CLASS ENVIRONMENTAL ASSESSMENT STUDY
Ninth Line (Regional Road 13) Transportation Corridor Improvements
Dundas Street (Regional Road 5) to Highway 407 ETR (Express Toll Route) in the Town of Oakville and Town of Milton

TECHNICAL AGENCIES COMMITTEE (TAC) #1 – SIGN IN SHEET
Wednesday, June 1, 2016
1151 Bronte Road, Oakville, Ontario

Please Print

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Name	Agency	Phone	Email
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RICK BRUNO	407 ETR		

CLASS ENVIRONMENTAL ASSESSMENT STUDY
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Wednesday, June 1, 2016
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Name	Agency	Phone	Email
Wesley LAU	MTO Traffic	416-235-3484	wes.lau@ontario.ca

CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR NINTH LINE (REGIONAL ROAD 13) TRANSPORTATION CORRIDOR IMPROVEMENTS FROM DUNDAS STREET (REGIONAL ROAD 5) TO 407ETR (EXPRESS TOLL ROUTE) P-639-15 / B000637

Technical Agencies Committee Meeting No. 1

AGENDA

Meeting: June 1st, 2016 at 3:00pm
1151 Bronte Road, Oakville, Ontario
Nelson Room (off main entrance/front lobby)

1. **WELCOME AND INTRODUCTIONS**
2. **PURPOSE OF STUDY**
3. **STUDY AREA AND EXISTING CONDITIONS**
4. **TRAFFIC ANALYSIS AND PROBLEM/OPPORTUNITY STATEMENT**
5. **ALTERNATIVE PLANNING SOLUTIONS AND ASSESSMENT**
6. **RECOMMENDED PLANNING SOLUTION SUBJECT TO PUBLIC COMMENTS**
7. **DESIGN CONSTRAINTS AND OPPORTUNITIES**
8. **PUBLIC INFORMATION CENTRE NO 1**
9. **PROJECT SCHEDULE AND NEXT MEETING**

3027 Harvester Road, Suite 400
Burlington ON L7N 3G7
CANADA

Phone: 289-288-0287
Fax: 289-288-0285
www.cima.ca

MINUTES OF MEETING

CLIENT	:	Halton Region
PROJECT	:	Class Environmental Assessment Study for Ninth Line (Regional Road 13) Transportation Corridor Improvements from Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route)
MEETING	:	Technical Agencies Committee Meeting No. 1
DATE OF MEETING	:	June 1, 2016, 3:00pm
LOCATION	:	Halton Region, 1151 Bronte Road, Oakville, Ontario Halton Room
ATTENDEES	:	**407 ETR:** Dragan Mrkela, Maria Efimova, Rick Bruno **City of Mississauga:** Leslie Green **Ministry of Transportation:** Wan Chi Ma, Wesley Lau **Oakville Transit:** Joanne Phoenix **Town of Oakville:** Kirk Biggar, Lin Rogers, Tricia Collingwood **Union Gas:** David Gadbois **Halton Region:** Amanda McNeish, Ari Lika, Darryl Young, Jeffrey Reid, Melissa Green-Battiston, Matt Krusto, Laurielle Brooks **CIMA:** Jaime Garcia, Stephen Keen, Sonya Kapusin

Note: If you believe that these minutes are lacking in accuracy, please inform the author who will make the necessary changes.

3027 Harvester Road, Suite 400
Burlington ON L7N 3G7
CANADA

Phone: 289-288-0287
Fax : 289-288-0285
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DISCUSSION TOPICS	ACTION BY

1 WELCOME AND INTRODUCTIONS

- Halton Region introduced the Project Team, purpose of the meeting, and facilitated roundtable introductions
- CIMA distributed the meeting agenda and delivered a PowerPoint presentation to facilitate discussion.

2 PURPOSE OF STUDY

- CIMA explained the purpose and scope of the Class EA study, including the potential timeline for the proposed widening of Ninth Line based on the Halton Region Roads Capital Projects plan (i.e., from Dundas Street to Burnhamthorpe Road in 2025 and from Burnhamthorpe Road to Highway 407 in 2023).

3 STUDY AREA AND EXISTING CONDITIONS

- CIMA described the existing natural, cultural and socio-economic conditions of the study area; an existing conditions roll plan was on display for reference during the meeting.

4 TRAFFIC ANALYSIS AND PROBLEM/OPPORTUNITY STATEMENT

- CIMA explained the source of information and process followed for completion of traffic forecasting (to 2031) as well as the assumed existing conditions. Halton Region clarified that the improved intersection at Dundas Street and the proposed multi-lane roundabout at the intersection with William Halton Parkway were considered to be completed for the purpose of traffic forecasting.
- CIMA described the expected traffic conditions along the corridor under the do-nothing scenario and under the scenario with improvements.

5 ALTERNATIVE PLANNING SOLUTIONS AND ASSESSMENT

- CIMA presented the preliminary assessment of alternative planning solutions and the preliminary preferred solution subject to public and agency comments.

6 RECOMMENDED PLANNING SOLUTION SUBJECT TO PUBLIC COMMENTS:

DISCUSSION TOPICS	ACTION BY
• Improvements to (widen) Ninth Line, including intersection and/or operational improvements, consideration of measures to manage travel demand, and improvements to accommodate other modes of travel such as transit, cycling and walking.	
7 DESIGN CONSTRAINTS AND OPPORTUNITIES	
• CIMA explained the elements comprising the proposed cross-section for the corridor, and the need for evaluating the use of a flush median, median island and/or continuous left turn lane along the corridor as part of the next phase in the study. • CIMA asked attendees for feedback regarding potential criteria to evaluate alternative design concepts.	All
8 SUMMARY OF COMMENTS	
• 407 ETR: Regarding bridge structures north of the corridor, if the structures are to be widened, they will require an encroachment agreement, a tri-party agreement over Highway 403 (MTO, 407 ETR, Halton Region), and discussion regarding maintenance issues and cost sharing between 407 ETR and the Region.	
• 407 ETR and MTO were requested to provide General Arrangement drawings for the 4 structures in the study area. It was suggested the two overpasses may require widening.	407 ETR/MTO
• MTO: The Ministry indicated that a Transportation Environmental Study Report (TESR) for the Highway 403 expansion is approved for projected construction by 2025. MTO provided a copy for review and consideration. With respect to Ninth Line, MTO indicated that permits will be required after construction. Halton Region would need to consider covering the cost of bridge widenings.	MTO
• CIMA advised that preliminary design information will be delivered to 407 ETR and MTO for discussion early in the design process.	CIMA
• Halton Region suggested a joint meeting with MTO and 407 ETR to discuss issues and options (i.e. previous agreement for widening structure) as well as confirmation regarding any existing information on the structures (e.g., maintenance, design, etc.). There are existing agreements between municipalities and 407 ETR and MTO.	Halton Region/ CIMA
• City of Mississauga: A review of land use and vision for the Ninth Line corridor will be completed by mid-June (for the east portion of the 407 corridor). An EA	

DISCUSSION TOPICS	ACTION BY
conducted in 2013 proposed an ultimate 5 lane cross-section with a multi-use trail located on the east side (urban cross-section) from Derry Road north to Highway 401. An EA for the section between Eglington Avenue and Derry Road will be conducted following completion of the Ninth Line Lands Study. The City advised that they will notify the area City Councillors of the Region's study and the upcoming public information centre as they may have an interest in the study.	
• Oakville Transit requested reference to potential opportunities for transit. Ninth Line was noted as being a transit-supportive corridor.	Halton Region/ CIMA
• The Town of Oakville advised that development applications for the corridor are conceptual at this stage with no locations specified for new intersections.	
• Union Gas: A high pressure gas line is currently in process north and west of the corridor.	
• Property issues may be expected under the widening scenario near the intersection with William Halton Parkway.	
• CIMA advised that left turn issues and access management will be identified and reviewed for potential access consolidation.	CIMA
9 PUBLIC INFORMATION CENTRE NO. 1 / PROJECT SCHEDULE AND NEXT MEETING	
• The first Public Information Centre for this study will be held on June 16 from 6:30pm to 8:30pm at Fern Hill School within the study limits [3300 Ninth Line, Oakville]. Public comments are requested by June 30th.	All
• Comments in response to the information presented at this meeting were requested by June 9th.	
• Next meeting to be confirmed.	

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

Technical Agencies Committee

June 1, 2016

Halton REGION

CIMA+ Partners in excellence

Study Area

- **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)

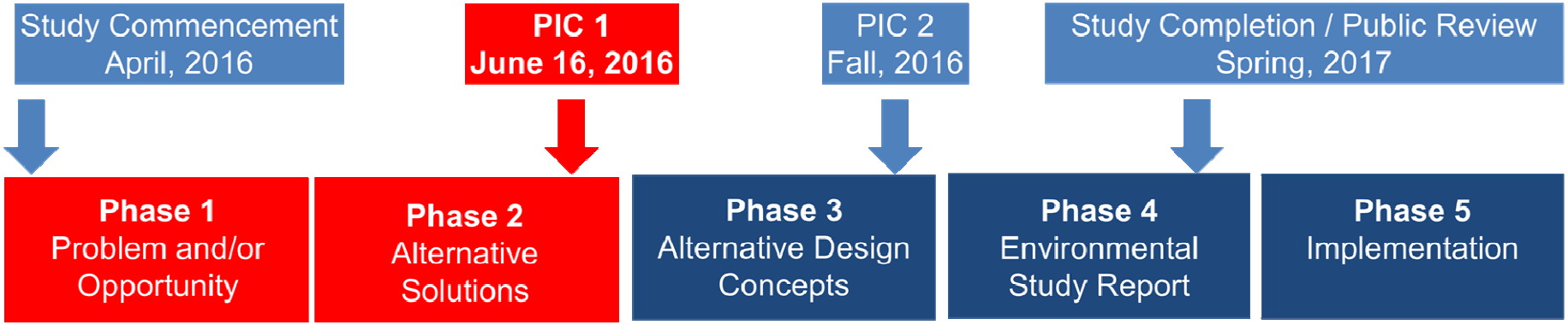
- **Crossings within Study limits:**
  - Culvert approximately 745m north of Dundas Street
  - Highway 403/407 ETR Crossings at North Limit

Purpose of the Meeting

- **Review project information:**
  - 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**

Study Process and Schedule

- The Municipal Class Environmental Assessment (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.



