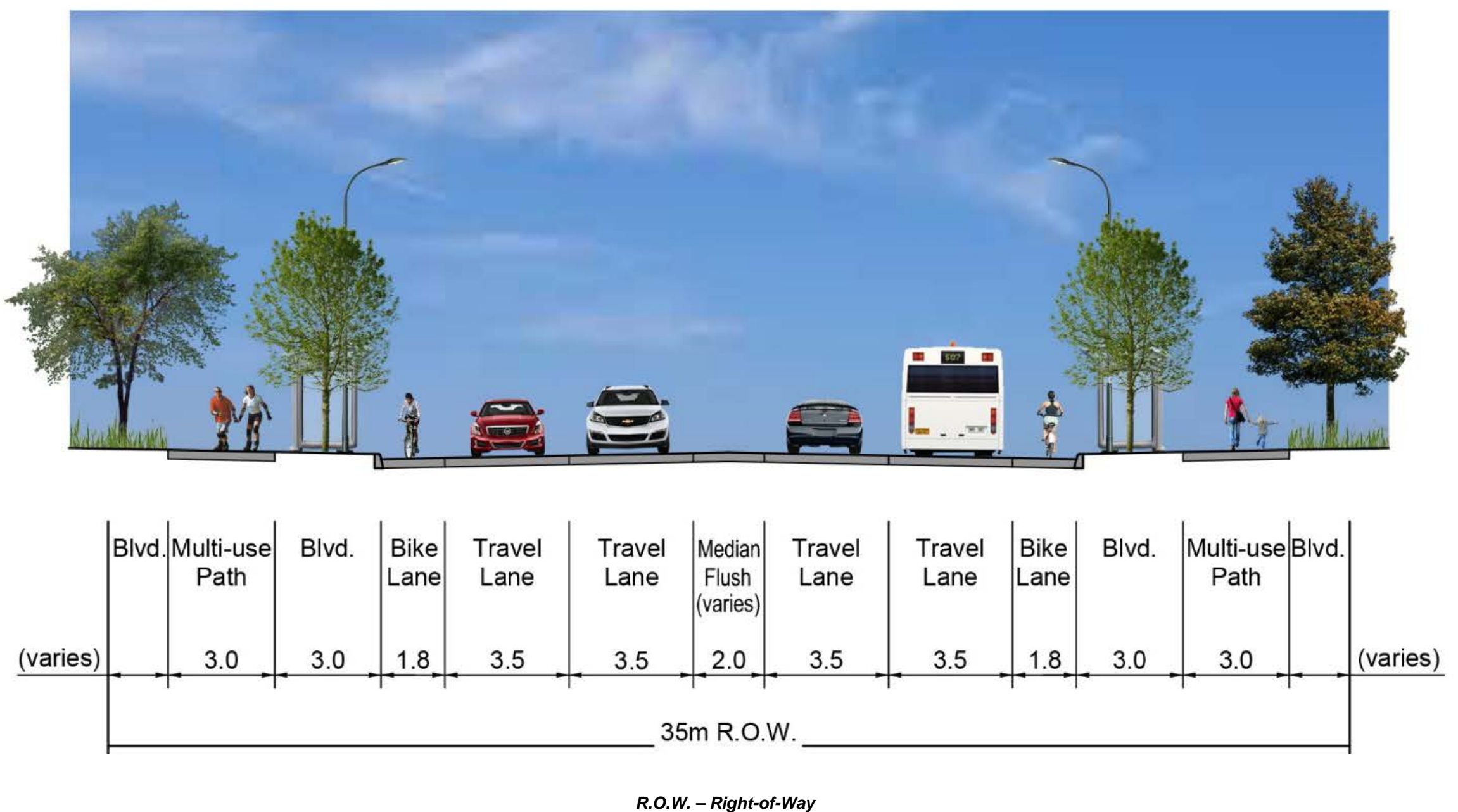
# ALTERNATIVE PLANNING SOLUTIONS

Alternative	Description	Assessment	Recommendation
<b>Do Nothing</b>	<ul style="list-style-type: none"> <li>No changes to existing transportation system</li> </ul>	<ul style="list-style-type: none"> <li>Does not support active modes of transportation</li> <li>Does not accommodate projected traffic volumes</li> </ul>	<ul style="list-style-type: none"> <li>Not recommended</li> <li>Problem/Opportunity is not addressed</li> </ul>
<b>Limit Development</b>	<ul style="list-style-type: none"> <li>Limit development within the Town of Oakville and Town of Milton</li> </ul>	<ul style="list-style-type: none"> <li>Future projections based on approved future urban area</li> </ul>	<ul style="list-style-type: none"> <li>Not carried forward</li> <li>Future projections based on approved future urban area</li> </ul>
<b>Accommodate Other Travel Modes</b>	<ul style="list-style-type: none"> <li>Improved Transit, Cycling and Walking facilities</li> </ul>	<ul style="list-style-type: none"> <li>Will support active modes of transportation and transit</li> <li>Does not accommodate projected traffic volumes</li> </ul>	<ul style="list-style-type: none"> <li>Recommended as part of preferred solution</li> <li>Problem/Opportunity is partially addressed</li> </ul>
<b>Travel Demand Management Measures</b>	<ul style="list-style-type: none"> <li>Measures to manage travel demand, such as carpooling, flexible work hours, telecommute, etc.</li> </ul>	<ul style="list-style-type: none"> <li>Does not address the problem on its own</li> <li>Part of overall transportation strategy</li> </ul>	<ul style="list-style-type: none"> <li>Recommended as part of preferred solution</li> <li>Problem/Opportunity is partially addressed</li> </ul>
<b>Intersection and/or Operational Improvements</b>	<ul style="list-style-type: none"> <li>Enhances operations of roadway through minor improvements (i.e. traffic signals, provision of turning lanes, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>Does not address the problem on its own</li> <li>Part of overall transportation strategy</li> </ul>	<ul style="list-style-type: none"> <li>Recommended as part of preferred solution</li> <li>Problem/Opportunity is partially addressed</li> </ul>
<b>Improvements to Other Roadways</b>	<ul style="list-style-type: none"> <li>Widen regional roadways in the immediate Study Area to beyond planned improvements</li> </ul>	<ul style="list-style-type: none"> <li>Part of regional transportation strategy</li> <li>(Transportation Master Plan)</li> </ul>	<ul style="list-style-type: none"> <li>Carried forward as part of regional transportation strategy</li> <li>(Transportation Master Plan)</li> </ul>
<b>Improvements to (widen) Ninth Line</b>	<ul style="list-style-type: none"> <li>Provide additional capacity with additional travel lanes, including active transportation facilities</li> </ul>	<ul style="list-style-type: none"> <li>Needs identified in Halton Region Transportation Master Plan to support future growth</li> <li>Will accommodate projected traffic volumes</li> </ul>	<ul style="list-style-type: none"> <li>Recommended and carried forward within overall strategy</li> <li>Problem/Opportunity is addressed</li> </ul>



