Ninth Line Municipal Class Environmental Assessment Study
For Transportation Corridor Improvements
Dundas Street to 407 ETR

in the
Town of Oakville / Town of Milton

Welcome

Public Information Centre No. 2

June 22, 2017

Please Sign In

STUDY AREA

Ninth Line Characteristics:

- 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:

- Ninth Line/Dundas Street (recently re-constructed)
- Ninth Line/William Halton Parkway Roundabout (to be constructed under separate project)

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

PURPOSE OF THE PIC

1) To present:
   - Activities since PIC No.1 (June 16th, 2016)
   - Evaluation of alternative design concepts
   - Identification of recommended alternative design concept
   - Recommended improvements on Ninth Line corridor to address road safety and travel demand

2) To discuss the project and collect input

Comments sheets are available and we encourage you to fill it out at the PIC or submit it to the Project Team by:

Friday July 14th, 2017

BACKGROUND

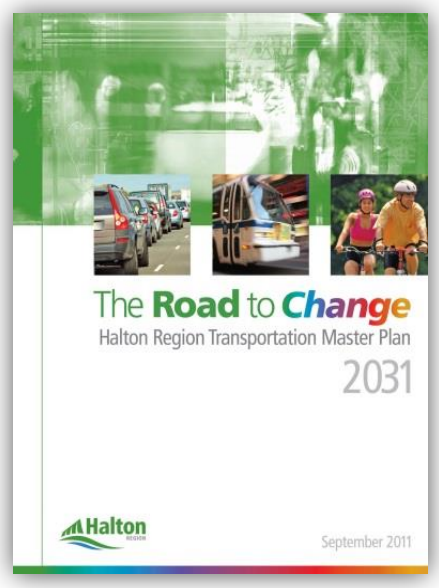
Halton Region Official Plan

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

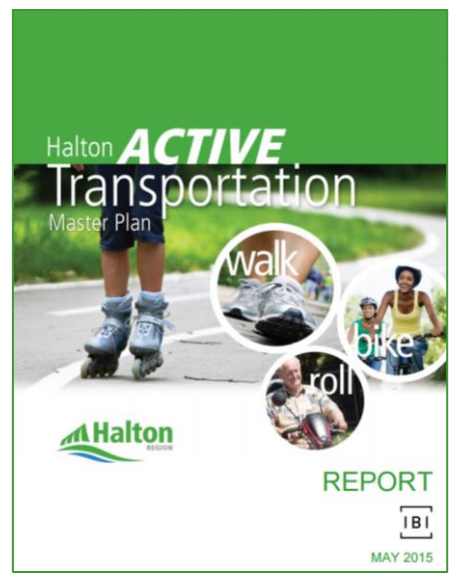
Halton Region Transportation Master Plan (TMP) – The Road to Change (2011)

- 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)