Municipal Engineers Association, October 2000 as amended in 2007, 2011 and 2015

Study Organization

Halton REGION

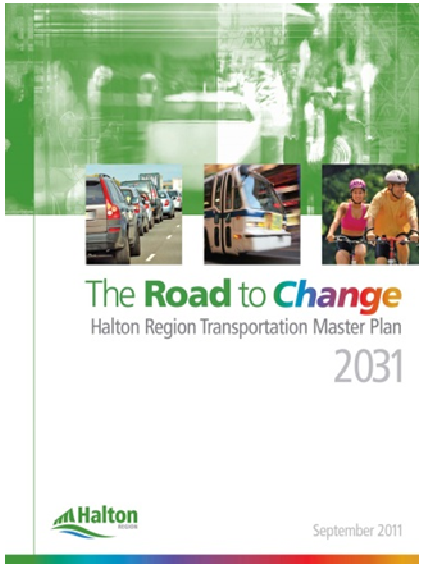
CIMA+ Partners in excellence

Background

- **Halton Region Official Plan and 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 & 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

Background

- **Halton Region Transportation Master Plan (TMP) – The Road to Change**
  - Recommended widening Ninth Line from Dundas Street to the 407 ETR from two to four lanes with a 35m right-of-way and an urban cross-section

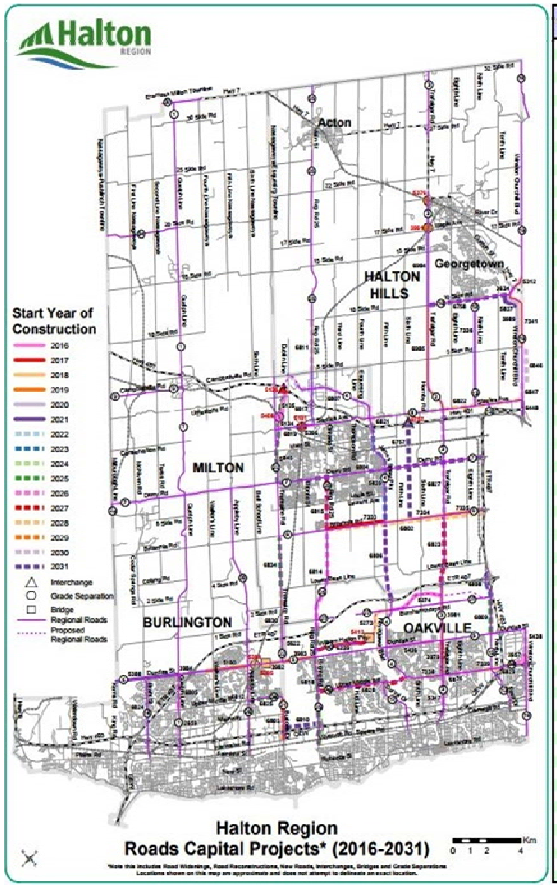


- **Halton Region Active Transportation Master Plan (ATMP)**
  - 20-year vision for active transportation in Halton Region
  - Endorsed by Council 'in principle' in November, 2015
  - Proposed bike lanes and a boulevard multi-use trail on Ninth Line

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.

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



RD #	ID	Regional Municipality of Halton Capital Projects (2016-2031) Project Descriptions	Start Year Construction
1	2650	Guelph Line - Widening - 4 to 6 lanes from Waterous 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 1 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)	2026
5	5180	Dundas Street - Widening - 4 to 6 lanes from Northampton Boulevard to Appleby Line (BUR) (Regional Road 5)	2019
5	5982	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	6813	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	6754	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)	2026
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	5448	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 Ave 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 - 7 lane Reconstruction from 10 Side Road to Highway 7 (HHS) (Regional Road 19)	2016
19	5312	Winston Churchill Boulevard - 7 lane Reconstruction from Highway 7 to Old Pine Road (HHS) (Regional Road 19)	2018
20	6811	Appleby Line - Widening - 4 to 6 lanes from Fairview Street to Taywood Drive (BUR) (Regional Road 20)	2024
21	6801	Burloak Drive - Widening - 4 to 6 lanes from Harvester Road to Upper Middle Road (BUR/OAK) (Regional Road 21)	2029
22	5621	Tremaine Road - 7 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 407 (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 (OA (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 (OA to Tremaine Road (BUR) (MIL) (Regional Road 22)	2017
25	6813	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 1 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	6826	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	6789	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

Note: The Road Capital Projects plan is subject to annual Regional Council review.

Natural Environment

- **Ecological Land Classifications**
  - Cultural Meadow / Savannah
  - Open Agricultural Field
  - Greenlands
  - Deciduous Swamp / Woodland / Thicket

- **Provincial Wetland**
  - North Oakville-Milton East Wetland Complex

Social and Economic Environment

- **Existing land use:**
  - Primarily **rural**
- **Features:**
  - **Funeral Home and Cemetery**
    - Glen Oaks Funeral Home and Cemetery
  - **Place of Worship**
    - Kingdom Hall of Jehovah's Witnesses
  - **Open Space**
  - **Residential Homes**
  - **Schools**
    - Fern Hill School
    - The Tennis School
  - **Sports Park**
    - Ninth Line Sports Park

Social and Economic Environment

- **Planned land uses north of 407 ETR:**
  - Parkway Belt West Plan Area on west side

- **Planned land uses between 407 ETR and Dundas Street:**
  - Employment on west side
  - Natural Heritage on west side
  - Utility on west side
  - Institutional on west side
  - Cemetery on west side

  - Business Employment on east side
  - Parkway Belt West on east side
  - Public Open Space on east side

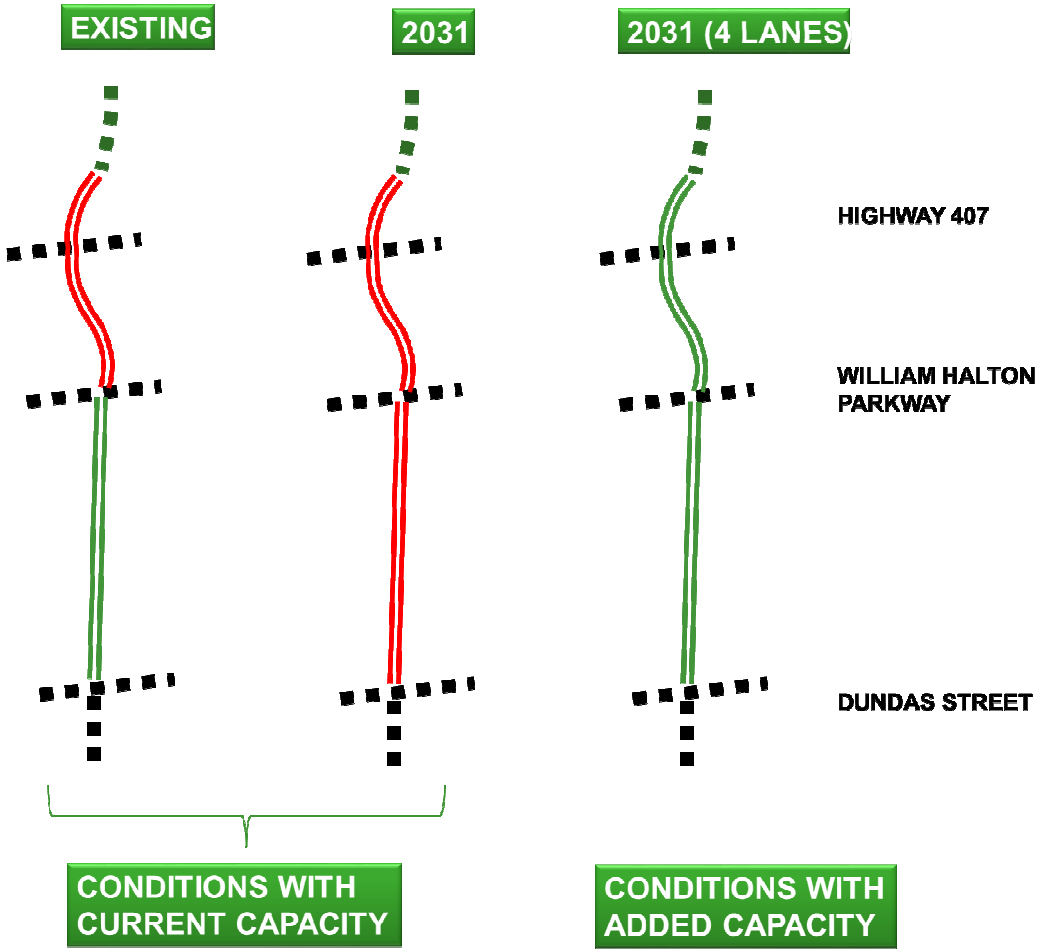
Cultural Environment

- One (1) cultural heritage resource within the Study limits is ‘listed’ (not designated) on the Town of Oakville’s Heritage Register:
  - Ephram Post, F. M. Brown Farm (c. 1886) at 3480 Ninth Line on a triangular lot southwest of the intersection of Burnhamthorpe Road and Ninth Line
- No resources were identified on 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.

Transportation Conditions

- **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 Burnhamthorpe Road during the AM peak hour and north of Burnhamthorpe Road 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 Burnhamthorpe Road during both peak hours.

Transportation Conditions



GREEN	UNDER CAPACITY
YELLOW	APPROACHING CAPACITY
RED	AT CAPACITY

Problems 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
Do Nothing	• No changes to existing transportation system	• Does not support active modes of transportation • Does not accommodate projected traffic volumes	• Not recommended • Problem/Opportunity is not addressed
Limit Development	• Limit development within the Town of Oakville and Town of Milton	• Future projections based on approved future urban area	• Not carried forward • Future projections based on approved future urban area
Accommodate Other Travel Modes	• Improved Transit, Cycling and Walking facilities	• Will support active modes of transportation • Does not accommodate projected traffic volumes	• Recommended as part of preferred solution • Problem/Opportunity is partially addressed
Travel Demand Management Measures	• Measures to manage travel demand, such as carpooling, flexible work hours, telecommute, etc.	• Does not address the problem on its own • Part of overall transportation strategy	• Recommended as part of preferred solution • Problem/Opportunity is partially addressed

Alternative Planning Solutions

Alternative	Description	Assessment	Recommendation
Intersection and/or Operational Improvements	• Enhances operations of roadway through minor improvements (i.e. traffic signals, provision of turning lanes, etc.)	• Does not address the problem on its own • Part of overall transportation strategy	• Recommended as part of preferred solution • Problem/Opportunity is partially addressed
Improvements to Other Roadways	• Widen regional roadways in the immediate Study Area to beyond planned improvements	• Part of regional transportation strategy • (Transportation Master Plan)	• Carried forward as part of regional transportation strategy • (Transportation Master Plan)
Improvements to (widen) Ninth Line	• Provide additional capacity with additional travel lanes, including active transportation facilities	• Needs identified in Halton Region Transportation Master Plan to support future growth • Will accommodate projected traffic volumes	• Recommended and carried forward within overall strategy • Problem/Opportunity is addressed