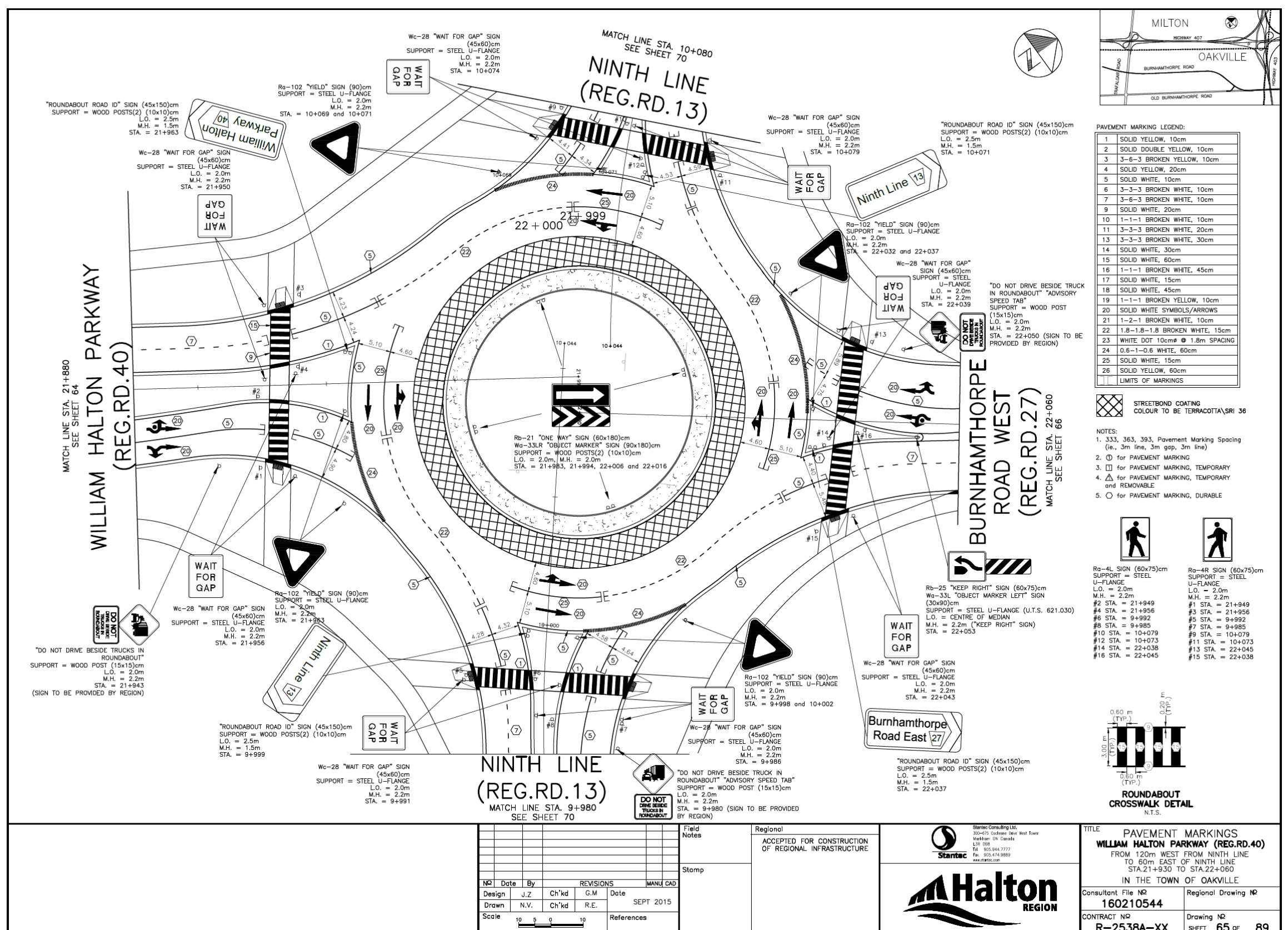
# PROPOSED TYPICAL SECTION

The typical cross-section for the proposed 4-lane Ninth Line has been developed based on the Halton Region planning documents, as well as taking into consideration general land uses and community needs. Reduced cross-sections will be developed for constrained areas.



# NINTH LINE/WILLIAM HALTON PARKWAY ROUNDABOUT

The intersection of William Halton Parkway and Ninth Line was approved for a roundabout. The most current design for the two-lane roundabout is shown below:





# FACTORS FOR ANALYSIS AND EVALUATION

- The preferred planning solution will be selected based on review of comments received from agencies, stakeholders and members of the public
- Alternative design concepts for the preferred solution will be developed, assessed and evaluated based on the following factors:

## Transportation

- ✓ Road Operations
- ✓ Road Safety
- ✓ Active Transportation
- ✓ Geometric Standards
- ✓ Network Connectivity
- ✓ Commercial Vehicles
- ✓ Emergency Services
- ✓ Transit

## Engineering

- ✓ Drainage/Stormwater
- ✓ Utilities
- ✓ Constructability

## Natural Environment

- ✓ Creek Crossing
- ✓ Natural Areas
- ✓ Vegetation
- ✓ Wildlife
- ✓ Aquatic Resources
- ✓ Natural Hazards
- ✓ Species at Risk

## Socio-Economic Environment

- ✓ Planning Policy
- ✓ Land Use
- ✓ Property
- ✓ Access
- ✓ Noise
- ✓ Capital Cost

## Cultural Environment

- ✓ Archaeology
- ✓ Built Heritage
- ✓ Cultural Heritage

# NEXT STEPS

**Following this Public Information Centre, the Project Team will:**

- ☐ Review Your Comments
- ☐ Finalize Problem and Opportunity Statement
- ☐ Select Preferred Planning Solution
- ☐ Develop and Assess Alternative Design Concepts
- ☐ Identify Preliminary Preferred Design Concept
- ☐ Meet with Technical Agencies and Stakeholders.
- ☐ Plan for Public Information Centre No. 2 – Fall 2016 (tentative)

**Please share your comments with either Project Manager by  
June 30<sup>th</sup>, 2016:**

**Darryl Young, MCIP, RPP**

Halton Region Project Manager

1151 Bronte Road

Oakville, Ontario L6M 3L1

Tel: 905-825-6000 ext. 7475

Fax: 905-825-3270

Email: [darryl.young@halton.ca](mailto:darryl.young@halton.ca)

**Stephen Keen, P.Eng.**

CIMA+ Project Manager

3027 Harvester Road, Suite 400

Burlington, ON L7N 3G7

T: 289-288-0287 Ext. 6834

F: 289-288-0285

E: [Stephen.Keen@cima.ca](mailto:Stephen.Keen@cima.ca)

