



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

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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:

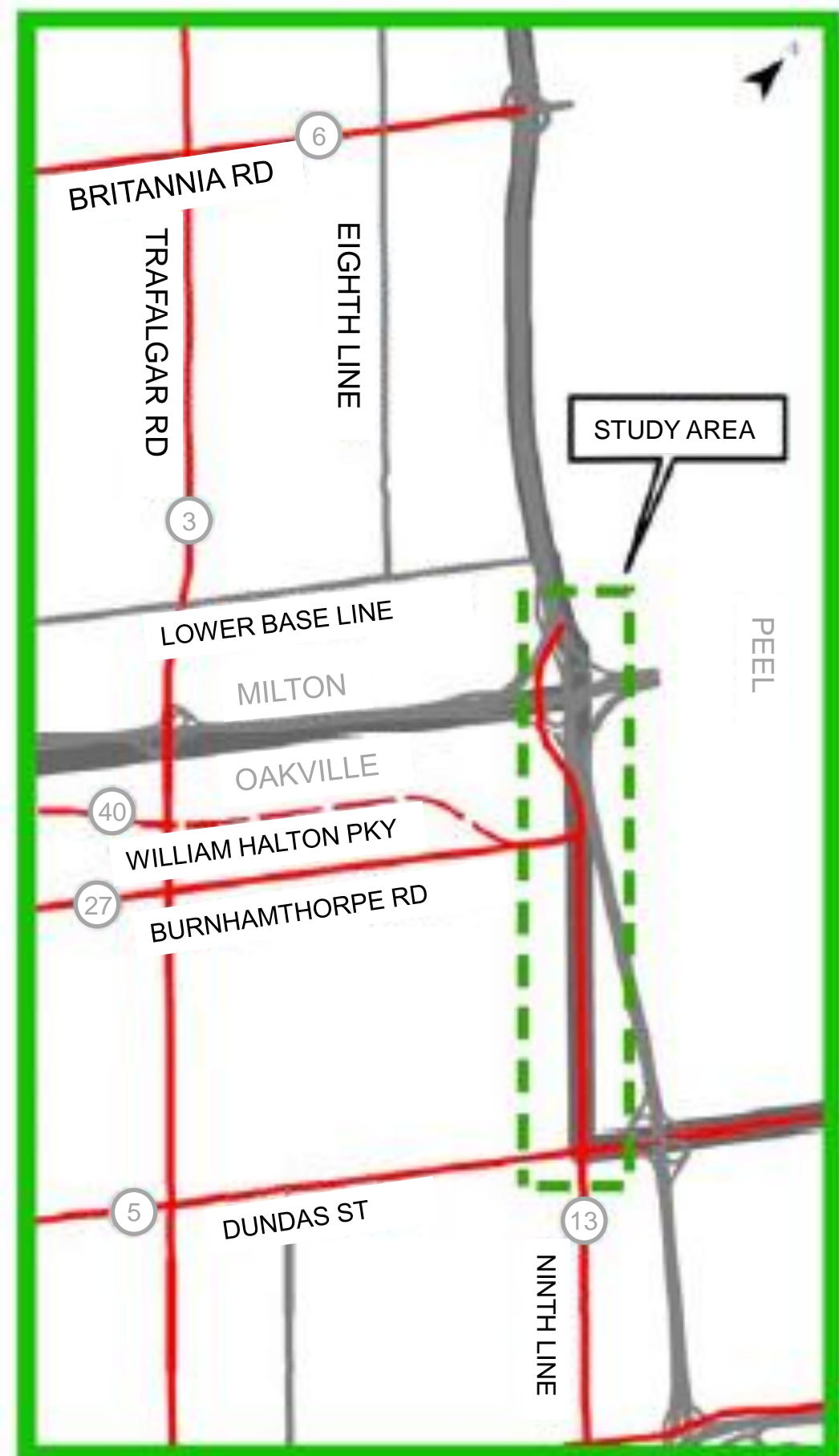
- ✓ Within Halton Region's jurisdiction
- ✓ Two-Lane Major Arterial
- ✓ Approximately 3.8km Corridor
- ✓ Rural cross-section
- ✓ 60km/h speed limit