Proposed Typical Section

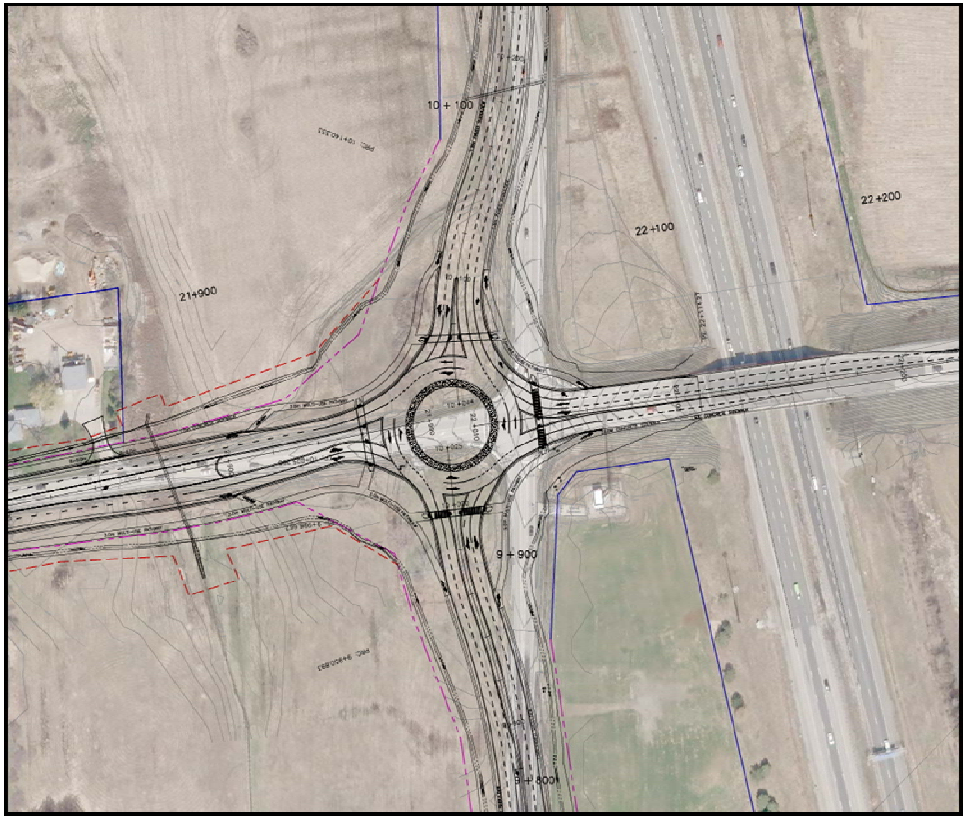
	Blvd.	Multi-use Path	Blvd.	Bike Lane	Travel Lane	Travel Lane	Median Flush (varies)	Travel Lane	Travel Lane	Bike Lane	Blvd.	Multi-use Path	Blvd.	
(varies)		3.0	3.0	1.8	3.5	3.5	2.0	3.5	3.5	1.8	3.0	3.0		(varies)

35m R.O.W.

R.O.W. – Right-of-Way

Ninth Line/William Halton Parkway Roundabout

- The intersection of William Halton Parkway and Ninth Line was approved for a roundabout. An interim design for the roundabout is shown below:



New North Oakville Transportation Corridor (Trafalgar Road – Ninth Line), Stantec, c. 2013

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

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

- Plan for Public Information Centre No. 1 – June 16, 2016
- Review 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)

Next Steps

Please share your comments with either Project Manager by June 30th, 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	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

For more information on this Study, please visit the project website at www.halton.ca/EAprojects

Thank you for attending

CLASS ENVIRONMENTAL ASSESSMENT STUDY
Ninth Line (Regional Road 13) Transportation Corridor Improvements
Dundas Street (Regional Road 5) to Highway 407 ETR (Express Toll Route) in the Town of Oakville and Town of Milton

TECHNICAL AGENCIES COMMITTEE (TAC) #2 – SIGN IN SHEET
Thursday June 8, 2017
1151 Bronte Road, Oakville, Ontario

Please Print

Name	Agency	Phone	Email
Stephen Keen	CIMA+	289-288-0287	stephen.keen@cima.ca
April Fang	Hydro One	416-345-1260	aprilbihuifang@hydroone.com
Paul Bond	Conservation Halton	905 336-1158	pbond@hrca.on.ca
Duncan Wedderburn	Town of Oakville	905-845-6601	duncan.wedderburn@oakville.ca
Cory Harris	Conservation Halton	905 336 1158 x2232	charris@hrca.on.ca
Tawnia Martel	Conservation Halton	905-336 1158 2328	tmartel@hrca.on.ca
Holly Anderson	"	905-336-1158 x 2292	handerson@hrca.on.ca
Rita Juliao	Town of Oakville	905 845-6601 x3025	rita.juliao@oakville.ca
Leslie Green	City of Mississauga	9-615-3200 x4197	leslie.green@mississauga.ca

Name	Agency	Phone	Email
Randy Jamieson	City of Mississauga, Parks & Forestry	905 615 3200 x4133	randy.jamieson@mississauga.ca
DRAGAN MRKELA	407 ETR	905-265-4070 x5479	DMRKELA@407ETR.com
Wesley Lau	MTO Traffic.	416-235-3484	wes.lau@ontario.ca.
MARK HOWARD	MISSISSAUGA - PARKS + FORESTRY	905-615-3200 x4409	MARK.HOWARD@MISSISSAUGA.CA
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Daniela Motoc	Oakville Hydro	905 825 6365	dmotoc@oakvillehydro.com
LIN ROGERS	OAKVILLE - ENG & CONSTRUCTION	905 845 6601 x3235	LIN.ROGERS@OAKVILLE.CA
Jessica Dorgo	CIMA.	905 525 9140	jessica.dorgo@cima.ca

CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR
NINTH LINE (REGIONAL ROAD 13) TRANSPORTATION CORRIDOR IMPROVEMENTS
FROM DUNDAS STREET (REGIONAL ROAD 5) TO 407ETR (EXPRESS TOLL ROUTE)
P-639-15 / B000637

Technical Agencies Committee Meeting No.2

AGENDA
June 8th, 2017 at 2:00pm
1151 Bronte Road, Oakville, Ontario
Halton Room

1. WELCOME AND INTRODUCTIONS

2. STUDY AREA, PROCESS & SCHEDULE

3. TAC MEETING NO.1

- Summary of TAC Meeting No.1
- Activities Following TAC Meeting No.1

4. ALTERNATIVE DESIGNS

5. ANALYSIS AND EVALUATION OF ALTERNATIVES

6. CROSS-SECTIONS

7. PROPOSED MITIGATION MEASURES

8. NEXT STEPS

- PIC No.2 – June 22nd, 2017 6:30pm to 8:30 pm, Oakville Town Hall

3027 Harvester Road, Suite 400
Burlington ON L7N 3G7
CANADA

Phone: 289-288-0287
Fax: 289-288-0285
www.cima.ca

MINUTES OF MEETING

CLIENT	:	Halton Region
PROJECT	:	Class Environmental Assessment Study for Ninth Line (Regional Road 13) Transportation Corridor Improvements from Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route)
MEETING	:	Technical Agencies Meeting No.2
DATE OF MEETING	:	June 8th, 2017 at 2:00pm
LOCATION	:	Halton Region 1151 Bronte Road, Oakville, Ontario Halton Room
ATTENDEES	:	**Town of Oakville:** Duran Wedderburn, Rita Juliao, Tricia Collingwood, Lin Rogers **City of Mississauga:** Leslie Green, Randy Jamieson, Mark Howard **Conservation Halton:** Paul Bond, Cory Harris, Tawnia Martel, Holly Anderson **407ETR:** Dragan Mrkela **Ministry of Transportation:** Wesley Lau **Hydro One:** April Fang **Oakville Hydro:** Lauren Sebastian, Daniela Motoc **Halton Region:** Matt Krusto, Melissa Green-Battiston **CIMA:** Stephen Keen, Jessica Dorgo
C.C. TO	:	Attendees

Note: If you believe that these minutes are lacking in accuracy, please inform the author who will make the necessary changes.

3027 Harvester Road, Suite 400
Burlington ON L7N 3G7
CANADA

Phone: 289-288-0287
Fax : 289-288-0285
www.cima.ca

DISCUSSION TOPICS	ACTION BY

1 WELCOME AND INTRODUCTIONS

- A meeting agenda, presentation, and evaluation of design alternatives was distributed to attendees.
- Halton Region provided a study overview and introduced the purpose of the meeting.
- CIMA delivered a PowerPoint presentation to facilitate discussion.

2 STUDY AREA, PROCESS & SCHEDULE

- CIMA provided an overview of the study area and key features within the study area including the Joshua's Creek crossing, North Oakville-Milton East Provincially Significant Wetland (PSW) and culvert crossings.
- This study follows the process for a Schedule C project under the Municipal Class Environmental Assessment process and we are currently in Phase 3 with the ESR proposed to be completed in Fall 2017.

3 TAC MEETING NO.1

- CIMA provided a summary of the discussion at the Technical Agencies Meeting No.1 held June 1st, 2016.
- City of Mississauga indicated a public meeting is being held the week of June 12th for the City's Ninth Line Land Use Study (north of 407ETR).

4 ALTERNATIVE DESIGNS

- The study area was divided into two sections for the development of design alternatives.
    1. North Section – Ninth Line between William Halton Parkway and 407ETR
    2. South Section – Ninth Line between Dundas Street and William Halton Parkway
- The intersection of William Halton Parkway and Ninth Line has been designed for a roundabout. This intersection is being designed and constructed as part of a separate Halton Region project.
- The intersection of Dundas Street at Ninth Line has already been widened and reconstructed.

North Section

- There are four existing Ministry of Transportation structures within the north section with limited right-of-way for widening. The Ministry of Transportation planned for a 4-lane Ninth Line but did not provide allowance for active transportation.

- A mitigated cross-section is required and one alternative design was carried forward.
- CIMA provided an overview of the typical cross-sections for the north section including the Ministry of Transportation structures.
- The preferred design includes a 4-lane cross-section with a raised centre median and 4m multi-use trail (MUT) on the west side of the road

South Section

- Four alternatives for the widening of the south section were considered in addition to the "Do Nothing" option:
    1. Widen Equally East and West
    2. Widen to the East
    3. Widen to the West
    4. Mitigated Design
- CIMA provided an overview of the typical cross-section for the south section. It was noted that the boulevard widths vary through this section where the right-of-way is narrow. The cross-section for each of the alternatives includes a 4-lane undivided roadway, 3m MUT on both sides of the road, and on-road bicycle lanes on both sides of the road.