**For more information on this Study, please visit the project website at [www.halton.ca/EAprojects](http://www.halton.ca/EAprojects)**



Ninth Line (Regional Road 13) Municipal Class EA Study - Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route)

Public Information Centre #1  
Thursday, June 16, 2016  
Fern Hill School (Oakville Campus) - 3300 Ninth Line, Oakville, Ontario L6H 7A8

Sign-in Sheet

First Name (Please Print Clearly)	Last Name (Please Print Clearly)	Address			Postal Code	Email Address (Optional)	Consent ** (Initial)
		#	Street Name	City / Town			
		#	Street Name	City / Town			
		#	Street Name	City / Town			
		#	Street Name	City / Town			
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		#	Street Name	City / Town			
		#	Street Name	City / Town			
		#	Street Name	City / Town			

\*\* “I would like to receive publications, updates and other information and communications from Halton Region.”  
You will receive an email from Halton Region to confirm your consent. Note that you may withdraw your consent at any time.

**Thank you for your participation.** The purpose of the information being gathered on this form is to ensure that further information, when it becomes available, can be forwarded to those parties who have expressed an interest in this study and to gather information from the public for use in the study. Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

## APPENDIX C

### Public Comments

B000637





Canadian Environmental  
Assessment Agency

Ontario Regional Office  
55 St. Clair Avenue East,  
Room 907  
Toronto, ON M4T 1M2

Agence canadienne  
d'évaluation environnementale

Bureau régional de l'Ontario  
55, avenue St-Clair est,  
bureau 907  
Toronto (Ontario) M4T 1M2

June 2, 2016

Sent by E-mail

Mr. Stephen Keen, P.Eng, Project Manager  
CIMA Canada Inc. (CIMA+)  
3027 Harvester Road, Suite 400  
Burlington, Ontario L7N 3G7  
[stephen.keen@cima.ca](mailto:stephen.keen@cima.ca)

Dear Mr. Keen:

**Re: Information on the *Canadian Environmental Assessment Act, 2012***

Thank you for your correspondence regarding the Ninth Line (Regional Road 13) Transportation Corridor Improvements Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route) in the Town of Oakville and Town of Milton.

The *Canadian Environmental Assessment Act, 2012* (CEAA 2012) focuses federal environmental reviews on projects that have the potential to cause significant adverse environmental effects in areas of federal jurisdiction and applies to physical activities described in the *Regulations Designating Physical Activities* (the Regulations). Based on the information provided, your project does not appear to be described in the Regulations. **Kindly review the Regulations to confirm applicability to the proposed project.**

According to section 25 (c) of the Regulations the construction, operation, decommissioning and abandonment of a new all-season public highway that requires a total of 50 km or more of new right of way may require a Federal Environmental Assessment.

If you believe the project is not subject to a federal environmental assessment, and do not submit a project description, we kindly request that you remove the Canadian Environmental Assessment Agency from your distribution list. If you have questions, please get in touch with our office through the switchboard at 416-952-1576. The attachment that follows provides web links to useful legislation, regulation, and guidance documents.

Sincerely,

Anjala Puvananathan  
Director, Ontario Region  
Canadian Environmental Assessment Agency  
Attachment – Useful Legislation, Regulation, and Guidance Documents





## **Attachment – Useful Legislation, Regulation, and Guidance Documents**

For more information on the *Canadian Environmental Assessment Act, 2012* (CEAA 2012), please access the following links on the Canadian Environmental Assessment Agency's (the Agency) website:

Overview of CEAA 2012

<http://www.ceaa.gc.ca/default.asp?lang=En&n=16254939-1>

*Regulations Designating Physical Activities, and*

*Prescribed Information for a Description of a Designated Project Regulations*

<http://www.ceaa.gc.ca/default.asp?lang=En&n=9EC7CAD2-1>

If your project is in a federally designated wildlife area or migratory bird sanctuary please check section 1 of the Regulations, which details the designated projects specific to those locations.

If it appears that CEAA 2012 may apply to your proposed project, you must provide the Agency with a description of the proposed project. Please see the link below to the Agency's guide to preparing a project description.

Guide to Preparing a Description of a Designated Project

<http://www.ceaa.gc.ca/default.asp?lang=En&n=3CA9CEE5-1>

## NOTICE OF STUDY COMMENCEMENT AND PUBLIC INFORMATION CENTRE #1

### CLASS ENVIRONMENTAL ASSESSMENT STUDY

#### Ninth Line (Regional Road 13) Transportation Corridor Improvements Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route) Town of Oakville and Town of Milton PR-3036A/PR-3037A

#### Study

Halton Region has initiated a Municipal Class Environmental Assessment (Class EA) study to consider a wide range of options for transportation corridor improvements to satisfy future travel demands to 2031 on Ninth Line from Dundas Street to the 407 ETR (approximately 500m south of Lower Base Line) in the Town of Oakville and Town of Milton. In order to best address public safety and travel demand along Ninth Line, the Class EA Study will consider a wide range of road improvement alternatives as well as intersection improvements, active transportation and overall traffic operations. The impact of road improvements on social, cultural, economic and natural environments will also be evaluated and assessed during the study.

#### Process

This notice signals the commencement of the Class EA, a study which will define the problem, identify and evaluate alternative solutions, and determine a preferred solution in consultation with the Town of Oakville, Town of Milton, regulatory agencies and the public. The study is being conducted in compliance with Schedule C of the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015), which is approved under the Ontario Environmental Assessment Act.

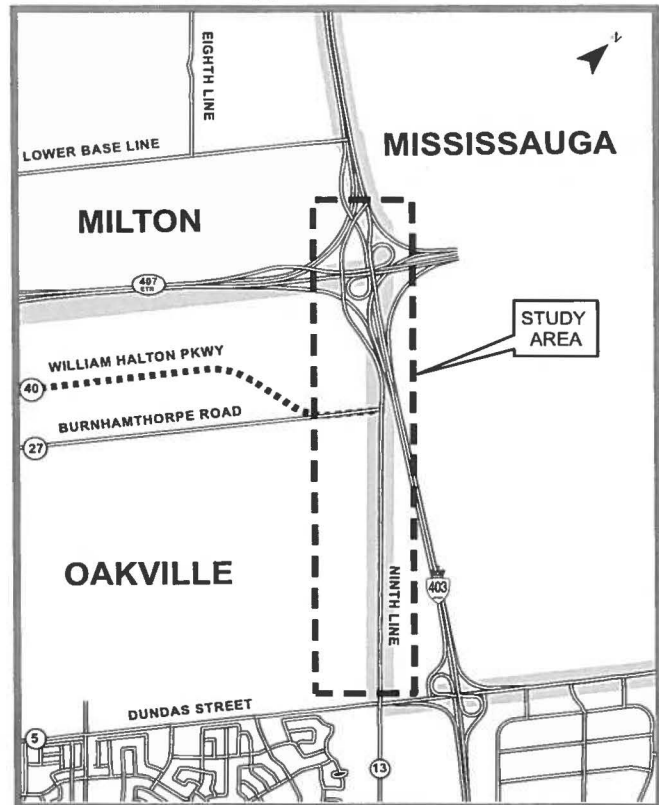
Public and review agency consultation is a key element of the Class EA process and input will be sought throughout this study, including two (2) Public Information Centres. Details regarding the Public Information Centres will be advertised as the study progresses. Upon completion of the study, a comprehensive Environmental Study Report will be prepared and placed on the public record for a minimum 30-day review period. The document will detail the planning process and the preferred alternative, including how public and agency input was received.