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



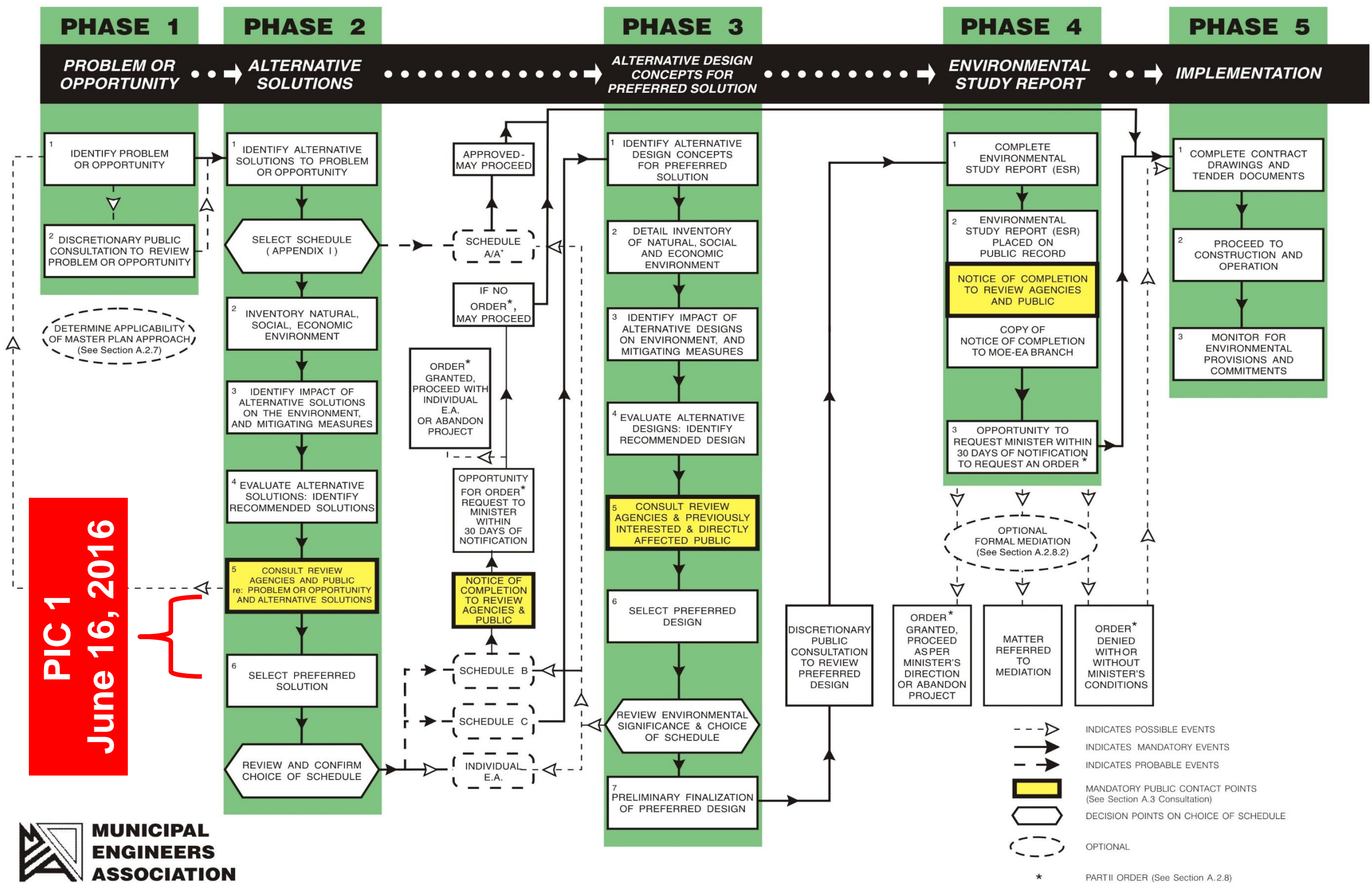
PURPOSE OF THE PIC

- 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 30th, 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:



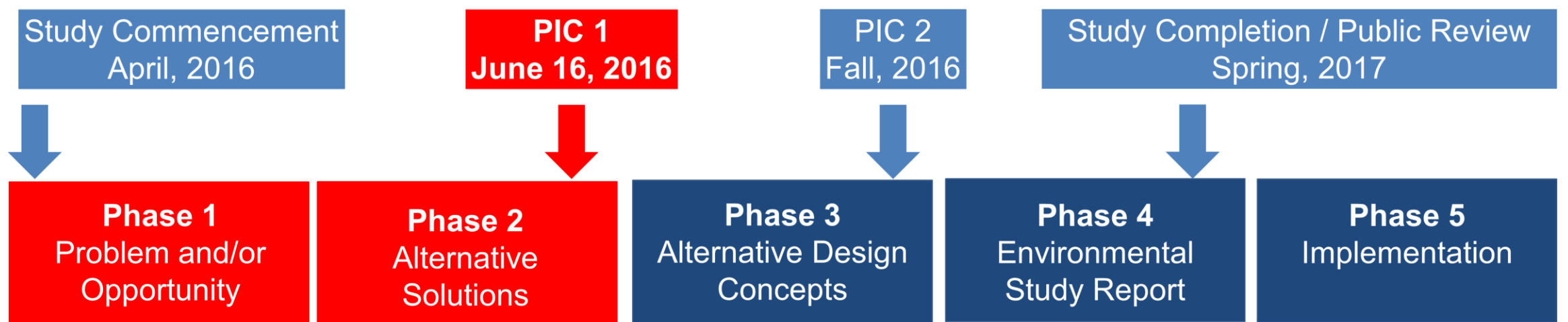
Municipal Class Environmental Assessment
(October 2000, as amended in 2007, 2011 and 2015)