- Proposed bike lanes and boulevard multi-use trails on Ninth Line



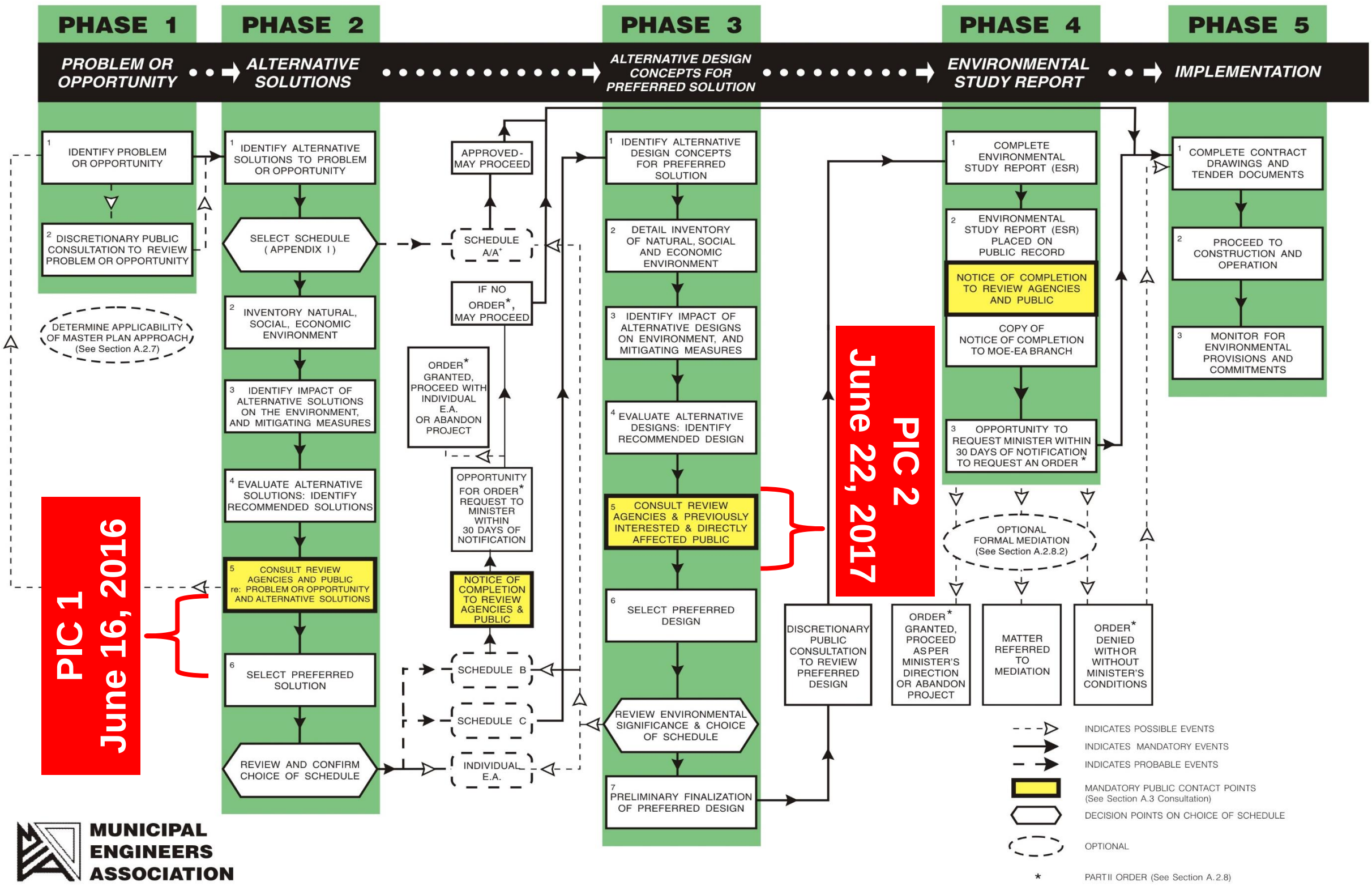
EXISTING CONDITIONS

SEE ROLL PLAN

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 a **Schedule 'C'** project and will complete Phases 1 to 4 as outlined below:



MUNICIPAL ENGINEERS ASSOCIATION

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

STUDY SCHEDULE

- **Study Commencement** — April, 2016
- **PIC 1** — June 16, 2016
- **PIC 2** — June 22, 2017
- **Study Completion / Public Review** — Fall 2017

1. **Phase 1** — Problem and/or Opportunity
2. **Phase 2** — Alternative Solutions
3. **Phase 3** — Alternative Design Concepts
4. **Phase 4** — Environmental Study Report
5. **Phase 5** — Implementation

STUDY ORGANIZATION

PUBLIC
- Adjacent Property Owners
- General Public

PROJECT TEAM
Senior Staff of Halton Region

AGENCIES
- Municipal, Provincial and Federal
- Utilities
- Conservation Halton
- First Nations

CONSULTANT TEAM
- CIMA Canada Inc. (CIMA+)
- Golder Associates

TECHNICAL AGENCY COMMITTEE
- Municipal and Provincial Agencies
- Utilities
- Conservation Halton

Public Information Centre No.1 Summary (June 16, 2016)

Key PIC No.1 Comments:

- General understanding and support for the preferred solution
- Landowners expressed interest in improved access to sites along Ninth Lune i.e. left turn lane
- Support for active transportation facilities along Ninth Line
- Concern regarding construction staging and traffic impact during construction

Activities Since PIC No.1:

- Reviewed and responded to comments received from Technical Agencies and general public
- Selected the preferred solution
- Developed alternative design concepts
- Met with Technical Agencies as required