5 ANALYSIS AND EVALUATION OF ALTERNATIVES

- CIMA reviewed the analysis and evaluation of alternatives for each evaluation criteria.
- The impact on built heritage resources is negligible for all options. A Stage 2 Archaeological Assessment is required for all options; this will be conducted at detailed design.
- Alternative 4 results in the least impact to the PSW and Species at Risk (SAR) habitat.
- Alternative 4 limits property impacts.
- Air quality and noise impacts are alike for all options, no mitigation is required.
- Capital costs and long term maintenance costs are lower for Alternative 4.
- All alternatives include a multi-use trail and on-road bicycle lanes on both sides of the road along the south section. All alternatives improve level of service and improve traffic safety.
- Alternative 4 presents greater spacing restrictions for quantity and quality controls; infiltration trenches are recommended.
- For the south section, Alternative 4 is preferred overall.

DISCUSSION TOPICS	ACTION BY
• For the north section, the mitigated cross-section is the preferred design.	
6 PROPOSED MITIGATION MEASURES	
• CIMA reviewed the proposed mitigations measures. Mitigation is provided to reduce property impacts, reduce impact to SAR habitat, and accommodate permitting requirements.	
7 OVERVIEW OF PREFERRED ALTERNATIVE	
• CIMA reviewed the roll plans for the north and south sections highlighting key features of the preferred alternative.	
• City is Mississauga inquired if the multi-use trail within the north section could be relocated from the west side to the east side. Halton Region indicated that the multi-use trail will remain on the west side due to constraints on the east side at the MTO structures and for continuity for uses to the south (i.e. Kingdom Hall of Jehovah's Witnesses and Fern Hill School)	
• 407ETR noted that the parapet wall adjacent to Structure 4 will be required to be constructed to current standards. Current standards to be reviewed during detailed design.	
• CIMA requested a written response from 407ETR regarding the revised memo sent for review. *Post-meeting: Halton Region followed up with a request for comments from 407ETR.*	407ETR
• MTO and 407ETR noted that 407ETR has authority over the structures and MTO will be responsible for issuing a permit.	
• City of Mississauga indicated the baseball diamond parking lot is planned for paving and requested that the required changes to the parking lot for the widening of Ninth Line be accommodated at the same time as the lot improvements. Additional discussion between Halton Region and the City of Mississauga will be required to discuss potential opportunities and next steps. It was noted that the Region's start of construction is currently proposed for 2025.	Halton Region/ City of Mississauga
• City of Mississauga to provide additional information regarding the parking improvements.	City of Mississauga
8 NEXT STEPS	
• Comments on the materials provided at the meeting are invited before June 24th, 2017. A copy of the presentation is attached.	All

DISCUSSION TOPICS	ACTION BY
• A separate meeting will be held with Conservation Halton and Town of Oakville to review the updated stormwater management plan. • Public Information Centre No. 2 – June 22nd, 2017 6:30pm to 8:30 pm, Oakville Town Hall.	

Ninth Line (Regional Road 13)
Transportation Corridor Improvements
Municipal Class Environmental Assessment Study
Dundas Street (Regional Road 5) to
407 ETR (Express Toll Route)

in the
Town of Oakville / Town of Milton

Technical Agencies Committee (TAC) Meeting #2

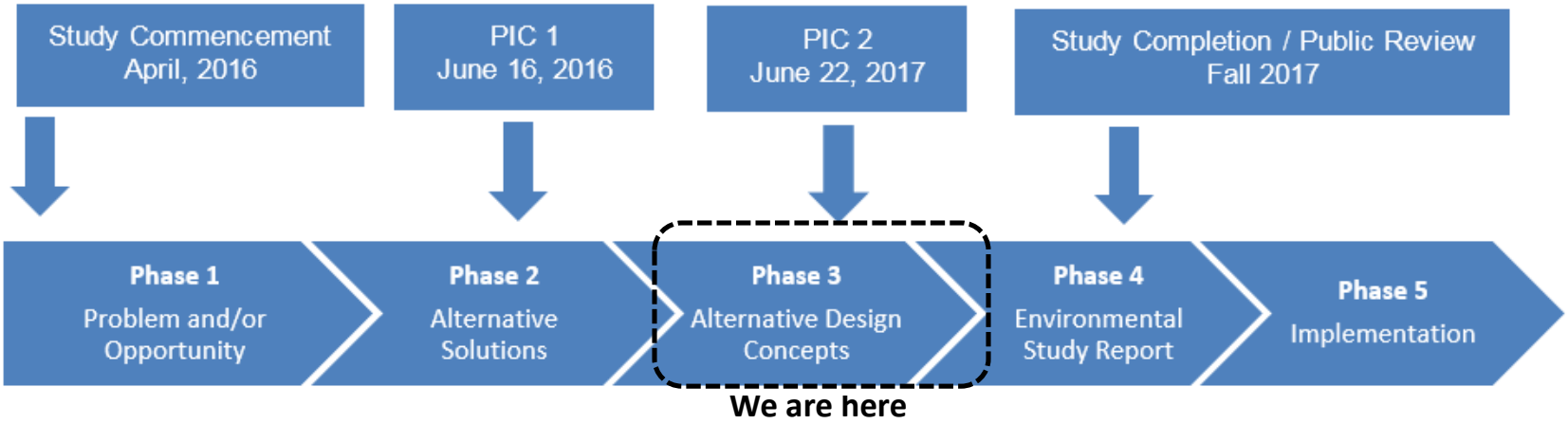
June 8, 2017

Study Area

- **Ninth Line within Study limits:**
  - Two-Lane Major Arterial
  - Approximately 3.8km Corridor
  - Rural cross-section
  - 60km/h posted speed limit
  - Highway 403/407 ETR structure crossings
- **Intersections within Study limits:**
  - Dundas Street (recently re-constructed)
  - William Halton Parkway (Regional Road 40) (formerly Burnhamthorpe Road) to be reconstructed with a roundabout
- **Key Features within Study limits:**
  - Joshua's Creek crossing
  - North Oakville-Milton East Complex Provincially Significant Wetland
  - Four (4) culverts north of William Halton Parkway within the Study Area
  - Six (6) culverts south of William Halton Parkway within the Study Area

Study Process and Schedule

- The Municipal Class Environmental Assessment (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 a **Schedule 'C'** project and will complete Phases 1 to 4.



Municipal Engineers Association, October 2000 as amended in 2007, 2011 and 2015

TAC Meeting #1 Summary

- **TAC #1** - June 1st, 2016
- Presented the study background
- Provided an update on existing conditions: natural environment, social and economic environment, cultural environment, and transportation conditions
- Presented alternative planning solutions, factors for evaluation and analysis and the proposed typical cross-section
- A summary of the comments raised and discussed are listed below:
  - 407ETR advised that an agreement may be required for any structural modifications.
  - MTO permits will be required prior to construction.
  - Oakville Transit noted that transit opportunities should be provided as part of the preferred solution.
  - The City of Mississauga will be conducting an EA for the section of Ninth Line between Eglington Avenue and Derry Road following completion of the Ninth Line Lands Study.
  - The Town of Oakville does not have any active development applications for the study area at this time.
  - A Union Gas high pressure gas line is currently under construction north and west of the corridor.

Activities/Meetings Since TAC #1

- **Public Information Centre #1** – June 16th, 2016
- Reviewed and responded to comments received to date from agencies, stakeholders and general public. A summary of comments include the following:
  - Agency approval requirements
  - Stormwater management
  - Environmental considerations for natural features and species at risk
  - Potential property impacts and access during construction
  - Bridge structures and overpasses
- Reviewed findings and collected input at meetings with agencies and stakeholders:
  - **Meeting with MTO and 407ETR** – January 13th and May 3rd, 2017
  - **Meeting with Conservation Halton and Town of Oakville** – March 1st and May 16th, 2017
  - **Teleconference with MNRF** – March 15th, 2017
  - **Meeting with City of Mississauga** – May 16th, 2017
- Completed inventory of the natural, social and economic environment
- Confirmed the preferred solution to be widening of Ninth Line
- Developed alternative design concepts for the preferred solution, and completed analysis and evaluation to determine the preliminary technically preferred design

Sections

North Section:
Ninth Line between William Halton Parkway and 407ETR

South Section:
Ninth Line between Dundas Street and William Halton Parkway

- **The intersection of William Halton Parkway and Ninth Line has been designed for a roundabout. This intersection is being designed and constructed as part of a separate Halton Region project.**
- **The intersection of Dundas Street at Ninth Line has already been widened and reconstructed.**

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Alternative Designs

The alternative designs for this study were divided into two sections:

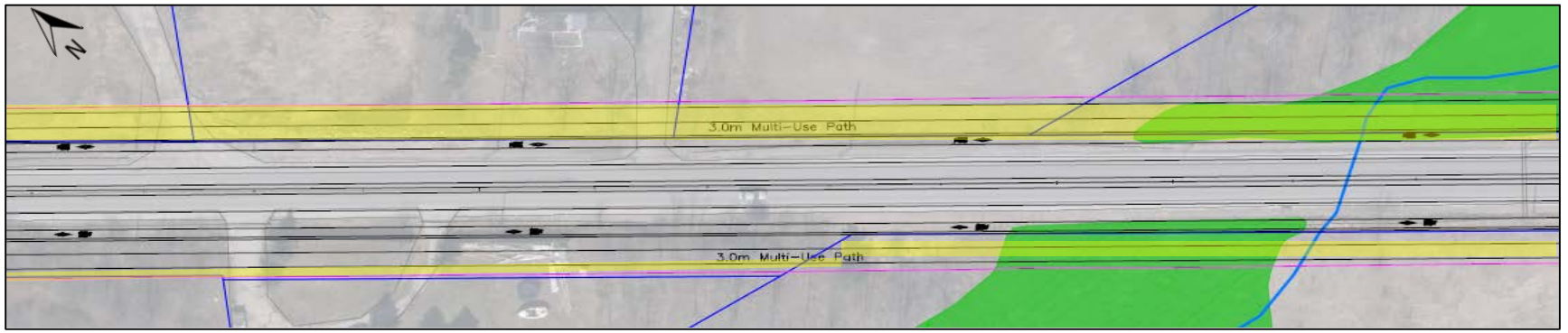
North Section: Ninth Line between William Halton Parkway and 407ETR	**South Section:** Ninth Line between Dundas Street and William Halton Parkway

• Four existing Ministry of Transportation structures with limited right-of-way for widening:
  • 403/407 underpass
  • 403/407 bridge
  • 407 underpass
  • 403/407 bridge
• Mitigated cross-section is required
• One alternative design carried forward
	• Five alternative designs were considered for the south segment:
	  • Do Nothing
	  • Alternative 1 – Widen Equally East and West
	  • Alternative 2 – Widen to East
	  • Alternative 3 – Widen to West
	  • Alternative 4 – Mitigated Design