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

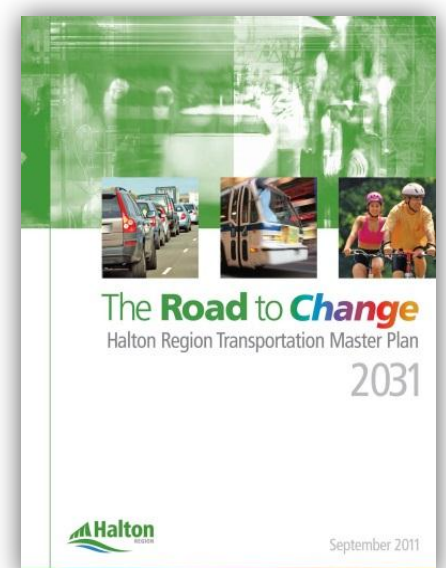
Halton Region Official Plan

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



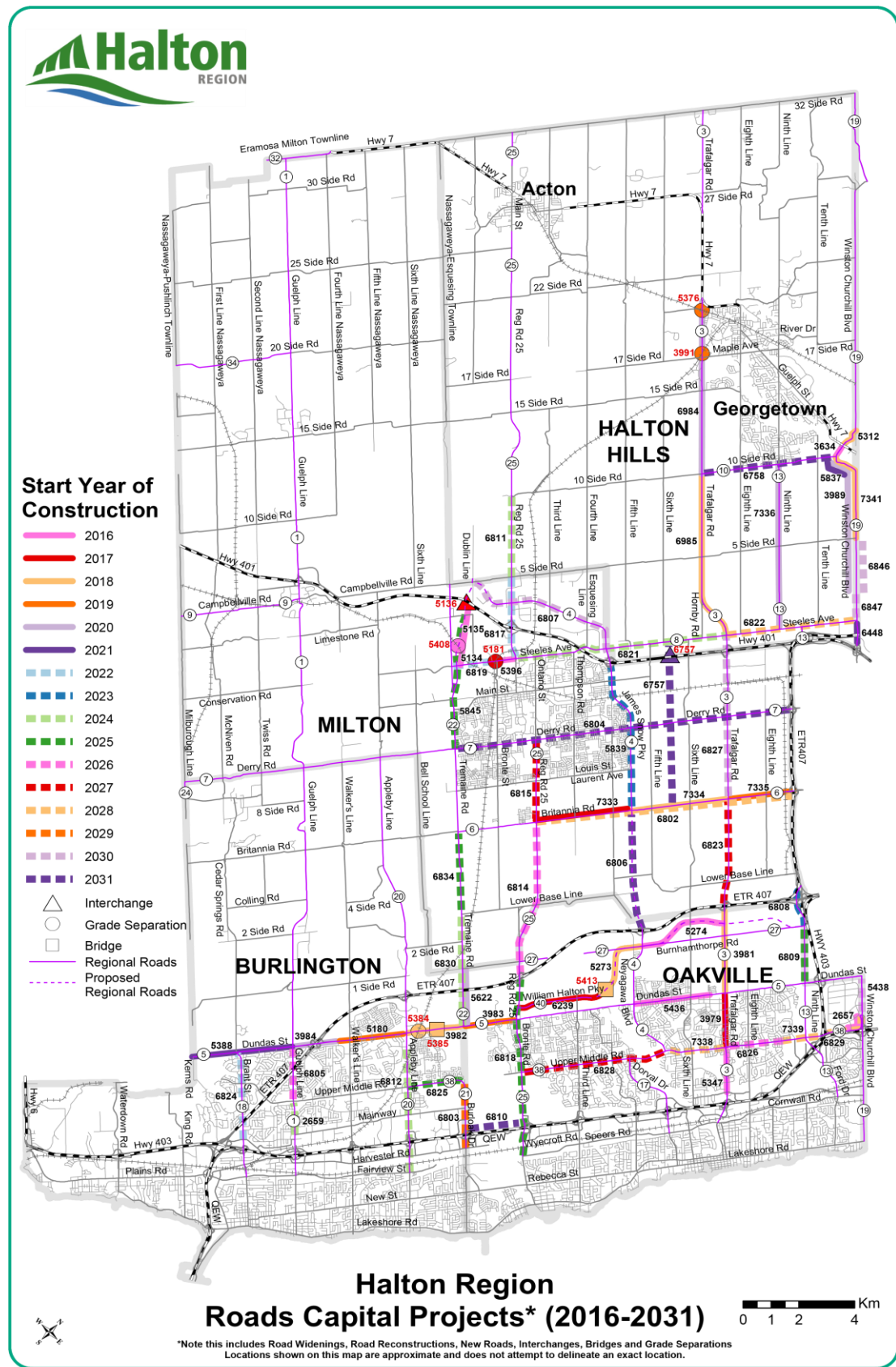
Halton Region Active Transportation Master Plan (ATMP) (2015)

- 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 Construction |
|-------|------|---|-------------------------|
| 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) (Regional Road 6) | 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 | Berry 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 | 6757 | "5 1/2 Line" - New 6 lane road from Britannia Road to Steeles Avenue and Interchange at Highway 401 (MIL) | 2031 |
| 6810 | 6810 | North Service Road - New 4 lane road from Burloak Drive to Bronte Road (OAK) | 2031 |
| 5837 | 5837 | Norval Bypass (HHS) | 2021 |