EVALUATION CRITERIA

- The recommended alternative design concept was selected based on review of comments received from agencies, stakeholders and members of the public
- Alternative design concepts for the preferred solution were developed, assessed and evaluated based on the following evaluation criteria:

Transportation and Infrastructure

- ✓ Road Operations
- ✓ Road Safety
- ✓ Active Transportation
- ✓ Streetscape
- ✓ Level of Service and Network Capacity
- ✓ Planning Policy
- ✓ Stormwater Management

Cultural Environment

- ✓ Archaeology
- ✓ Built Heritage
- ✓ Cultural Heritage

Natural Environment

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

Socio-Economic Environment

- ✓ Property
- ✓ Access
- ✓ Noise
- ✓ Air Quality
- ✓ Capital Cost
- ✓ Construction Staging and Phasing
- ✓ Municipal Servicing and Utilities Coordination

Alternative Design Concepts: South Section

South Section:

Ninth Line between Dundas Street and William Halton Parkway

- 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

- These are shown on the next board.

- **The intersection of William Halton Parkway and Ninth Line has been approved 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.**

Halton REGION

CIMA Partners in excellence

Alternative Design Concepts: South Section

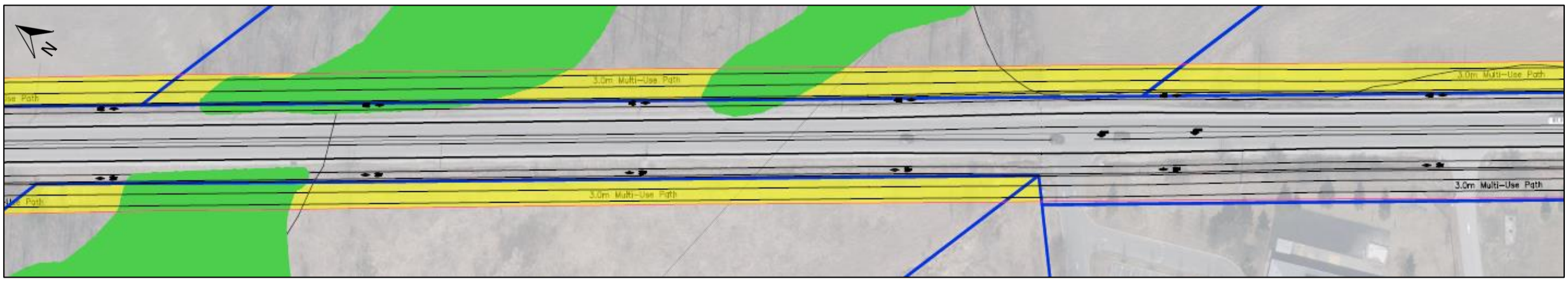
Alternative 1 – Widen Equally East and West

Advantages:

- No impact to Fern Hill School or single family home

Disadvantages:

- Impact to adjacent properties on east and west side
- Moderate property impact to Hydro One property (both sides)
- Moderate impact to Provincially Significant Wetland



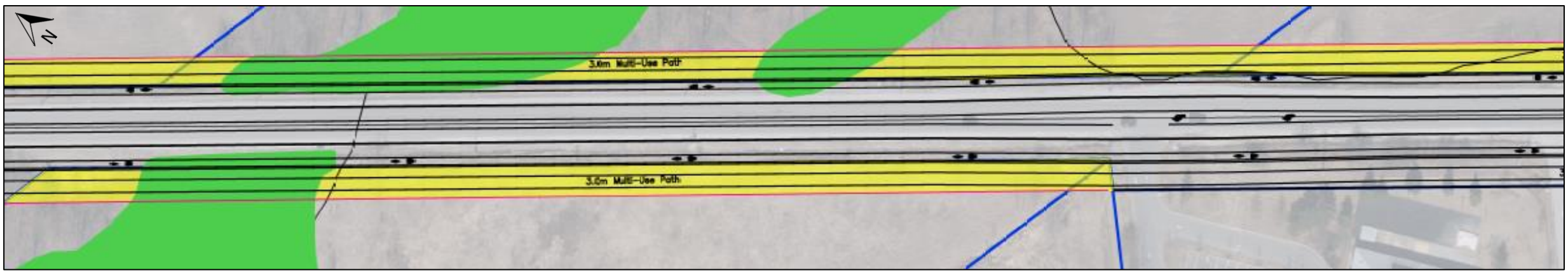
Alternative 2 – Widen to the East

Advantages:

- No impact to Fern Hill School or single family home

Disadvantages:

- Impact to adjacent properties on east and west side
- Moderate property impact to Hydro One property (both sides)
- Moderate impact to Provincially Significant Wetland

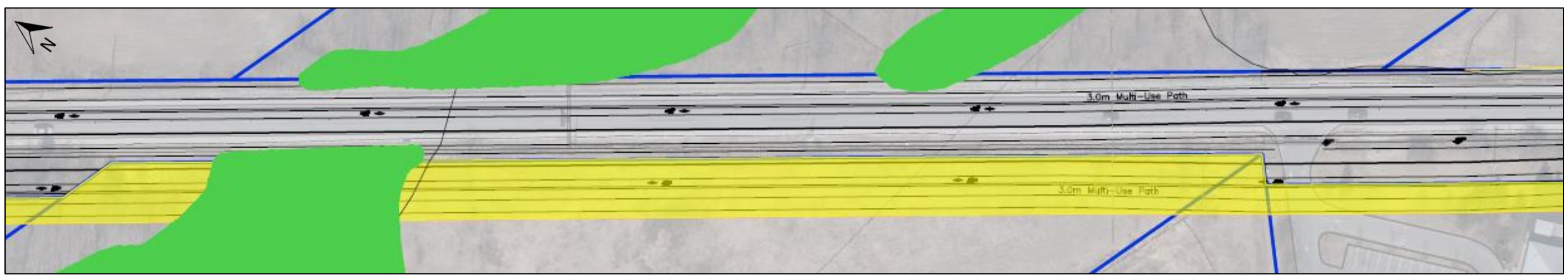


Alternative Design Concepts: South Section

Alternative 3 – Widen to the West

Advantages:
- Less impact to properties on east side

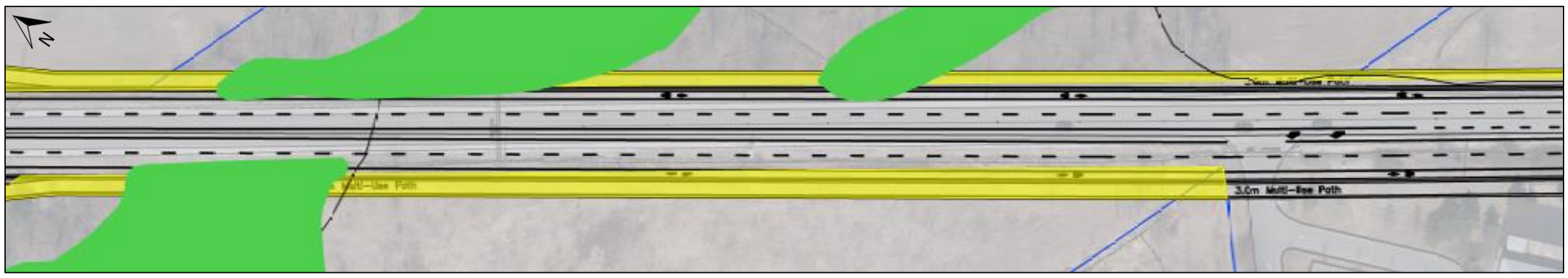
Disadvantages:
- Property required from Fern Hill School and single family house
- Significant property impact to Hydro One property (west side)
- Moderate impact to Provincially Significant Wetland



Alternative 4 – Mitigated Design

Advantages:
- No impact to Fern Hill School or single family home
- Reduced impact on Hydro One property
- Mitigated impact to Provincially Significant Wetland

Disadvantages:
- Moderate impact to adjacent properties on east and west side



Note: These preliminary alternative design concepts do not include additional requirements for grading and ditching.