The first Public Information Centre has been arranged for:

**Date:** Thursday, June 16, 2016  
**Time:** Drop-in: 6:30 – 8:30 p.m.  
**Location:** Fern Hill School (Oakville Campus)  
3300 Ninth Line, Oakville, ON L6H 7A8

The purpose of the PIC is to review and obtain public input on the study, background information and the corridor planning alternatives being considered. Anyone with an interest in this study is invited to attend and participate.

The map shows the approximate limits of the study area.



If you are unable to attend the Public Information Centre and would like to provide comments, please forward them by June 30, 2016 to either Project Team member. For more information on this project, please visit the project website at [halton.ca/EAprojects](http://halton.ca/EAprojects)

**Mr. Darryl Young, MCIP, RPP**  
Project Manager  
Halton Region  
1151 Bronte Road  
Oakville, Ontario L6M 3L1  
Tel: 905-825-6000 ext. 7475  
Fax: 905-825-3270  
Email: [darryl.young@halton.ca](mailto:darryl.young@halton.ca)

**Mr. Stephen Keen, P.Eng**  
Project Manager  
CIMA Canada Inc. (CIMA+)  
3027 Harvester Road, Suite 400  
Burlington, Ontario L7N 3G7  
Tel: 289-288-0287 ext. 6834  
Fax: 289-288-0285  
Email: [stephen.keen@cima.ca](mailto:stephen.keen@cima.ca)



This Notice first issued on Thursday, June 2, 2016  
[halton.ca/EAprojects](http://halton.ca/EAprojects)



Government Services Building  
22 Winookeeda Street  
Curve Lake, Ontario K0L1R0



Phone: 705.657.8045  
Fax: 705.657.8708  
[www.curvelakefirstnation.ca](http://www.curvelakefirstnation.ca)

6 June, 2016

Mr. Darryl Young  
1151 Bronte Road  
Oakville, Ontario L6M 3L1

Dear Mr. Darryl Young,

**RE: Ninth Line Transportation Corridor Improvements in the Town of Oakville and Milton. PR-3036A/PR-3037A**

I would like to acknowledge receipt of your correspondence, which was received on 6/2/2016 regarding the above noted project.

As you may be aware, the area in which your project is proposed is situated within the Traditional Territory of Curve Lake First Nation. Our First Nation's Territory is incorporated within the Williams Treaties Territory and is the subject of a claim under Canada's Specific Claims Policy. We strongly suggest that you provide Karry Sandy-Mackenzie, Williams Treaty First Nation Claims Coordinator, 8 Creswick Court, Barrie, ON L4M 2S7, with a copy of your proposal as your obligation to consult to also extend to the other First Nations of the Williams Treaties.

Although we have not conducted exhaustive research nor have we the resources to do so, Curve Lake First Nation Council is not currently aware of any issues that would cause concern with respect to our Traditional, Aboriginal and Treaty rights.

Please note that we have particular concern for the remains of our ancestors. Should excavation unearth bones, remains or other such evidence of a native burial site or any Archaeological findings, we must be notified without delay. In the case of a burial site, Council reminds you of your obligations under the Cemeteries Act to notify the nearest First Nation Government or other community of Aboriginal people which is willing to act as a representative and whose members have a close cultural affinity to the interred person. As I am sure you are aware, the regulations further state that the representative is needed before the remains and associated artifacts can be removed. Should such a find occur, we request that you contact our First Nation immediately.

Curve Lake First Nation also has available, trained Archaeological Liaisons who are able to actively participate in the archaeological assessment process as a member of a field crew, the cost of which will be borne by the proponent.

Government Services Building  
22 Winookeeda Street  
Curve Lake, Ontario K0L1R0



Phone: 705.657.8045  
Fax: 705.657.8708  
[www.curvelakefirstnation.ca](http://www.curvelakefirstnation.ca)

If any new, undisclosed or unforeseen issues should arise, that has potential for anticipated negative environmental impacts or anticipated impacts on our Treaty and Aboriginal rights we require that we be notified regarding these as well.

Thank you for recognizing the importance of consultation and respecting your duty to consult obligations as determined by the Supreme Court of Canada.

Should you have further questions or if you wish to hire a liaison for a project, please feel free to contact our Lands and Resources Consultation Liaison Melissa Dokis at [MelissaD@curvelake.ca](mailto:MelissaD@curvelake.ca), or by phone at 705-657-8045.

Yours sincerely,

Chief Phyllis Williams  
Curve Lake First Nation





# MOHAWKS OF THE BAY OF QUINTE

## *KENHTEKE KANYEN'KEHÀ:KA*

COMMUNITY INFRASTRUCTURE / TECHNICAL SERVICES / ENVIRONMENT

24 Meadow Drive., Tyendinaga Mohawk Territory, ON K0K 1X0

Phone 613-396-3424 Fax 613-396-3627

June 14, 2016

Darryl Young  
Halton Region  
1151 Bronte Road  
Oakville, ON L6M 3L1  
[darryl.young@halton.ca](mailto:darryl.young@halton.ca)

**RE: Ninth Line (Regional Road 13) Class Environmental Assessment (EA) Study from Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route), Town of Oakville/Town of Milton, Class Environmental Assessment Study – Notice of Commencement and Public Information Centre #1**

Dear Darryl:

We acknowledge your invitation to participate in the environmental assessment process as it relates to the Ninth Line (Regional Road 13) Class Environmental Assessment (EA) Study from Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route), Town of Oakville/Town of Milton.

As a First Nation with limited resources and capacity it is difficult to actively participate in all environmental assessments within our traditional territories; however, the Mohawks of the Bay of Quinte (MBQ) would be concerned if the preliminary archaeological investigations found artifacts or burial remains. There is a traditional process that must be followed for the repatriation or re-interment of remains. Please forward MBQ the Stage 1 Archaeological Assessment when complete. We do not have any outstanding First Nation land claims within or in proximity to the Study Area; however; we strongly advise you to consult our sister community, Six Nations of the Grand River.