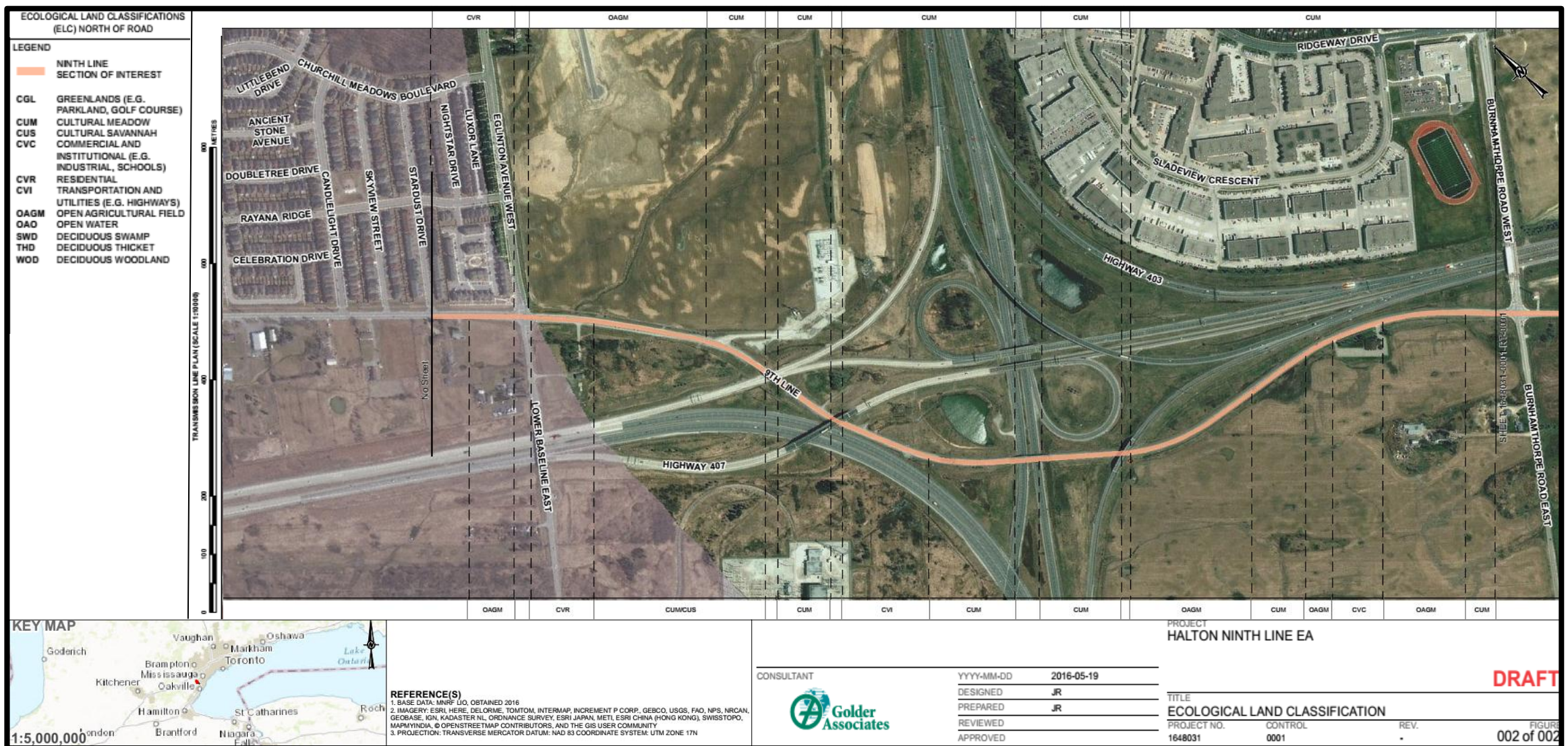
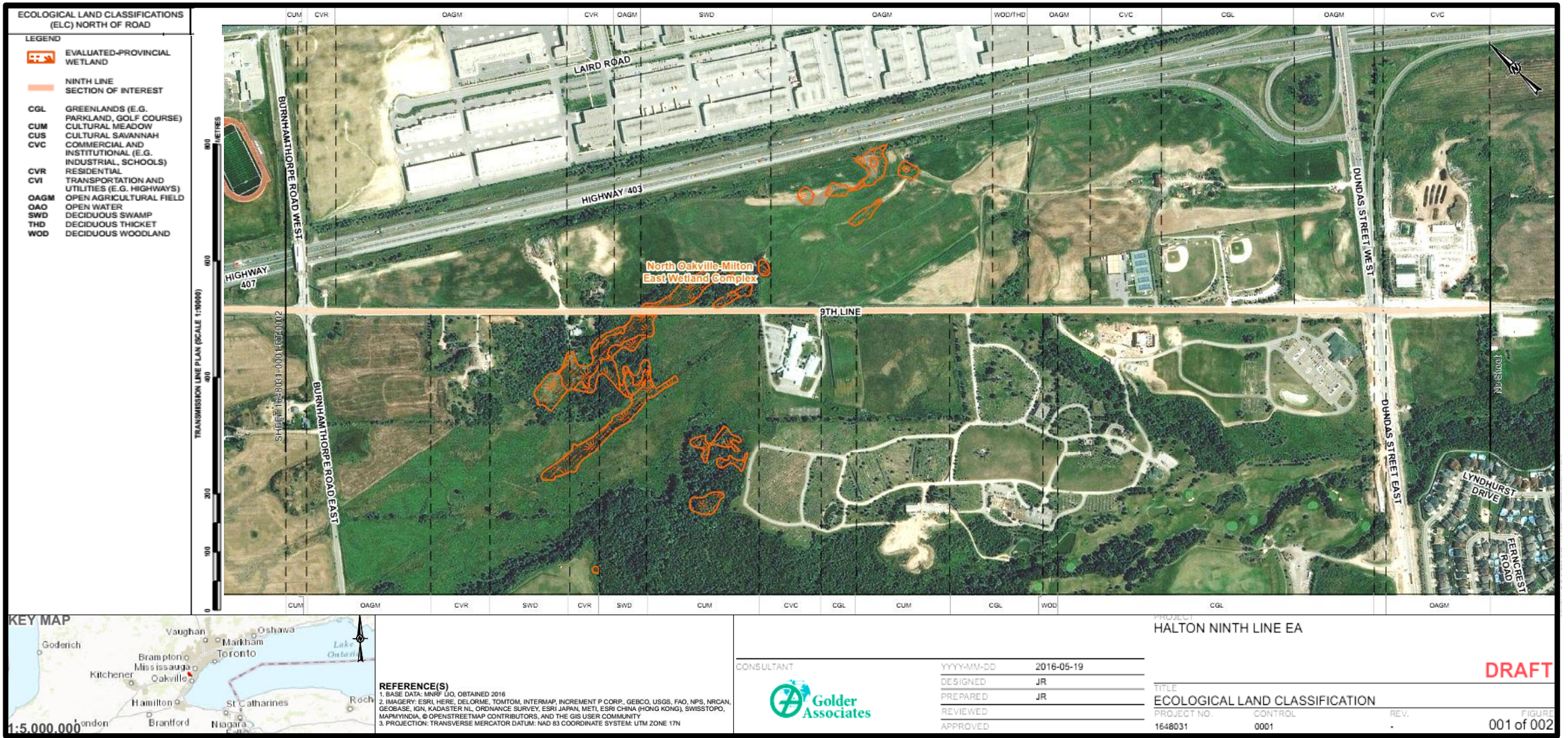
Timing to be confirmed through EA Study and need for construction.