Evaluation of Alternative Design Concepts: South Section

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

Most Preferred	Moderately Preferred	Least Preferred

Evaluation of Alternative Design Concepts: South Section

Alternative 4 is most preferred overall based on the following:

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

Summary of Improvements: South Section

The recommended alternative design concept for the South section includes the following improvements:

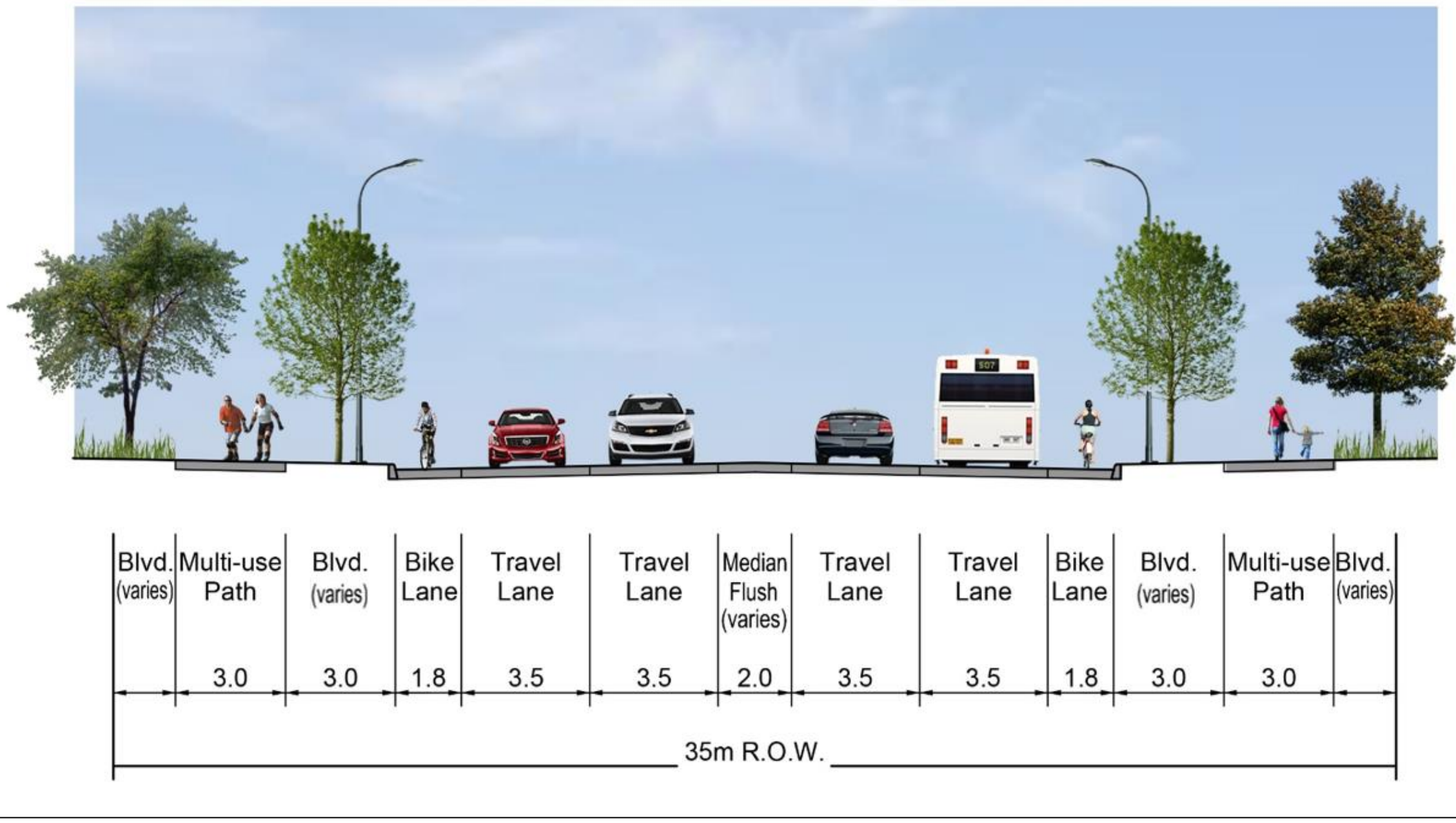
- 35 metre right-of-way
- 4-lane undivided roadway
- 3m multi-use trail (MUT) on both sides of the road
- On-road bicycle lanes on both sides of the road
- Dedicated left-turn lanes for improved property access
- Retaining walls to minimize impacts on wetland and watercourses

Example of Improvements along South Section

Typical Cross-Section and Streetscape Opportunities: South Section

- Opportunity for landscaping within right-of-way
- Accommodates continuous pedestrian and cycling facilities with multi-use trail and on-road bicycle lanes on both sides of the roadway
- Left turn lanes provided for access into various properties