Alternative Designs

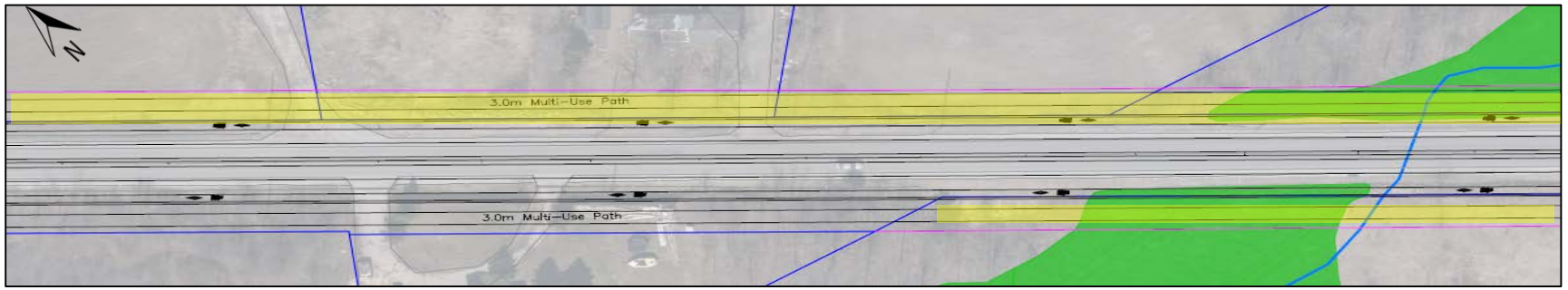
Alternative 1 – Widen Equally East and West

- Impact to adjacent properties on east and west side
- Impact to PSW on east and west side



Alternative 2 – Widen to the East

- Greater Impact to adjacent properties on east side
- Greater impact to PSW on east side



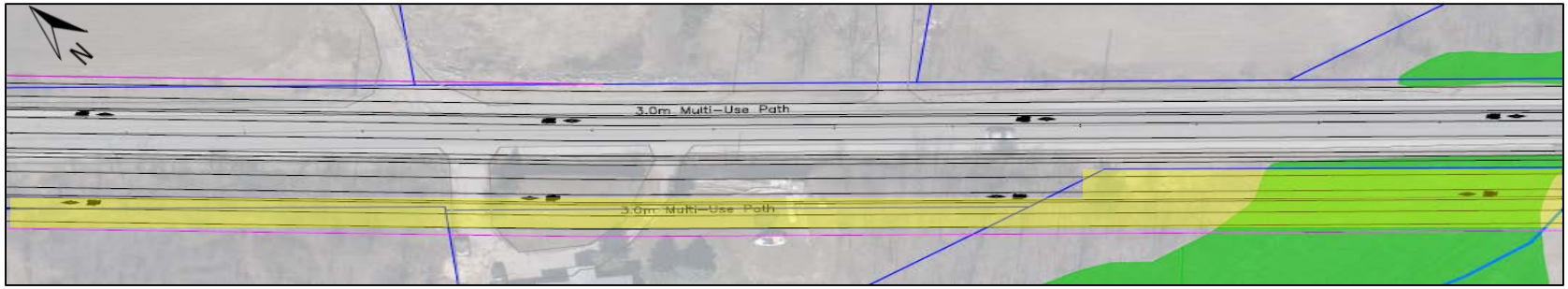
Approximate Extent of Widening on Private Property

Provincially Significant Wetland

Alternative Designs

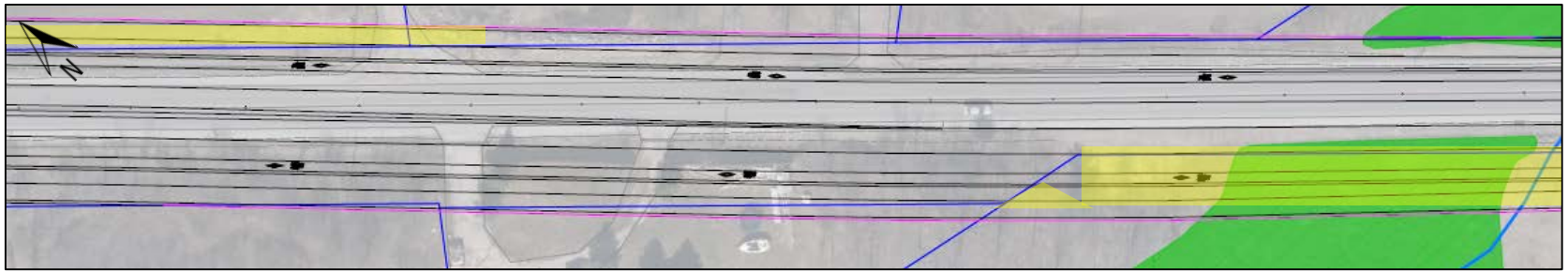
Alternative 3 – Widen to the West

- Greater impact to adjacent properties on west side
- Greater impact to PSW on west side



Alternative 4 – Mitigated Design

- Least impact to PSW on east and west side
- Impact to adjacent properties on east and west side



Approximate Extent of Widening on Private Property

Provincially Significant Wetland

Factors for Analysis & Evaluation

Cultural Environment

- Archaeological Resources
- Cultural Landscape and Built Heritage Resources

Natural Environment

- Aquatic habitat
- Avian and Wildlife habitat
- Natural Areas
- Species at Risk
- Vegetation communities
- Watercourses

Economic

- Construction Staging and Phasing
- Municipal Servicing and Utilities Coordination

Transportation

- Active Transportation
- Streetscape
- Level of Service and Network Capacity
- Planning Policy
- Stormwater Management
- Traffic Safety

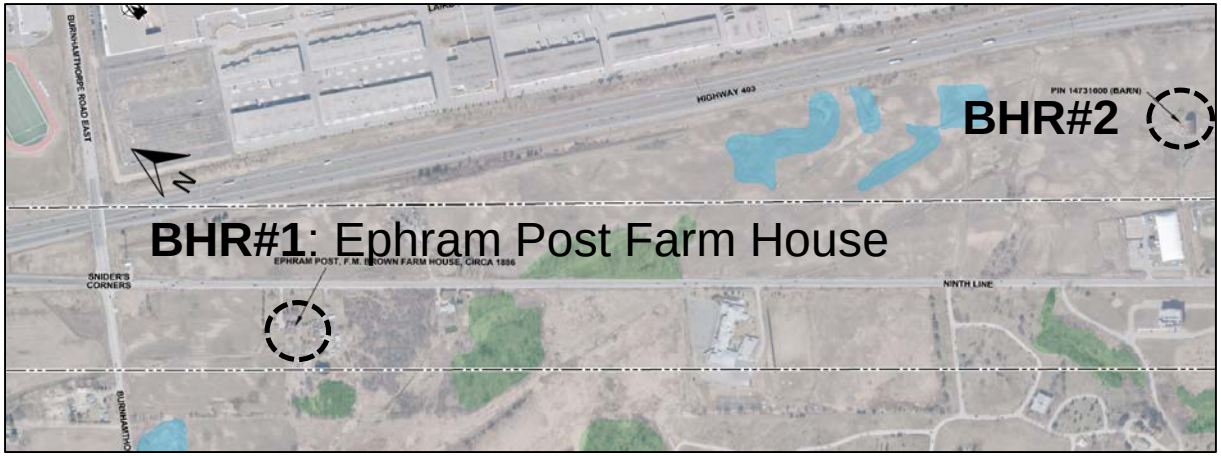
Social

- Air Quality
- Property Requirements
- Noise Impacts

Analysis & Evaluation

Cultural Environment

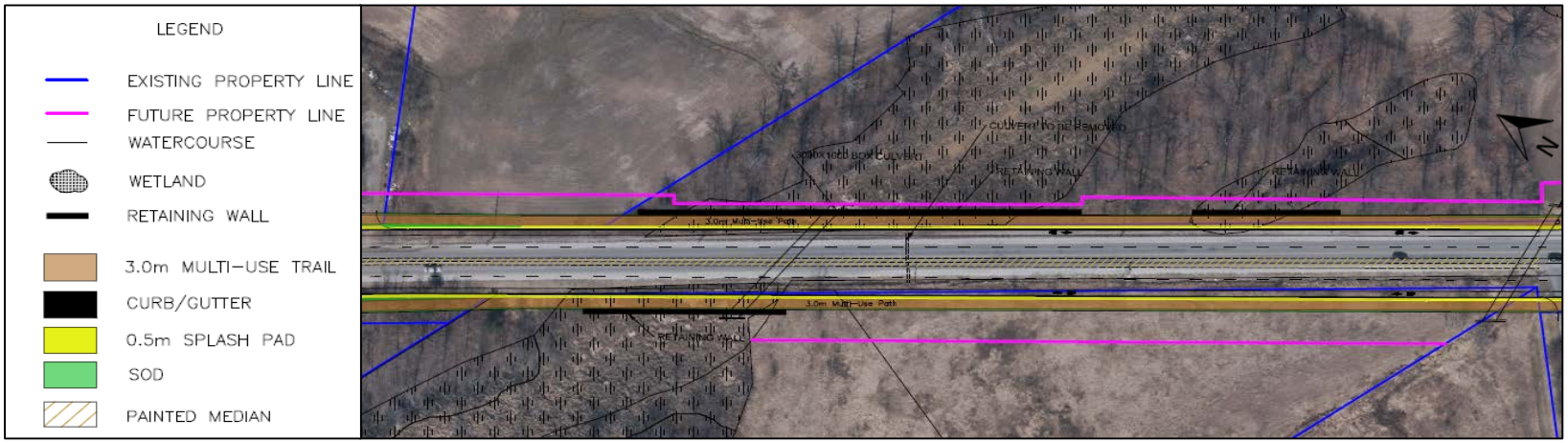
- Two (2) Built Heritage Resources (BHR) were found adjacent to Ninth Line.
- Given the setback of BHR #1 and BHR #2 from the road, all options are predicted to have negligible impacts on these properties.
- Stage 1 Archeological Assessment results show that some areas outside of existing right-of-way have high archaeological potential and require Stage 2 Archaeological Assessment – this is to be completed during detailed design.



Analysis & Evaluation

Natural Environment

- Alternatives 1, 2 and 3 moderately encroach into the North Oakville-Milton East Complex Provincially Significant Wetland. Alternative 4 results in the least level of intrusion, and is the preferred alternative for minimizing impacts to natural heritage.
- Alternative 2 represents a moderate intrusion into bobolink breeding habitat.
- All alternatives require channel realignment at the downstream end of the Joshua's Creek culvert including an energy dissipation feature to mitigate downstream erosion.
- Alternative 4 is preferred from a fluvial geomorphology perspective.



Alternative 4 – Mitigated Design

Analysis & Evaluation

Social and Economic Environments

- Alternative 4 mitigated design limits the property impacts on the east and west side of Ninth Line.
- The impact on overall air quality in the Region is expected to be negligible for all alternatives when compared to other larger sources within the area (Highway 403 and 407 ETR).
- Noise Sensitive Areas in the study area include private residential houses adjacent to Ninth Line. As a result of the proposed Ninth Line improvements the Noise Sensitive Areas are not expected to experience an increase in noise level greater than 5 dBA and therefore no mitigation is required.