EXISTING CONDITIONS PLAN

Roll Plan

EXISTING CONDITIONS NATURAL ENVIRONMENT

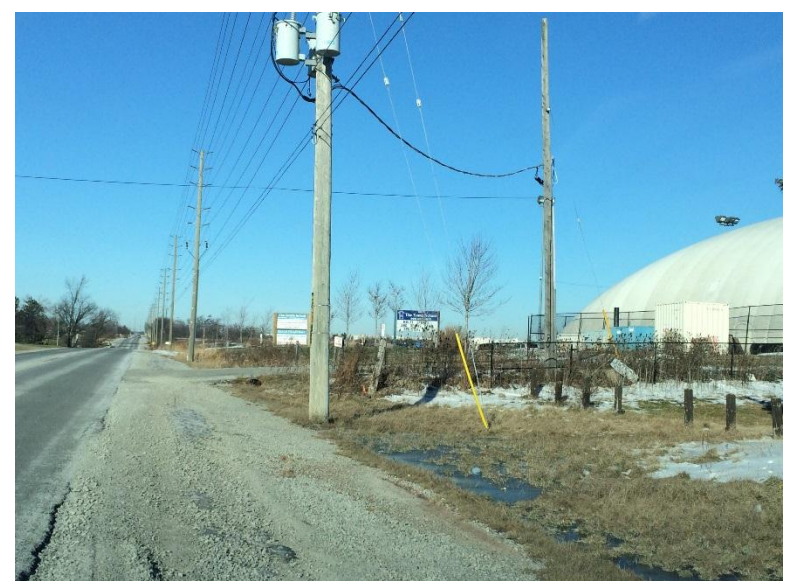


EXISTING CONDITIONS

SOCIAL AND ECONOMIC ENVIRONMENT

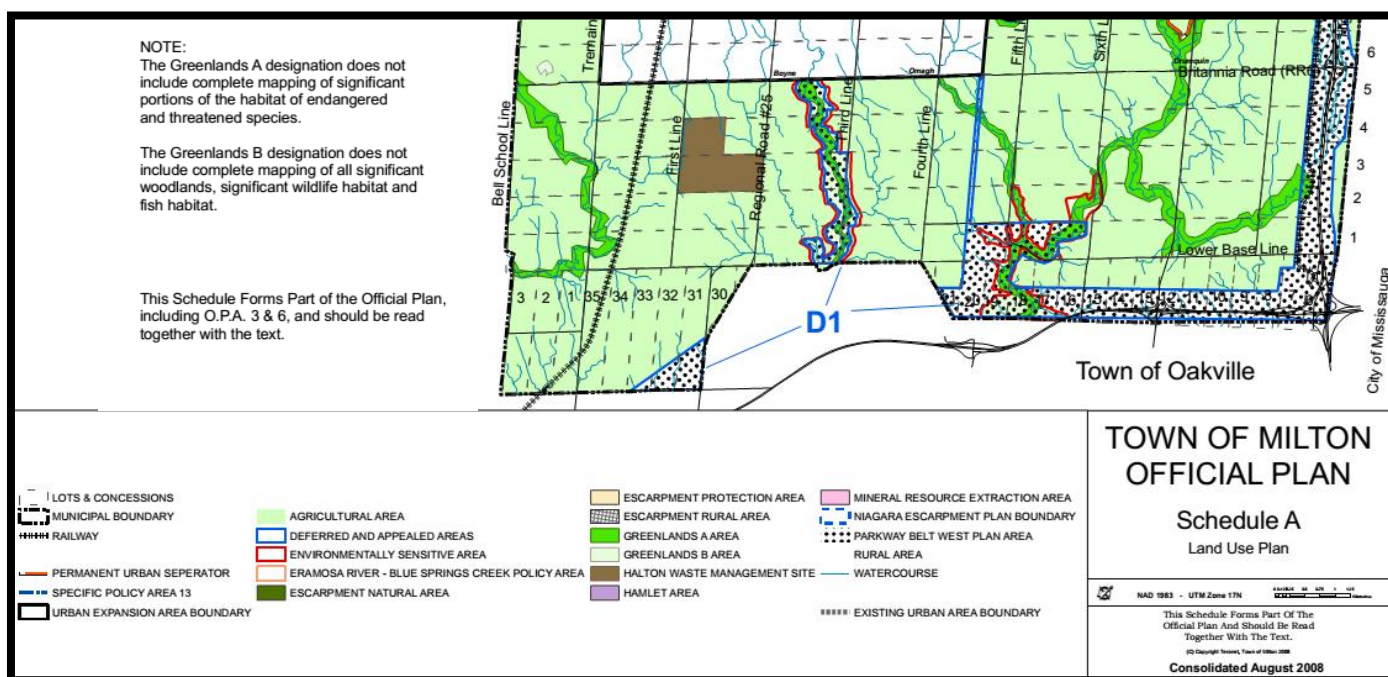
Existing land use within the Study limits is primarily rural with the following features throughout the corridor:

- 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



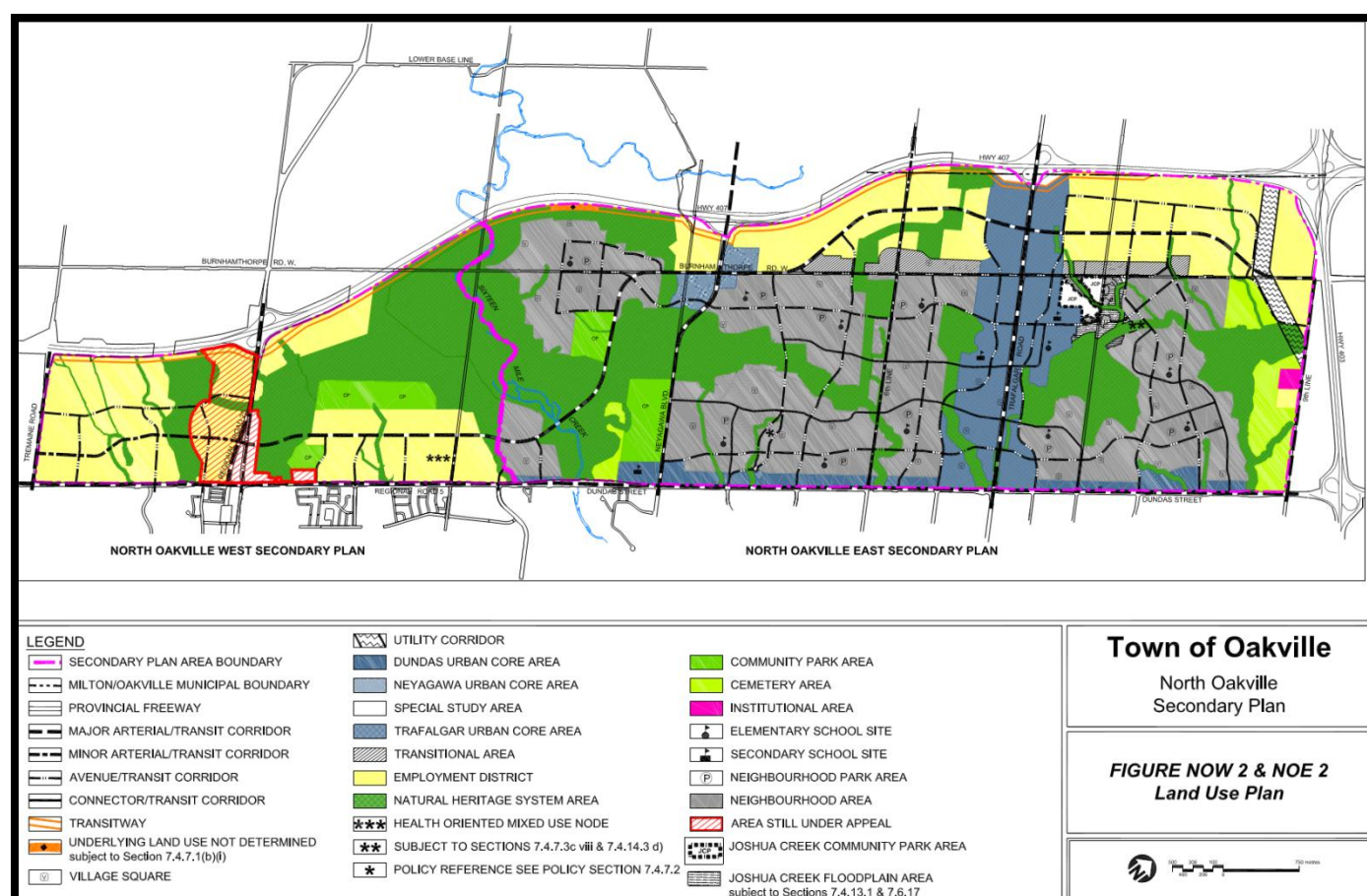
EXISTING CONDITIONS

SOCIAL AND ECONOMIC ENVIRONMENT



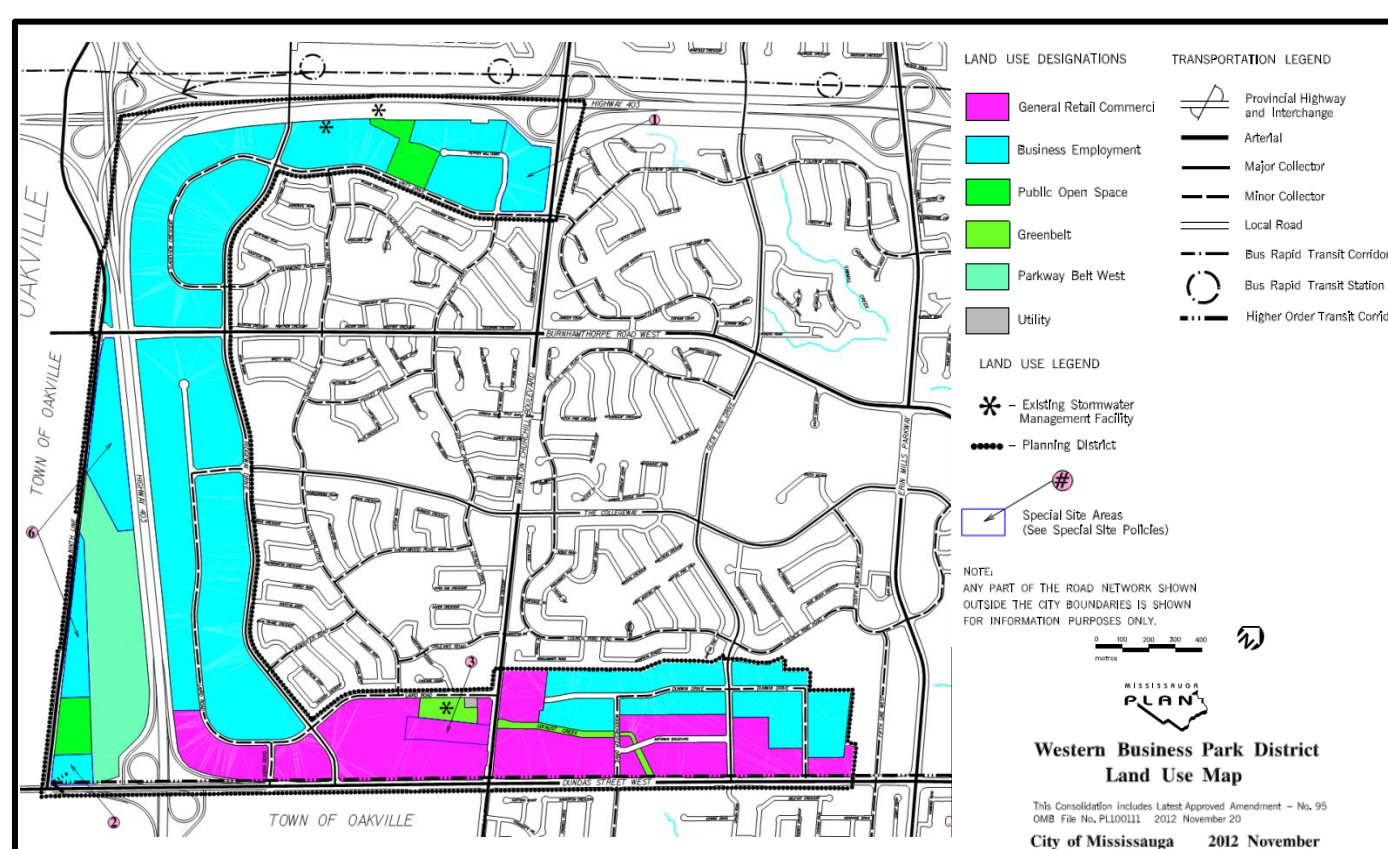
Planned land uses on west side of Ninth Line, north of 407 ETR:

- 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

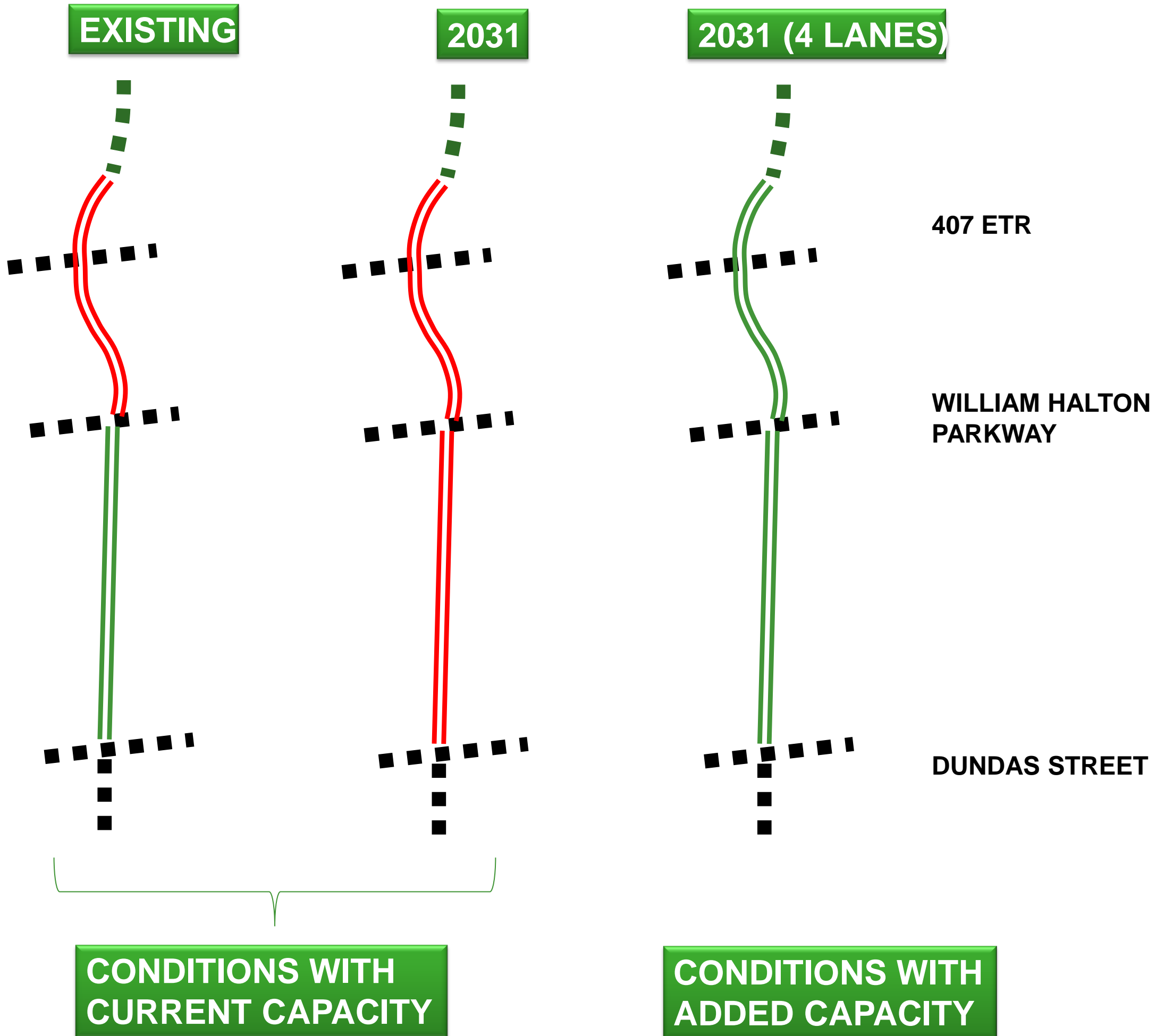
- The analysis shows that existing traffic volumes are exceeding the capacity of the roadway in the two lane section north of Dundas Street and north of William Halton Parkway during the AM peak hour and north of William Halton Parkway during the PM peak hour.

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

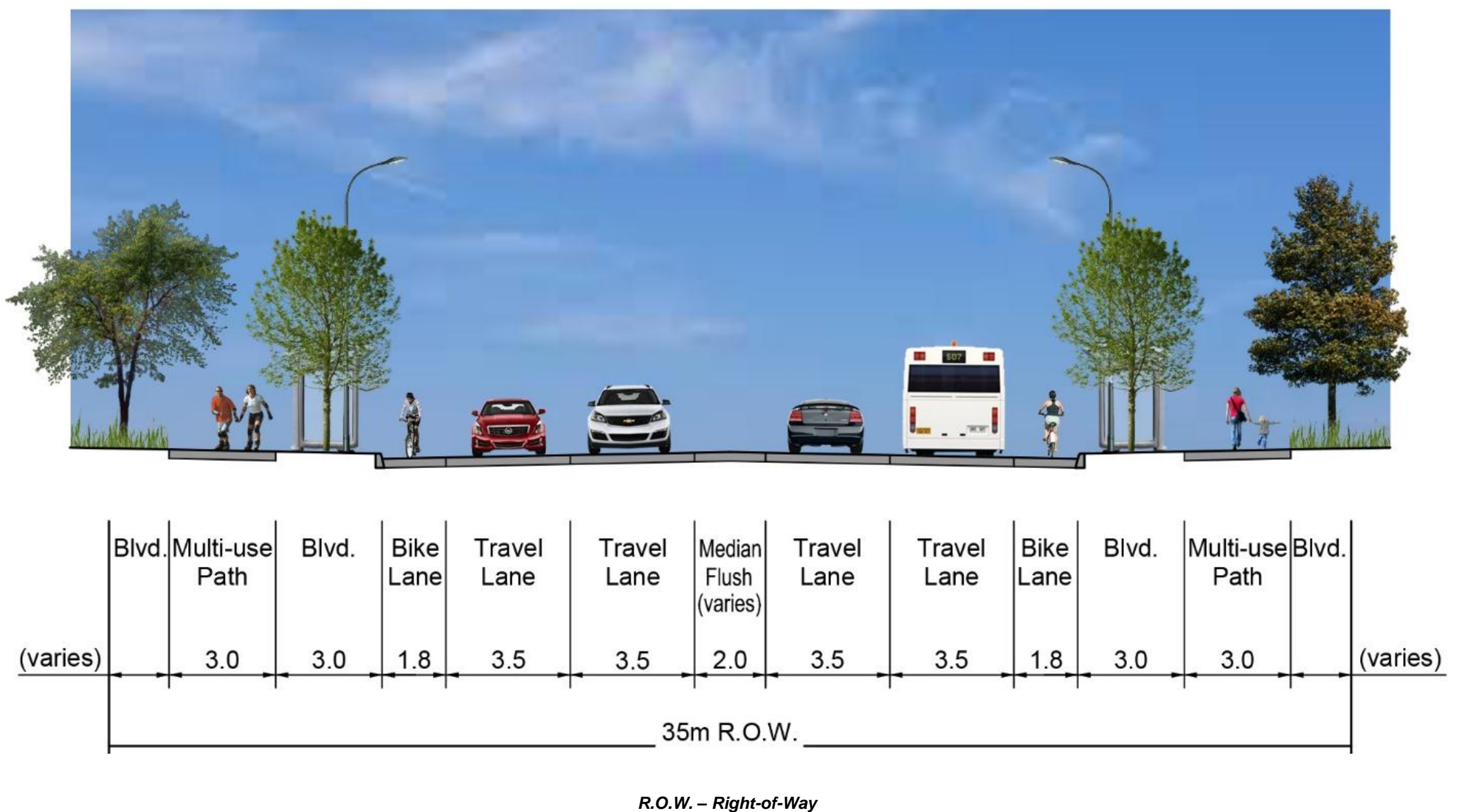
- Existing Ninth Line is experiencing significant delays during peak periods and is reaching capacity and will increase in the future
- Future traffic is expected to grow by over 45% by 2031 in the PM peak hour
- To support future growth and travel demands, improvements to the Ninth Line corridor are 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 |
|---|--|---|---|
| Do Nothing | <ul style="list-style-type: none"> No changes to existing transportation system | <ul style="list-style-type: none"> Does not support active modes of transportation Does not accommodate projected traffic volumes | <ul style="list-style-type: none"> Not recommended Problem/Opportunity is not addressed |
| Limit Development | <ul style="list-style-type: none"> Limit development within the Town of Oakville and Town of Milton | <ul style="list-style-type: none"> Future projections based on approved future urban area | <ul style="list-style-type: none"> Not carried forward Future projections based on approved future urban area |
| Accommodate Other Travel Modes | <ul style="list-style-type: none"> Improved Transit, Cycling and Walking facilities | <ul style="list-style-type: none"> Will support active modes of transportation and transit Does not accommodate projected traffic volumes | <ul style="list-style-type: none"> Recommended as part of preferred solution Problem/Opportunity is partially addressed |
| Travel Demand Management Measures | <ul style="list-style-type: none"> Measures to manage travel demand, such as carpooling, flexible work hours, telecommute, etc. | <ul style="list-style-type: none"> Does not address the problem on its own Part of overall transportation strategy | <ul style="list-style-type: none"> Recommended as part of preferred solution Problem/Opportunity is partially addressed |
| Intersection and/or Operational Improvements | <ul style="list-style-type: none"> Enhances operations of roadway through minor improvements (i.e. traffic signals, provision of turning lanes, etc.) | <ul style="list-style-type: none"> Does not address the problem on its own Part of overall transportation strategy | <ul style="list-style-type: none"> Recommended as part of preferred solution Problem/Opportunity is partially addressed |
| Improvements to Other Roadways | <ul style="list-style-type: none"> Widen regional roadways in the immediate Study Area to beyond planned improvements | <ul style="list-style-type: none"> Part of regional transportation strategy (Transportation Master Plan) | <ul style="list-style-type: none"> Carried forward as part of regional transportation strategy (Transportation Master Plan) |
| Improvements to (widen) Ninth Line | <ul style="list-style-type: none"> Provide additional capacity with additional travel lanes, including active transportation facilities | <ul style="list-style-type: none"> Needs identified in Halton Region Transportation Master Plan to support future growth Will accommodate projected traffic volumes | <ul style="list-style-type: none"> Recommended and carried forward within overall strategy Problem/Opportunity is addressed |