The Mohawks of the Bay of Quinte expect the project to be carried out in an environmentally sensible manner that is consistent with the laws and regulations governing the said project. We appreciate your efforts in our endeavors to determine proper use of lands of interest to our communities, the prevention or mitigation of anticipated and non-anticipated effects of the proposed project, and efforts to ensure maximum benefit to our communities for generations to come.

The above shall not be construed so as to derogate from or abrogate any inherent, Aboriginal, treaty, constitutional, or legal rights of the Mohawks of the Bay of Quinte.

Sincerely,

R. Donald Maracle, Chief  
Email: [rdonm@mbq-tmt.org](mailto:rdonm@mbq-tmt.org)



July 21, 2016

Darryl Young, MCIP, RPP  
Project Manager  
1151 Bronte Road, Oakville ON L6M 3L1  
Darryl.young@halton.ca

Dear Mr. Young,

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

Thank you for your notification on *the Ninth Line Class Environmental Assessment Study from Dundas Street to 407 ETR, Town of Oakville/Town of Milton* dated June 2, 2016. The Mississaugas of the New Credit First Nation (MNCFN) has various treaty rights across its traditional territory, including the area contemplated by your project. For further information, please see our website, <http://www.newcreditfirstnation.com/>. MNCFN continues to exercise treaty rights which include, but are not limited to, rights to harvest, fish, trap and gather species of plants, animals and insects for any purpose including food, social, ceremonial, trade and exchange purposes. The MNCFN also has the right to use the water and resources from the rivers, creeks and lands across the MNCFN traditional territory.

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

**environmental and archaeology reports.** This includes, but is not limited to changes related to the scope of work and expected archaeological and environmental impacts.

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

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

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

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

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

Sincerely,

Fawn D. Sault  
Consultation Manager  
MNCFN Department of Consultation and Accommodation

cc – Mark LaForme; Director, Department of Consultation and Accommodation



June 1, 2016

**Response to EA Notice**

Thank you for providing Infrastructure Ontario (IO) with a copy of your Environmental Assessment Notice. From the information you have provided, it is unclear if you are proposing to use lands under the control of the Minister of Economic Development, Employment and Infrastructure (MEDEI lands) to support your proposed project.

Prior to MEDEI consenting to the use of MEDEI lands, the applicable environmental assessment, duty to consult Aboriginal peoples (if triggered) and heritage obligations will need to be met. In order for MEDEI to allow you access to MEDEI lands and to carry out proposed activities, MEDEI must ensure that provincial requirements and due diligence obligations are satisfied. These requirements are in addition to any such obligations you as the proponent of the project may have.

You as the proponent of the project will be required to work with Infrastructure Ontario (IO) to fulfill MEDEI's obligations which may include considering the use of any MEDEI lands as part of your individual environmental assessment. All costs associated with meeting MEDEI's obligations will be the responsibility of the proponent. Please note that time should be allocated in your project timelines for MEDEI to ensure that its obligations have been met and to secure any required internal government approvals required to allow for the use of the MEDEI lands for your proposed project.

In order for MEDEI and IO to assist you to meet your required project timelines, please recognize that early, direct contact with IO is imperative. The due diligence required prior to the use of MEDEI lands for your proposed project, may include but may not be limited to the following:

- Procedural aspects of the Provincial Crown's Aboriginal Duty to Consult obligations – see *Instruction Note 1*
- Requirements of the MOI Public Work Class Environmental Assessment – see *Instruction Note 2*
- Requirements of the Ministry of Tourism Culture and Sport (MTCS) Standards and Guidelines for Consultant Archaeologists– see *Instruction Note 3*
- Requirements of the MTCS Standards and Guidelines for the Conservation of Provincial Heritage Properties Consultant Archaeologists – see *Instruction Note 4*

Representatives from IO are available to discuss your proposed project, the potential need for MEDEI lands and the corresponding provincial requirements and due diligence obligations.

Please review the attached instruction notes which provide greater detail on the due diligence obligations associated with the use of MEDEI lands for your proposed project. We are providing this information to allow you as the proponent to allocate adequate time and funding into your project schedule and budgets. If your project requires you to study MEDEI lands, then an agreement is required and all studies undertaken on MEDEI lands will be considered confidential until approval is received. IO will require electronic copies of all required studies on MEDEI lands that you undertake.

We strongly encourage you to work with IO as early as possible in your process to identify if any MEDEI lands would be required for your proposed project. Please note that on title MEDEI control may be identified under the name of MEDEI or one of its predecessor ministries or agencies which may include but is not limited to variations of the following: Her Majesty the Queen/King, Hydro One, MBS, MEI, MGS, MOI, OLC, ORC, PIR or Ministry of Public Works<sup>1</sup>.

Please provide Rita Kelly with a confirmation in writing of any MEDEI lands that you propose to use for your proposed project and why the lands are required along with a copy of a title search for the MEDEI lands.

For more information concerning the identification of MEDEI lands in your study area or the process for acquiring access to or an interest in MEDEI lands, please contact:

Rita Kelly  
Project Manager  
Land Transactions, Hydro Corridors & Public Works  
Infrastructure Ontario  
1 Dundas St. West, Suite 2000  
Toronto ON  
M5G 2L5  
Tel: (416) 212-4934  
Email: [rita.kelley@infrastructureontario.ca](mailto:rita.kelley@infrastructureontario.ca)

An application package and requirements checklist is attached for your reference. Please note that transfer of an interest in MEDEI lands to a proponent can take up to one year and there is no certainty that approval will be obtained.

For more information concerning the MOI Public Work Class Environmental Assessment process and due diligence requirements, please contact:

Lisa Myslicki  
Environmental Specialist

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<sup>1</sup> MBS - Management Board Secretariat; MEI - Ministry of Energy and Infrastructure; MGS - Ministry of Government Services; MOI - Ministry of Infrastructure; OLC - Ontario Lands Corporation; ORC - Ontario Realty Corporation; PIR - Ministry of Public Infrastructure Renewal

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Infrastructure Ontario  
1 Dundas Street West, Suite 2000  
Toronto, ON  
M5G 2L5  
Tel: (416) 212-3768  
Email: [lisa.myslicki@infrastructureontario.ca](mailto:lisa.myslicki@infrastructureontario.ca)

If MEDEI lands are not to be impacted by the proposed project, please provide a confirmation in writing to Infrastructure Ontario.

Thank you for the opportunity to provide initial comments on your proposed project.