Cost and Constructability

- Alternatives 1, 2 and 3 have higher capital costs then Alternative 4.
- Long term maintenance costs are similar for all alternatives.

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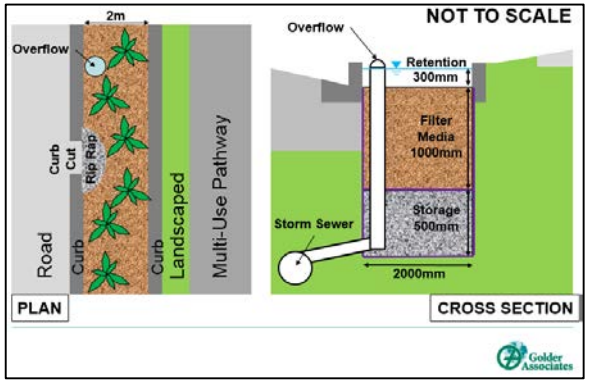
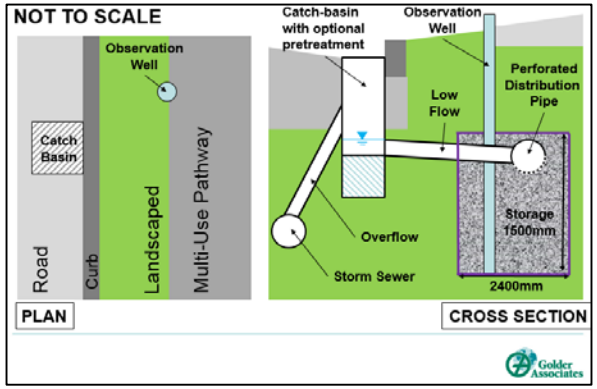
Analysis & Evaluation

Infrastructure Planning

- Alternatives 1, 2, 3 and 4 include active transportation facilities along both sides of Ninth Line.
- All alternatives improve the level of service, improve safety and increase network capacity.
- Longer culverts are required to meet 1:100yr hydraulic design capacity and to accommodate the road widening.
- Alternative 4 presents greater spacing restrictions for quantity and quality controls in some areas where the right-of-way is narrower (i.e. no room for surface features like bioretention in those areas).



Bioretention System Conceptual Design



Infiltration Trench Conceptual Design

Analysis & Evaluation - Summary

	Do Nothing	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Cultural Environment					
Natural Environment					
Economic					
Infrastructure Planning					
Social					
Summary					Preferred

Most Preferred	Moderately Preferred	Least Preferred

Analysis & Evaluation - Summary

For the south section, **Alternative 4** is most preferred overall.

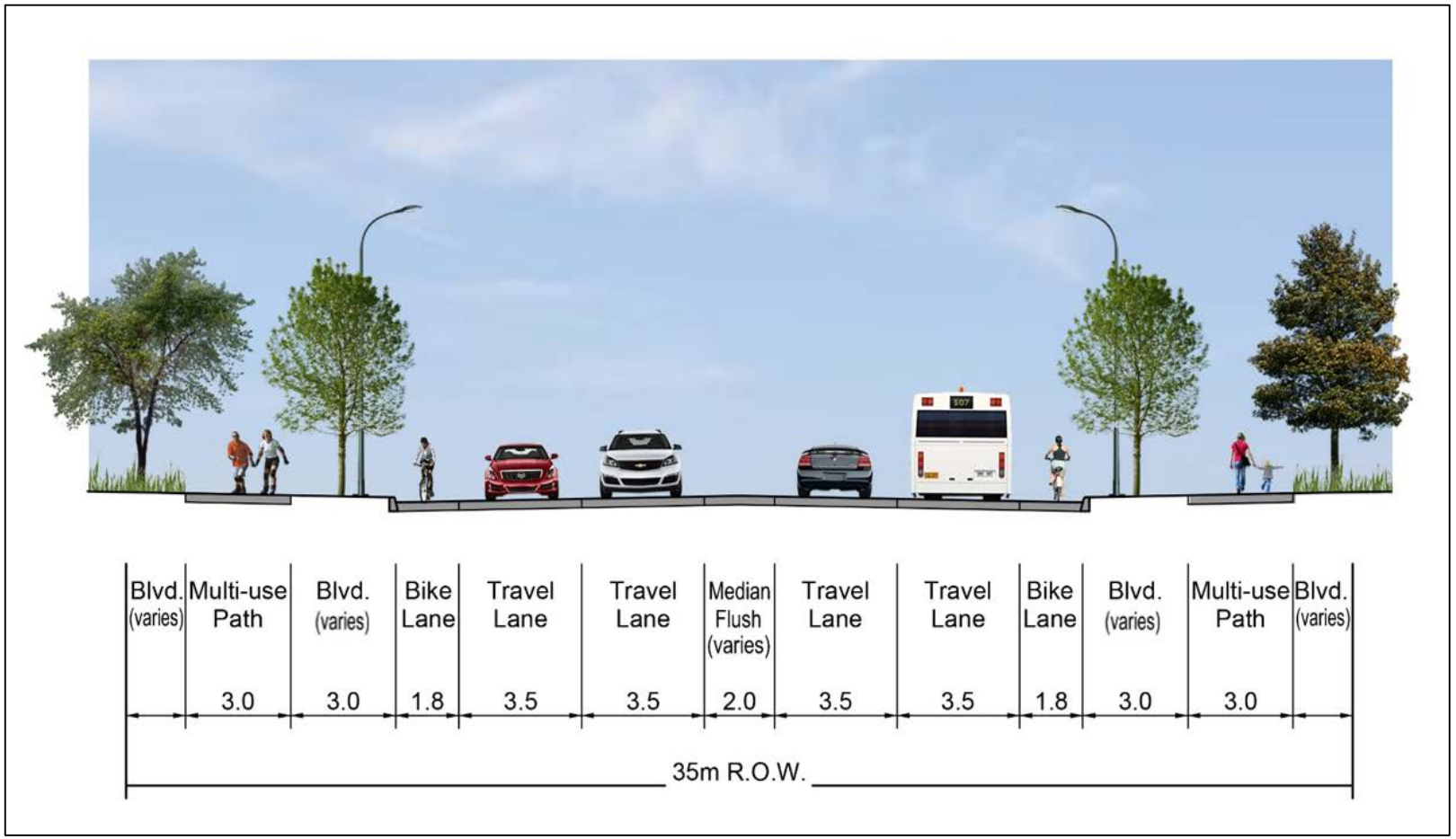
- Minimizes impact to adjacent Provincially Significant Wetland
- Less of an intrusion to Species at Risk breeding habitat
- Least amount of impact to native and wetland vegetation
- Improves level of service and increases network capacity
- Reduced property impacts than other alternatives
- Negligible impact on the built heritage resources

For the north section, the mitigated cross-section is the only alternative carried forward due to constraints and therefore is the preferred design.

See detailed roll plans for Alternative 4 north and south sections.