Typical Mid-Block Cross Section



Alternative Design Concepts: North Section

North Section:

Ninth Line between William Halton Parkway and 407ETR

- 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
- Only one alternative design concept was carried forward

Approach to Developing North Section Alternative Design Concept

The following factors were considered in the development of the North section design concept:

- Cross-section constraints and available right-of-way at MTO/407 ETR structures
- Provision of active transportation facilities
- Compliance with MTO design standards
- Traffic operations and safety

North Section

Evaluation of Alternative Design Concepts: North Section

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

Summary of Improvements

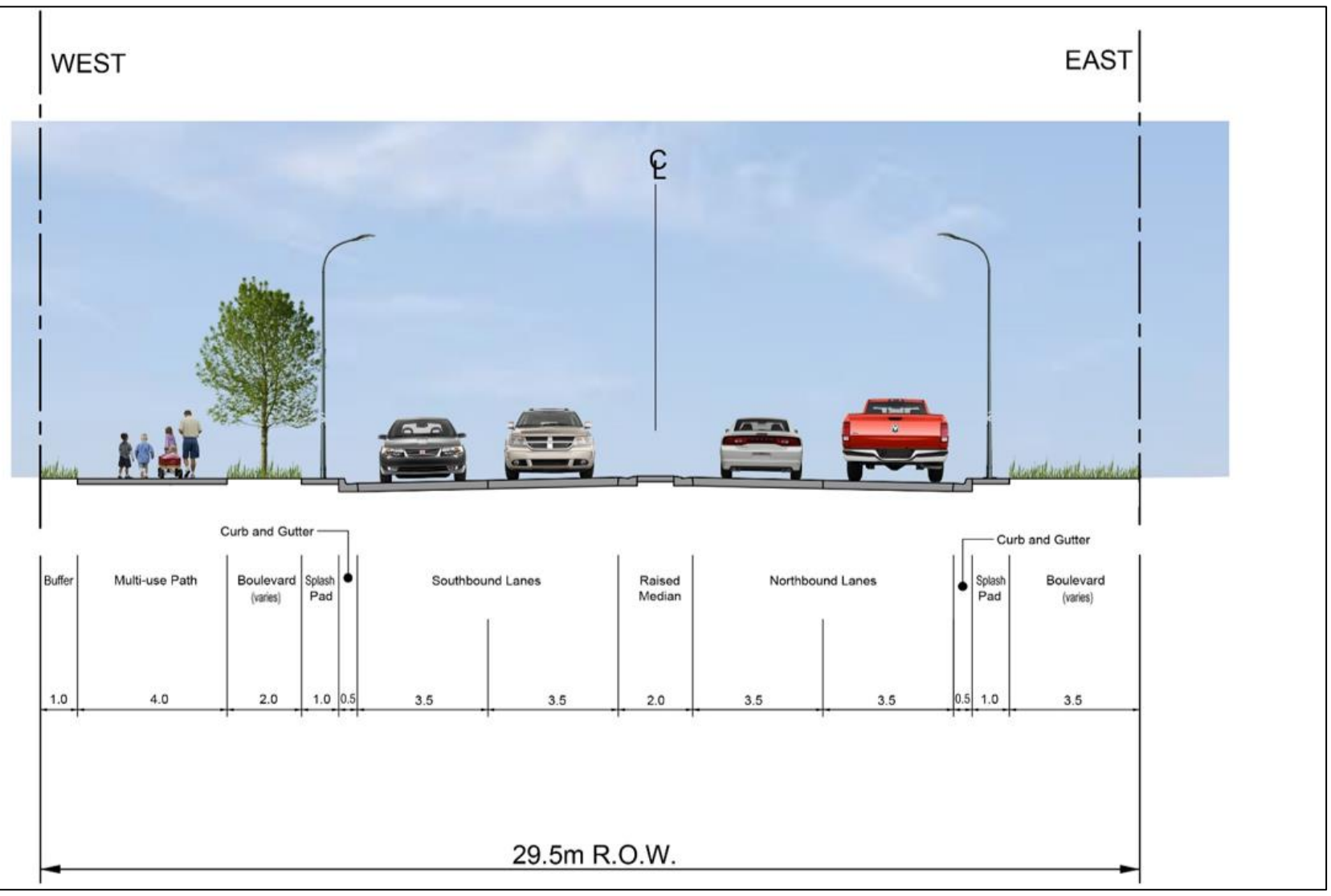
The recommended alternative design concept for the North Section includes the following improvements:

- 35 metre right-of-way
- 4-lane roadway
- Raised centre median
- 4m multi-use trail (MUT) on the west side of the road

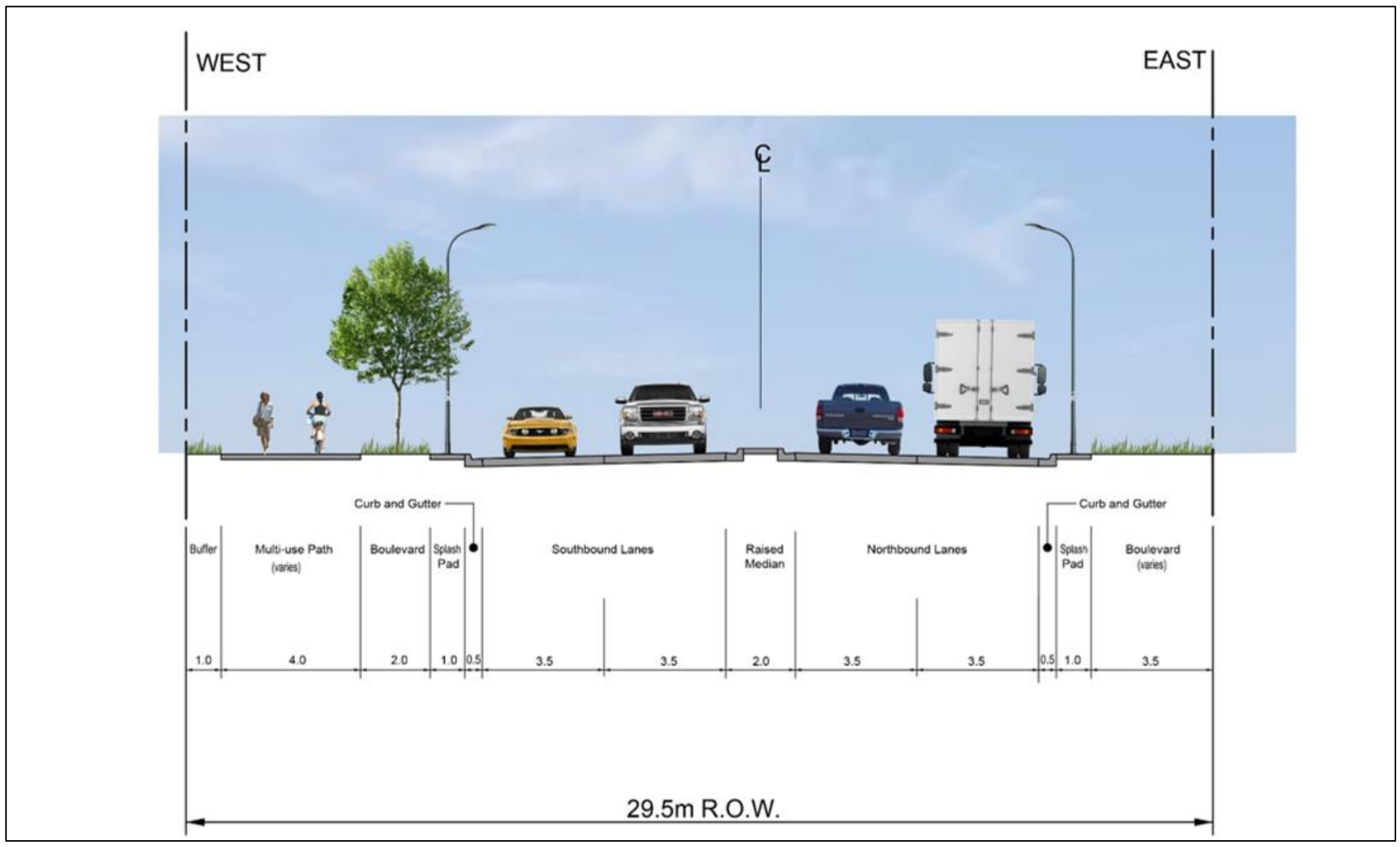
Typical Cross-Sections and Streetscape Opportunities