Sincerely,

**Patrick Grace**  
Director  
Land Transactions, Hydro Corridors & Public Works  
Infrastructure Ontario  
Dundas St. West, Suite 2000  
Toronto, ON, M5G 2L5

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## INSTRUCTION NOTE 1

### **Provincial Crown's Aboriginal Duty to Consult obligations**

The Crown has a constitutional Duty to Consult (DTC) in certain circumstances and Aboriginal consultation may be required prior to MEDEI granting access to MEDEI lands or undertaking other activities. The requirement for Aboriginal consultation may be triggered given Aboriginal or treaty rights, established consultation or notification protocols, government policy and/or program decisions, archaeological potential or results, and/or cultural heritage consultation obligations. The requirement for Aboriginal consultation will be assessed by MEDEI.

Prior to the use of MEDEI lands, MEDEI must first meet any duty to consult obligations that may be triggered by the proposed use of MEDEI lands. It is incumbent on you to consult with IO as early in the process as possible once you have confirmed that MEDEI lands would be involved.

MEDEI will evaluate the potential impact of your proposed project on Aboriginal and treaty rights. MEDEI may assess that the Crown's Duty to Consult (DTC) requires consultation of Aboriginal communities. Proponents should discuss with IO whether MEDEI will require consultation to occur and if so, which communities should be consulted.

Where MEDEI determines that Aboriginal consultation is required, MEDEI will formally ask you to consult or continue to consult with Aboriginal peoples at the direction of MEDEI.

On behalf of MEDEI you will also be required to:

1. Maintain a record and document all notices and engagement activities, including telephone calls and/or meetings;
2. Provide the Ministry updates on these activities as requested; and
3. Notify the Ministry of any issues raised by Aboriginal communities.

If consultation has already occurred, IO strongly encourages you to provide complete Aboriginal consultation documentation to IO as soon as possible. This documentation should include all notices and engagement activities, including telephone calls and/or meetings.

Any duty to consult obligations must be met prior to publically releasing the Notice of Completion for the assessment undertaken under the MOI PW Class EA.



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## INSTRUCTION NOTE 2

### **Requirements of the MOI Public Work Class Environmental Assessment**

MEDEI has an approved Class EA (the Ministry of Infrastructure Public Work Class Environmental Assessment (Public Work Class EA) to assess undertakings that affect MEDEI lands including disposing of an interest in land or site development. Details on the Public Work Class EA can be found at:

<http://www.infrastructureontario.ca/Templates/Buildings.aspx?id=2147490336&langtype=1033>

You may be required to work with IO to complete an environmental assessment under the Public Work Class EA for the undertakings related to MEDEI lands. IO will work with you to ensure that all of the MEDEI undertakings or activities related to the use of MEDEI lands are identified, that the appropriate Category of undertaking is used and a monitoring and report back mechanism is established to ensure that MEDEI's obligations are met.

The completion of another environmental assessment process that assesses the undertakings related to MEDEI lands may satisfy MEDEI's obligations under the Public Work Class EA. You will be required to work with IO to determine the most appropriate approach to meeting the Public Work Class EA obligations for undertakings related to MEDEI lands on a case by case basis.

Where it is decided that the assessment of undertakings related to MEDEI lands can be assessed as part of the environmental assessment being undertaken by the proponent then it is likely that the following provisions will be required:

- that the environmental assessment documents set out that one process will be relied on by both the proponent and MEDEI to evaluate their respective undertakings and meet their respective obligations to assess the potential impacts of their undertakings;
- that the proponent's description of the undertaking to be assessed include all of the MEDEI undertakings related to the use or access to MEDEI lands (see Glossary of Terms);
- the associated EA Category from the Public Works Class EA be identified and met by the environmental assessment (see Figure 22. Category Listing Matrix and/or Tale 2.1 EA Category Identification Table);
- that the proponent's environmental assessment indicate that MEDEI would be relying on the proponent's assessment to satisfy MEDEI's obligations under the *Environment Assessment Act*;
- establish a monitoring and report back mechanism to ensure that any obligations of MEDEI resulting from the assessment will be met; and

An environmental assessment consultation plan be developed to ensure that all stakeholders required to be consulted regarding the undertakings on the MEDEI lands are consulted

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### **Other Due Diligence Requirements**

There may also be other additional due diligence requirements for the use of MEDEI lands in the proposed project. These may include:

- Phase One Environmental Site Assessment and follow up
- Stage 1 Archaeological Assessment and follow up
- Survey
- Title Search
- Species at Risk Survey(s)
- Appraisal

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INSTRUCTION NOTE 3 – ARCHAEOLOGY - (see also *Instruction Note on Duty to Consult*)

Archaeological sites are recognized and protected under the *Ontario Heritage Act*. Carrying out archaeological fieldwork is a licensed, regulated activity under the 2011 Ministry of Culture Standards and Guidelines for Consulting Archaeologists. Please visit.....

Archaeological due diligence is required for any proposed project on MEDEI land that could cause significant below ground disturbance such as, new building construction, installation/modification of site services, and installation/maintenance of new pipelines or transmission lines.

You, as the proponent, must engage IO prior to undertaking any archaeological work on MEDEI lands.

IO has two in-house licensed archaeologists who should be consulted early in the preparatory stages of a proposed project when geographic and site locations are being considered so that the potential for archaeological resources including historic and Aboriginal material (ion Aboriginal villages and burials sites) can be assessed.

To support both the Public Work Class EA and MEDEI's duty to consult analysis, archaeological assessments are required to determine if there are any significant findings that may be of cultural value or interest to Aboriginal people (e.g., archaeological or burial sites).

Archaeological work can begin before the assessment under the Public Works Class EA begins but the Class EA cannot be completed until the duty to consult that may be triggered regarding archaeological resources are fulfilled.

Depending upon the number or significance of resources found, the duty to consult may be triggered during any of the 4 phases of archaeological work (see below) or anytime during project construction.

The discovery of Aboriginal resources can impact on activities, including project and site plans, timelines and all costs. As the proponent, you are expected to ensure that you project timelines include adequate time and resources to address MEDEI due diligence obligations, including internal government approvals. All costs associated with meeting MEDEI's archaeological obligations will be the responsibility of the proponent.

For Archaeological Assessments (Stages 1 through 4), proponents must adhere to the four stage archaeological fieldwork process prescribed by the Ontario Ministry of Tourism, Culture and Sport (MTCS) as per the 2011 Standards and Guidelines for Consultant Archeologists. Not all noted Stages will be necessary for all work. Respondents must follow industry procedures and practices as per the MTCS Standards and Guidelines for Consultant Archeologists 2011 for each Stage of

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archaeological assessment, all reporting criteria and formatting, and any other license requirements and/or obligations.