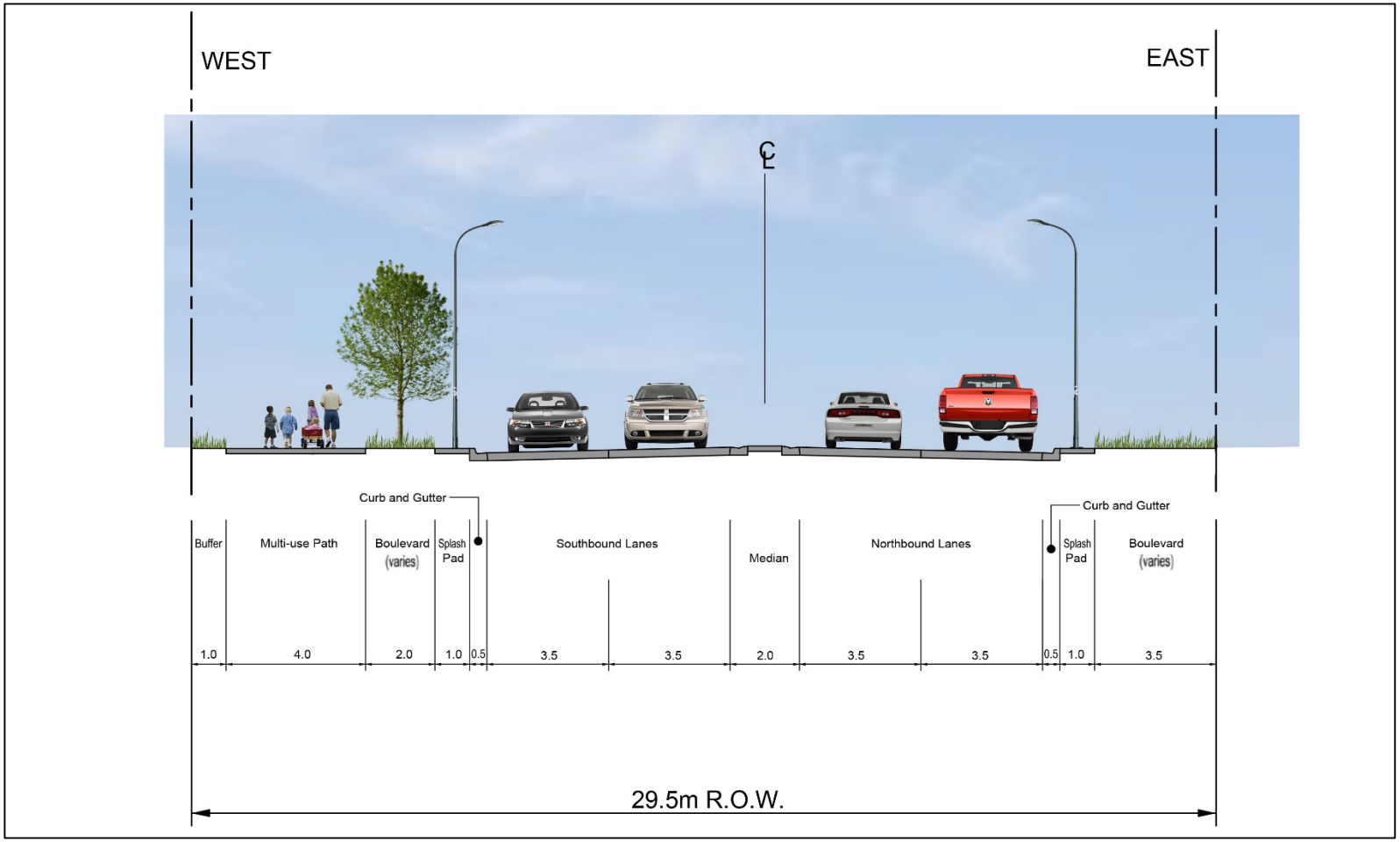
Cross-Sections: South Section

Typical section through south section



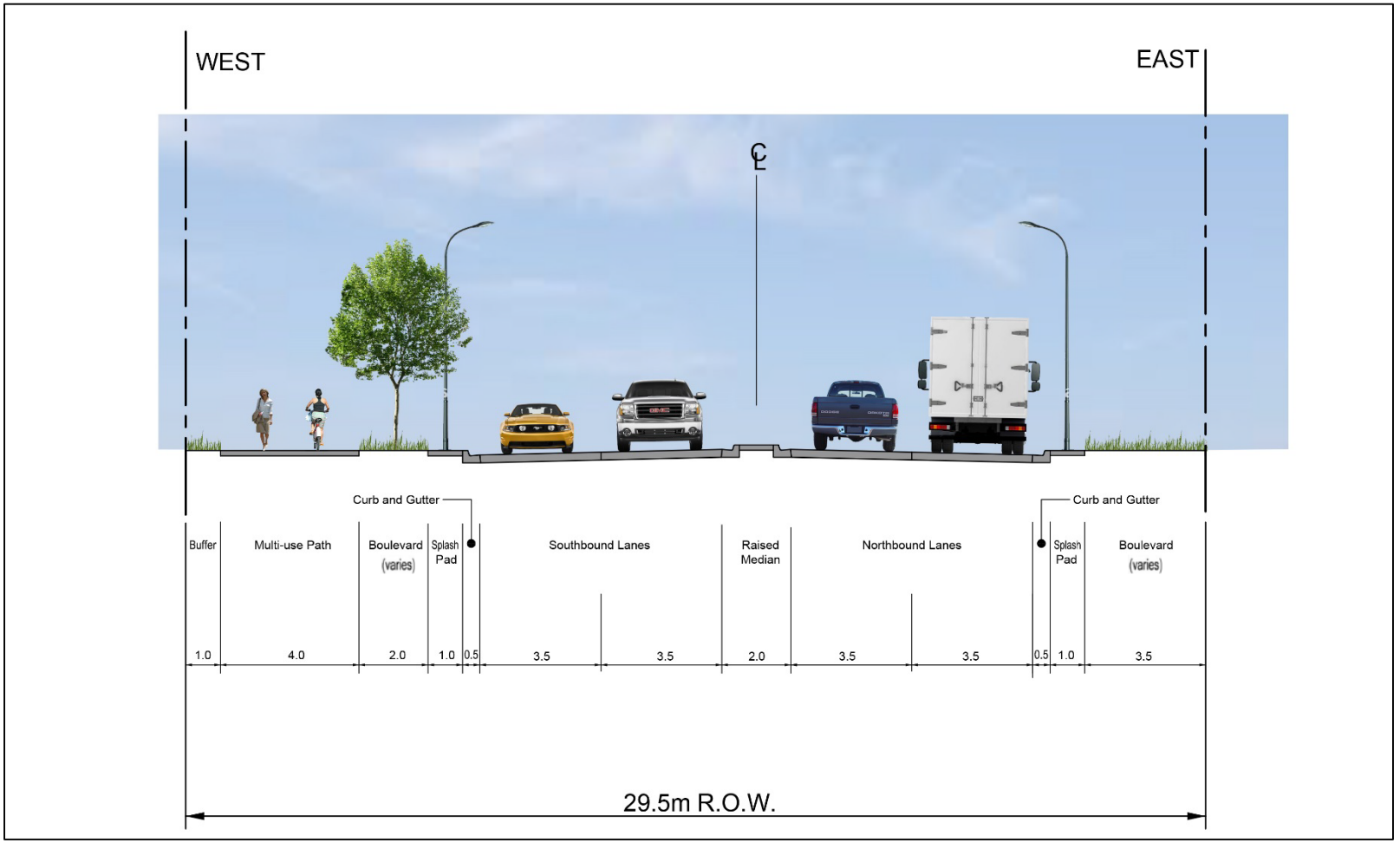
Cross-Sections: North Section

Typical Section 1: Transition area north and south of interchanges



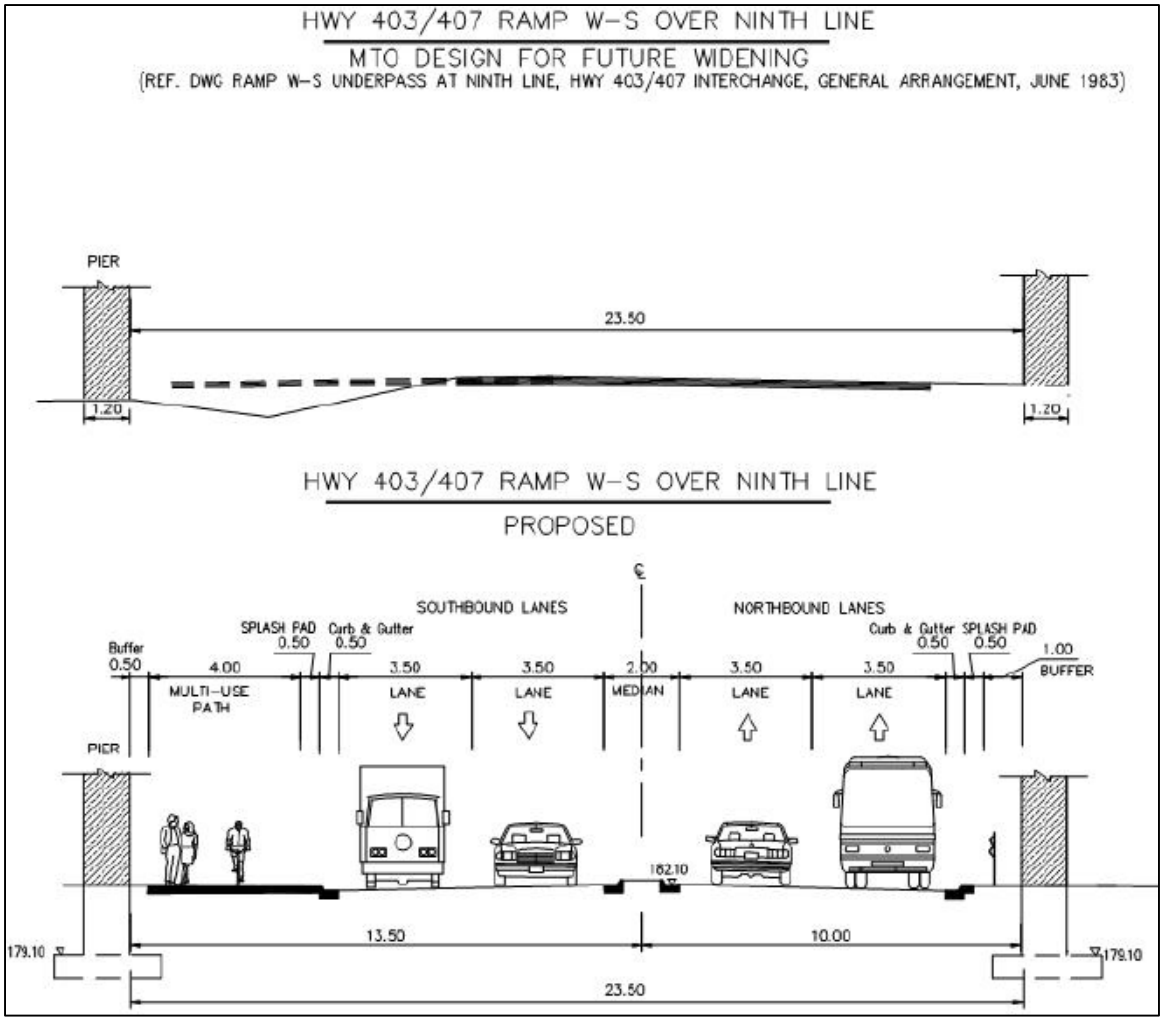
Cross-Sections: North Section

Typical Section 2: Raised median through interchange between structures



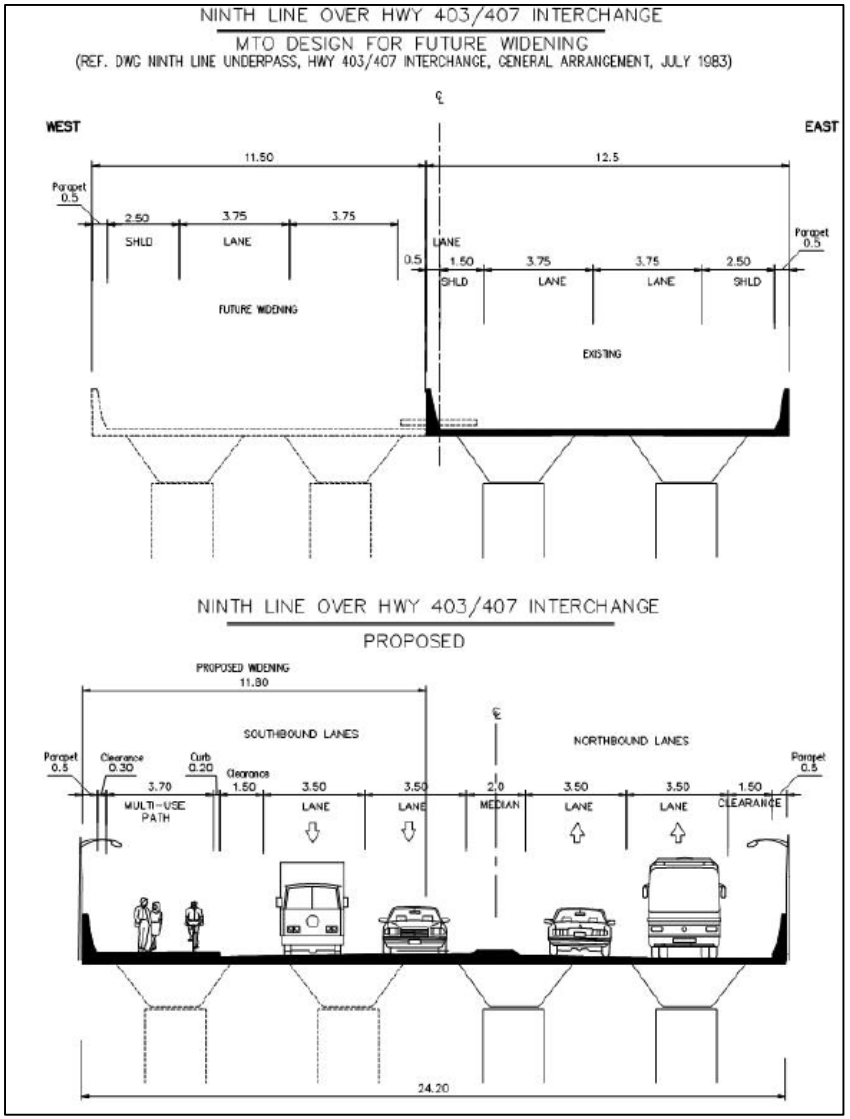
Cross-Sections: North Section

Structure 1: Ramp W-S underpass (Highway 403/407 interchange) over Ninth Line



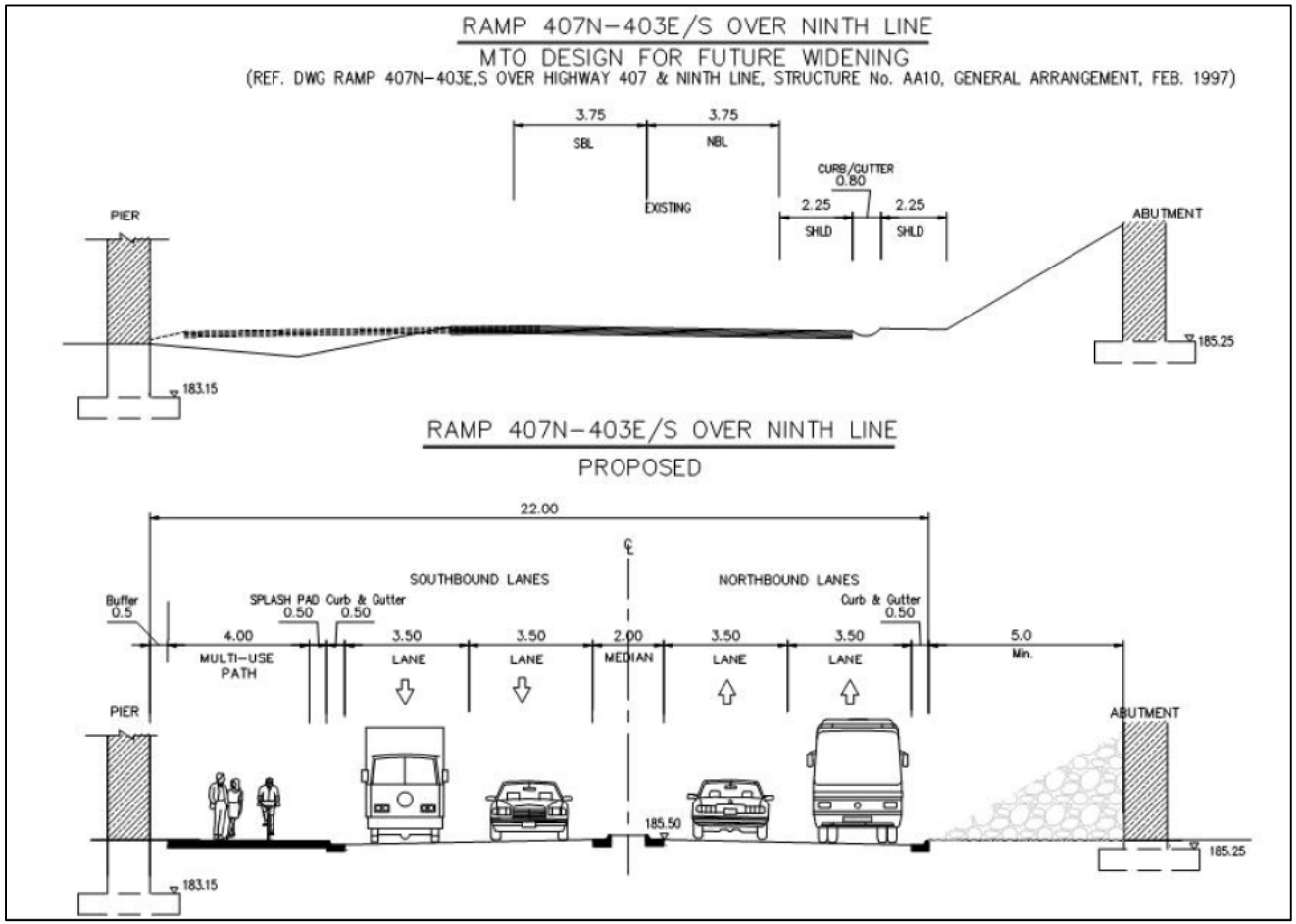
Cross-Sections: North Section

Structure 2: Ninth Line over Highway 403/407 Interchange



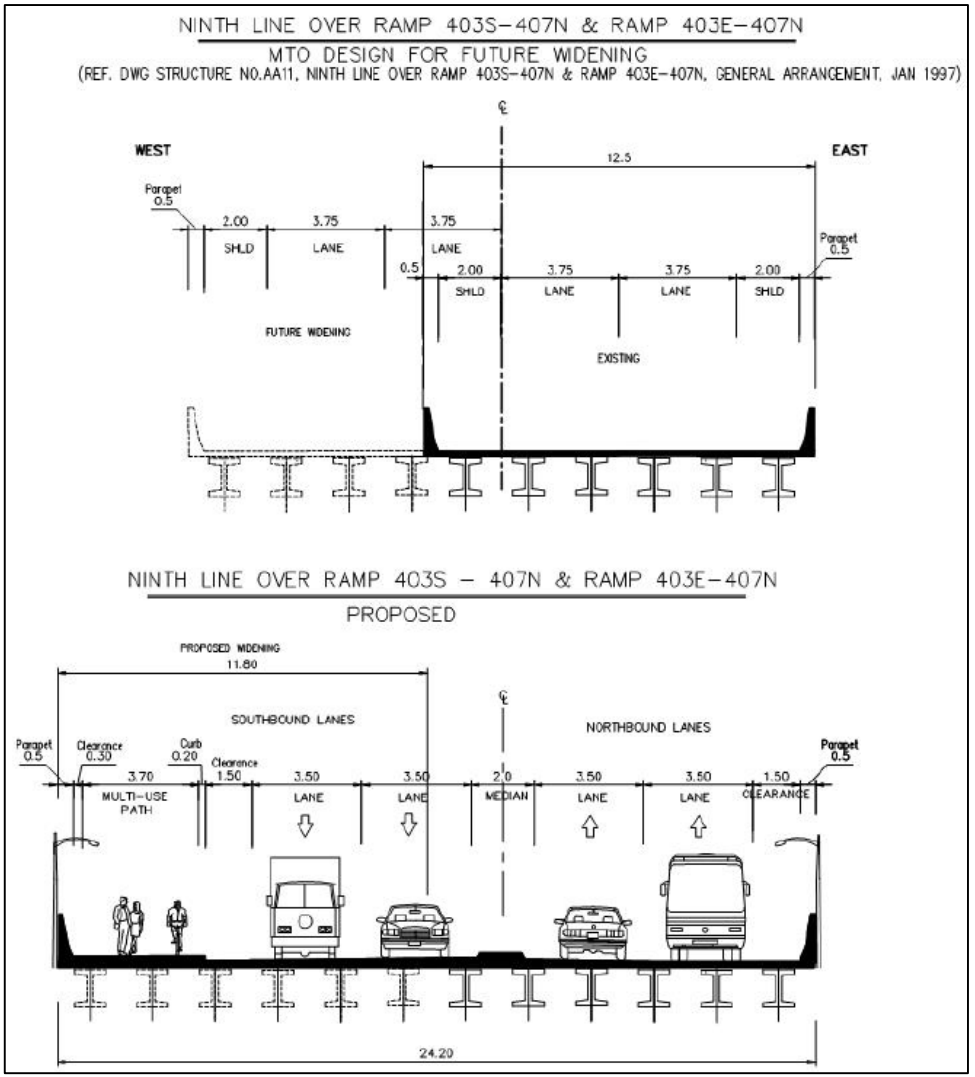
Cross-Sections: North Section

Structure 3: Ramp 407N-403E, S over Highway 407 and Ninth Line



Cross-Sections: North Section

Structure 4: Ninth Line over Ramp 403S-407N and Ramp 403E-407N



Proposed Mitigation Measures

Mitigation of impacts has been incorporated into design where possible. However, some negative effects cannot be entirely avoided.

The following table provides a general outline of high profile and regulatory commitments.

Socio-Economic Environment	
Property Requirement	• The cross-section of the proposed road widening was modified, and a retaining wall is proposed at the Joshua's Creek culvert to minimize the encroachment on private property • A relocation of the watercourse in the vicinity of the school is proposed to minimize impact along that property frontage • Reconstruction of the City of Mississauga parking lot adjacent to the baseball diamonds will be provided to accommodate road widening. Trees within the reconstruction limits will require relocation.

Cultural Environment	
Archaeology	• A Stage 2 Archaeological Assessment will be completed prior to final design and construction.

Natural Environment	
Vegetation	• Refinement of the encroachment into the Provincially Significant Wetland will be assessed at detailed design and compensation for the PSW will be reviewed. • Compliance with the Migratory Bird Convention Act can be ensured by scheduling all vegetation clearing, including the cutting of trees on private property, outside of the breeding bird season (April 1 to August 15). If vegetation clearing between these dates is required, nesting surveys will be conducted by a qualified biologist immediately prior to the commencement of vegetation clearing. • Further consultation with Conservation Halton will be required to meet the permitting requirement for land alteration within the regulated areas.