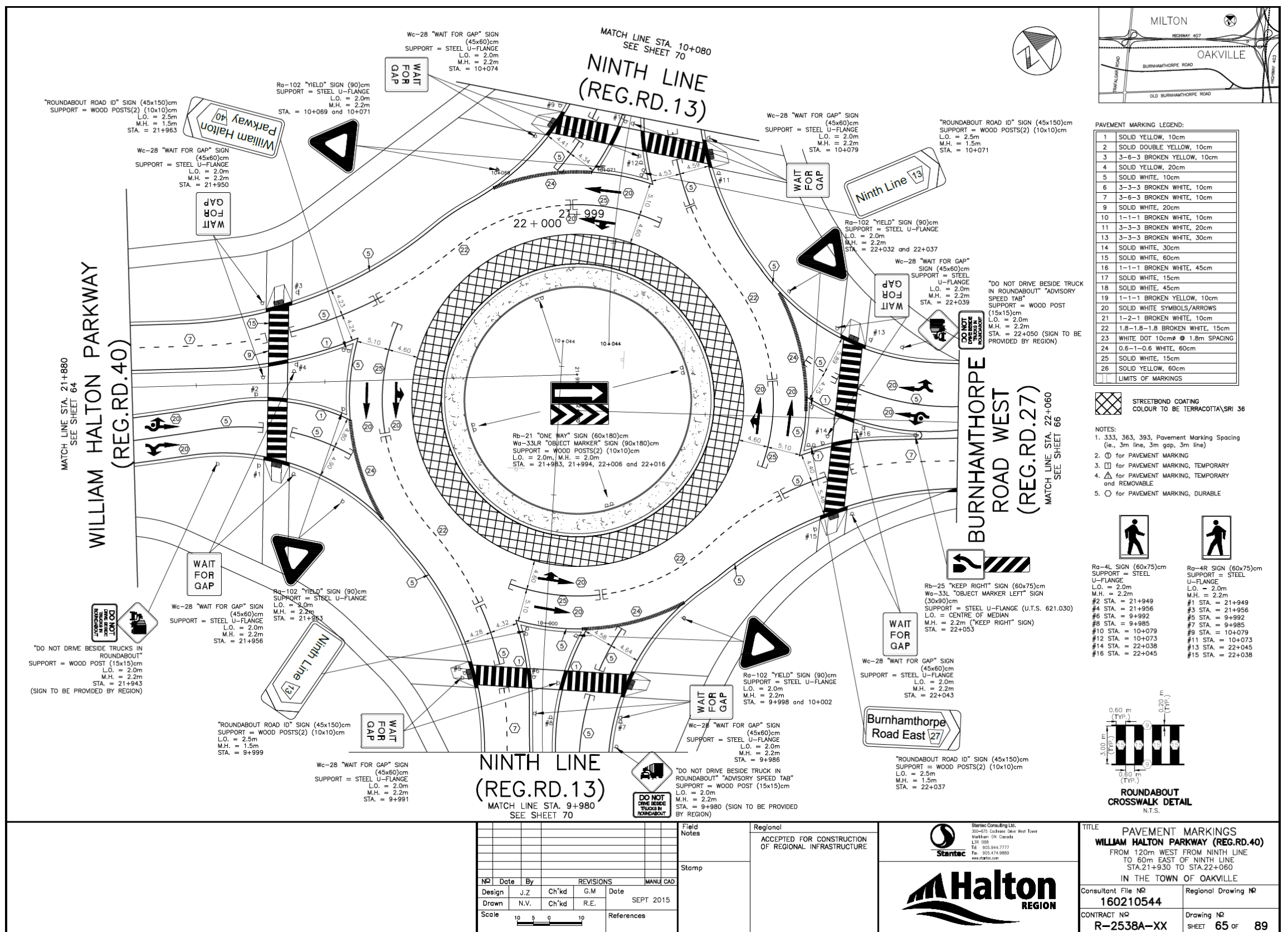
PROPOSED TYPICAL SECTION

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 30th, 2016:**

Darryl Young, MCIP, RPP

Halton Region Project Manager

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



Thank you for attending this PIC

Halton.ca 311

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