- Stage 1 Background Study - Evaluation of Archaeological Potential
  - Archival research and non-intrusive site visit
- Stage 2 Property Assessment
  - In-field systematic pedestrian survey or test pitting and reporting
  -
- Stage 3 Site-specific Assessment
  - Limited excavation to determine site significance and size
  - Field works and reporting
- Stage 4 Site mitigation
  - Through either avoidance/protection or excavation Field work 4 to 8 weeks
  - Develop summary report
  - MTCS review – expedited review of summary report 6 weeks
  - Final report
  - Time to develop and implement mitigation measures – negotiation, legal protections, avoidance

IO Contact Information and direction to IO website....



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## INSTRUCTION NOTE 4 – HERITAGE REQUIREMENTS

### Built Heritage/Cultural Landscapes

Built heritage/cultural landscapes (cultural heritage) are recognized and protected under the Ontario Heritage Act, the regulations to that Act and the 2010 Ministry of Culture Standards and Guidelines for Conservation of Provincial Heritage Properties (S&Gs) Criteria for determining cultural heritage value or interest are set out in O. Reg. 9/06 and 10/06. The S&Gs set out a process for identifying properties of cultural heritage value, and the standards for protection, maintenance, use and disposal of these properties. Please visit.....

Cultural heritage due diligence will be required for any proposed project on MEDEI land with the potential to impact cultural heritage resources, such as new building construction, installation/modification of site services, landscape modifications and installation/maintenance of new pipelines, transmission lines.

To support MEDEI's heritage and MOI PW Class EA obligations, proponents will be required to undertake cultural heritage assessments for all projects that require MEDEI lands. This will help to determine if the MEDEI lands are of cultural value or interest to the Province and the level of heritage significance. Where a property has heritage value, proponents may be required to develop appropriate conservation measures/plans and heritage management plans.

You, as the proponent, are strongly encouraged engage IO heritage staff as early in your project planning process as possible and in advance of beginning any cultural heritage assessment work. IO staff will be able to provide advice on the S&Gs and will provide any available heritage information for the MEDEI lands.

Proponents must also follow industry procedures and practices for all components of cultural heritage assessment work, all reporting criteria and formatting, and any other requirements and/or obligations. IO heritage staff can help identify any required reports.

Should MEDEI lands be identified under the S&Gs as a Provincial Heritage Property (local significance) or a Provincial Heritage Property of Provincial Significance, IO must be engaged to determine next steps.

Please note that if a Provincial Heritage Property of Provincial Significance is to be impacted, it is likely that consent from the Minister, Ontario Minister, Tourism, Culture and Sport (MTCS) will be required prior to access being granted to MEDEI lands. Minister's consent requires a detailed application and approvals should land dispositions or building demolitions be applied for as part of the proposed project.

As the proponent, you are expected to ensure that your project timelines include adequate time

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and resources to address MEDEI's heritage due diligence obligations, including internal government approvals. All costs associated with meeting MEDEI's heritage obligations are the responsibility of the proponent.

Staff contacts.....

**Ministry of Tourism,  
Culture and Sport**

Heritage Program Unit  
Programs and Services Branch  
401 Bay Street, Suite 1700  
Toronto ON M7A 0A7  
Tel: 416 314 7147  
Fax: 416 212 1802

**Ministère du Tourisme,  
de la Culture et du Sport**

Unité des programmes patrimoine  
Direction des programmes et des services  
401, rue Bay, Bureau 1700  
Toronto ON M7A 0A7  
Tél: 416 314 7147  
Téléc: 416 212 1802



June 28, 2016 (EMAIL ONLY)

Mr. Darryl Young, MCIP, RPP  
Project Manager  
Halton Region  
1151 Bronte Road  
Oakville, ON L6M 3L1  
E: darryl.young@halton.ca

**RE: MTCS file #: 0004944**  
**Proponent: Halton Region**  
**Subject: Notice of Commencement and Public Information Centre #1**  
**Ninth Line (Regional Road 13) Transportation Corridor Improvements**  
**Dundas Street (Regional Road 5) to 407 ETR**  
**Location: Town of Oakville and Town of Milton, Ontario**

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Dear Mr. Young:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement and Public Information Centre (PIC) #1 for your project. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

#### **Archaeological Resources**

Your EA project may impact archaeological resources and you should screen the project with the MTCS [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at [archaeology@ontario.ca](mailto:archaeology@ontario.ca). If your EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the OHA, who is responsible for submitting the report directly to MTCS for review.

#### **Built Heritage and Cultural Heritage Landscapes**

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) is normally completed to help determine whether your EA project may impact cultural heritage resources. However, the PIC materials indicate that some heritage resources have already been

identified through review of the local municipalities' Heritage Registers, and there are plans for a field investigation to identify other potential cultural heritage resources within or adjacent to the study area.

If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS and the Towns of Oakville and Milton for review, and make it available to local organizations or individuals who have expressed interest in heritage.

### **Environmental Assessment Reporting**

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Dan Minkin  
Heritage Planner  
Dan.Minkin@Ontario.ca

Copied to: Stephen Keen, P.Eng., CIMA Canada Inc.

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.



**Sent:** Friday, June 03, 2016 2:23 PM

**To:** Darryl Young <[darryl.young@halton.ca](mailto:darryl.young@halton.ca)>; Stephen Keen <[Stephen.Keen@cima.ca](mailto:Stephen.Keen@cima.ca)>

**Subject:** Region of Halton EA , Ninth Line from 500 m S of Eglinton Avenue to Dundas Street

**Good afternoon Darryl and Stephen :** We are in receipt of a copy of the Notice for PIC #1 relating to the proposed improvements to the transportation corridor on the Ninth Line from 500 m south of Eglinton Avenue to Dundas Street. As we understand , the boundary division between the Region of Halton and the Region of Peel in this area is along the centreline of the original Ninth Line ROW. The lands on the east side of the Ninth Line are in the City of Mississauga, and we are owners of a number of parcels . There is no mention of the City of Mississauga in the Notice, and I expect they will be consulted . [...] would like to be copied on the progress of this EA as it continue through the approval process. The Ninth Line north of Dundas Street should not be reconstruction , widened , and improved without the extension of municipal services within the road right of way .

## Sonya Kapusin

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**From:** Young, Darryl <Darryl.Young@halton.ca>  
**Sent:** Wednesday, June 01, 2016 8:36 AM  
**To:** Sonya Kapusin; Stephen Keen; Jaime Garcia  
**Cc:** Krusto, Matt; Reid, Jeffrey  
**Subject:** FW: Enbridge Comments RE: Ninth Line Studay PR-3036A/PR-3037A

FYI

### Darryl Young

#### Active Transportation Coordinator

Infrastructure Planning & Policy

Public Works

#### Halton Region

905-825-6000, ext. 7475 | 1-866-442-5866



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**From:** Amy Vandendool [mailto:Amy.Vandendool@enbridge.com]  
**Sent:** Wednesday, June 01, 2016 8:05 AM  
**To:** Young, Darryl  
**Subject:** Enbridge Comments RE: Ninth Line Studay PR-3036A/PR-3037A

Mr. Young

Enbridge Pipelines Inc.(Enbridge) operates facilities within the scope of the proposed project.