Aquatic	• Joshua's Creek provides seasonal warm water fish habitat during high water periods such as freshet or after rainfall events. No in-water work will be conducted during the timing window restriction for warmwater fish (April 1 to June 30).
Wildlife	• At detailed design current Species at Risk regulations will be reviewed in addition to any updates to the Species at Risk in Ontario list. • Species at Risk habitat assessment will be updated at detailed design. The study area will be assessed for any changes to available SAR habitat during the growing season (i.e., May to September). • Compensation measures for impacts to bobolink habitat will be reviewed and confirmed at detailed design. Depending on the impact to bobolink habitat, compensation may be required and construction timing windows may have to be respected (i.e., no disturbance of bobolink habitat between May 1 and July 31).

Natural Environment	
Wildlife	• Compensation measures for impacts to habitat for barn swallow will be reviewed and confirmed at detailed design. Construction timing windows with the removal and installation of the culvert may have to be respected (i.e., no disturbance of barn swallow habitat between May 1 and August 31). • Permanent wildlife exclusion fencing will be considered at the detail design stage in consultation with Conservation Halton. • Review design details and permitting process with the Ministry of Natural Resources and Forestry at detailed design.

Ministry of Transportation	
Permits	• Further consultation with the Ministry of Transportation will be required to determine potential permitting requirements.

Next Steps

- **Public Information Centre #2**
  - June 22, 2017, 6:30 p.m. to 8:30 p.m. (drop-in)
  - Oakville Town Hall, Palermo Room
- Review and respond to comments received
- Additional consultation with Technical Agencies (as required)
- Prepare Environmental Study Report (Fall 2017)
- File ESR for public review (30 day review period)

For more information on this study, please visit the project website at www.halton.ca/EAprojects.