As per the attached aerial photo, Enbridge owns and operates a “762 mm dia.” and a “610 mm dia.” pipeline across the subject lands.

IF THE PROPOSED WORKS CROSS OR WITHIN 30m OF PIPELINE:

Enbridge is regulated by the National Energy Board pipeline crossing regulations.

All excavations within 30m of the Enbridge right-of-way requires notification to Enbridge prior to excavation by contacting Ontario One Call at 1-800-400-2255 or [www.ON1Call.com](http://www.ON1Call.com).

Any proposed facilities crossing the Enbridge right-of-way requires approval in the form of a standard crossing agreement between Enbridge and the facility owner.

If you require additional detail regarding the proposed project please contact Enbridge Pipelines Inc. by email at: [est.reg.crossing@enbridge.com](mailto:est.reg.crossing@enbridge.com)

Thank you



**Amy Vandendool**

ROW Administrator

**ENBRIDGE INC.**

TEL: 519-339-0517 | FAX: 519-339-0510  
1086 Modeland Road, Bldg. 1050. Sarnia, ON N7S 6L2

enbridge.com

**Integrity. Safety. Respect.**

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This message, including any attachments, is privileged and intended only for the person(s) named above. This material may contain confidential or personal information which may be subject to the provisions of the Municipal Freedom of Information & Protection of Privacy Act. Any other distribution, copying or disclosure is strictly prohibited. If you are not the intended recipient or have received this message in error, please notify us immediately by telephone, fax or e-mail and permanently delete the original transmission from us, including any attachments, without making a copy.

Thank you

**Sent:** Tuesday, June 28, 2016 11:07 AM

**To:** Stephen Keen <[Stephen.Keen@cima.ca](mailto:Stephen.Keen@cima.ca)>; 'darryl.young@halton.ca' <[darryl.young@halton.ca](mailto:darryl.young@halton.ca)>

**Subject:** FW: Ninth Line Class EA

Hi Stephen, Darryl,

Have you had an opportunity to review my colleague's email below? It would be useful to have these answers as soon as possible.

Many Thanks.

Regards

**Sent:** Wednesday, June 22, 2016 11:01 AM

**To:** 'stephen.keen@cima.ca'

**Cc:** 'darryl.young@halton.ca'

**Subject:** Ninth Line Class EA

Stephen,

It was a pleasure meeting you last Thursday at the PIC.

I have had an opportunity to review the information panels and Existing Conditions Plan, and before I submit comments, I wanted to clarify a few items.

With respect to the Existing Conditions Plan, do the yellow lines represent property lines? The legend indicates that property lines are black but I do not see any black lines. If they are yellow, I have concerns with the lines shown at the SW corner of the intersection of Ninth Line and William Halton Parkway/Burnhamthorpe Road. Our client is [...], owners of the Glen Oaks Cemetery and Funeral Home property which includes the parcel of land at the SW corner. It is noted on one of the panels that a roundabout has been approved for this intersection. When was it approved? It appears that the yellow lines reflect the lands required for the potential roundabout? If so, how can that be when alternatives have not been presented or evaluated yet and will not be made public until the next PIC in the Fall? In addition, in a March 2015 report to Mississauga Council on the proposed self-storage facility at the SE corner, a revised Site Plan drawing included in the report (see attached) shows the roundabout. However, the 2010 Class EA Study undertaken for the "New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek" identifies a typical intersection at this location (Preferred Design Plan drawings 21 & 22).

Hope you can clarify the above.

Regards,



## Sonya Kapusin

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**From:** Leslie Green <Leslie.Green@mississauga.ca>  
**Sent:** Wednesday, June 29, 2016 4:59 PM  
**To:** Young, Darryl (Darryl.Young@halton.ca)  
**Cc:** Reid, Jeffrey (Jeffrey.Reid@halton.ca); Matt.Krusto@halton.ca; Steve Barrett; Dorothy Kowpak; Dana Glofcheskie; Stephen Keen; Sonya Kapusin  
**Subject:** RE: Ninth Line Class EA - Notice of Study Commencement & Public Information Centre No. 1

Good afternoon Darryl,

The City has reviewed the Public Information Centre #1 display material and offers the following comments.

As shown at PIC #1, the Region's proposed cross-section for Ninth Line includes 4 travel lanes, on-street bike lanes and a multi-use trail on both sides. Based on the City's Cycling Master Plan, existing cycling facilities and facilities identified as part of the City's Ninth Line EA (Derry Road to 401/407), cycling facilities are identified as a multi-use trail along the east side of the corridor. As a result, as part of any future improvements to Ninth Line within the City of Mississauga, the City will continue with implementation of cycling facilities in the form of a multi-use trail along the east side of the corridor.

Based on our review of AADT volume, number of travel lanes, vehicle speeds and general land uses, we are of the opinion that a multi-use trail is the most appropriate facility for this corridor. Ninth Line, which is posted at 70 Km/hr, carries an AADT volume north of Eglinton of approximately 17,000 vehicles today and is projected to carry over 25,000 vehicles by 2031 (if Ninth Line is widened to 4 lanes). OTM Book 18 guides practitioners to "consider a Separated Facility or an Alternate Road for roadways with an AADT greater than 15,000 vehicles [for 2 lane roadway, one in each direction] and an operating speed of greater than 50km/hr". In addition, for roadways with the 85th percentile Motor Vehicle Operation Speeds between 70-89km/hr, physical separation of the two modes is most appropriate.

The City respectfully requests that the Region re-think its proposal for on-road cycling facilities, staff would be happy to discuss this matter further with the Region.

Thank you,  
Leslie



**Leslie Green, M.A.Sc, P.Eng.**

Manager, Transportation Projects  
T 905-615-3200 ext.4197  
[leslie.green@mississauga.ca](mailto:leslie.green@mississauga.ca)

[City of Mississauga](#) | Transportation & Works Department,  
Transportation & Infrastructure Planning Division

Please consider the environment before printing.

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**From:** Gladys Gonda [<mailto:Gladys.Gonda@cima.ca>]  
**Sent:** 2016/05/31 2:57 PM

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**Subject:** Ninth Line Class EA - Notice of Study Commencement & Public Information Centre No. 1

**“RE: NINTH LINE CLASS ENVIRONMENTAL ASSESSMENT STUDY**

Please find attached Notice of Study Commencement and Public Information Centre (PIC) No. 1 for the Ninth Line Class EA Study, from Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route).

Thank you,

**Gladys Gonda**

Office Clerk

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