North Section

Cross-Section for Transition Area North and South of Interchanges



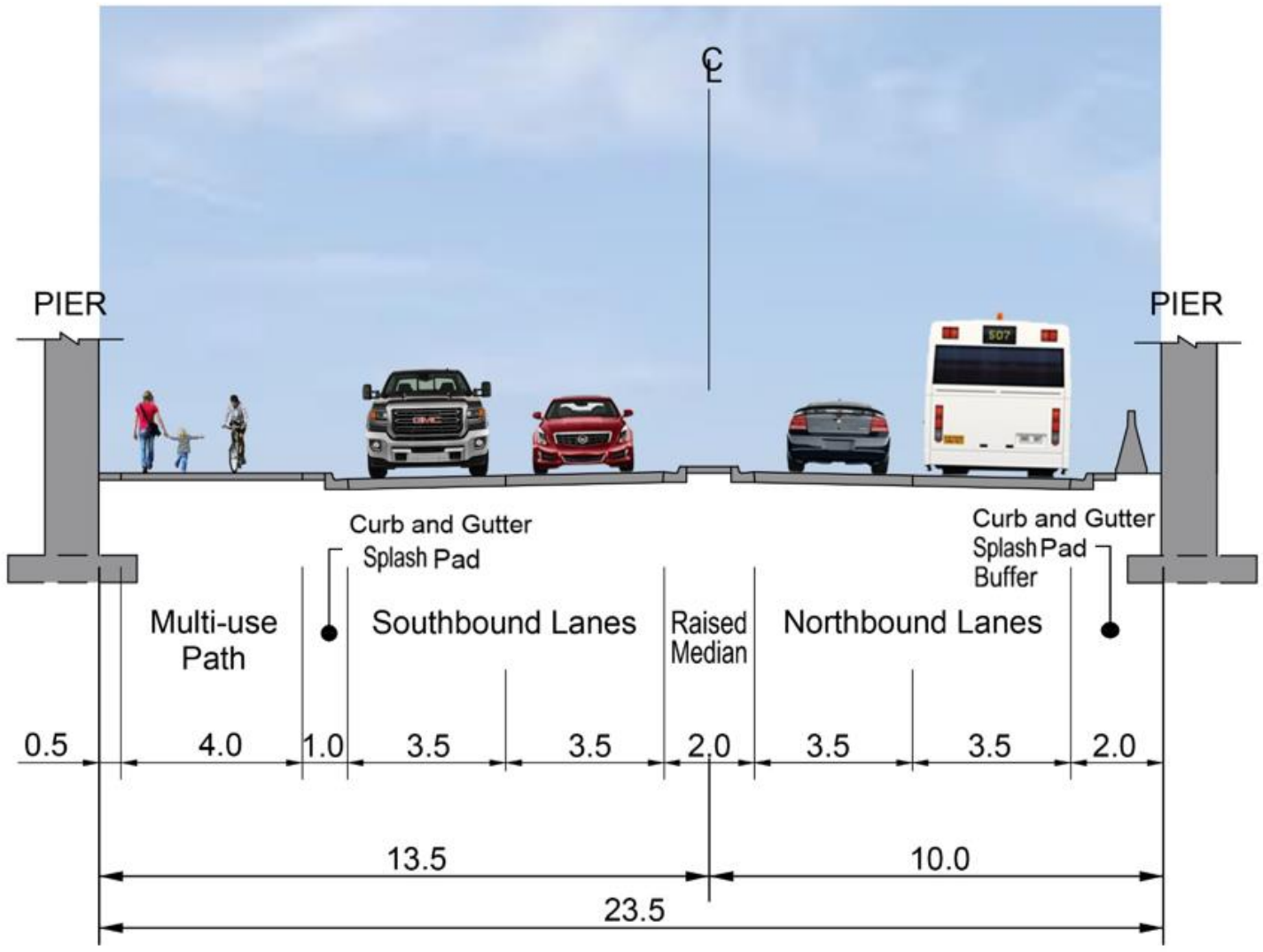
Cross-Section with Raised Median Through Interchange Between Structures



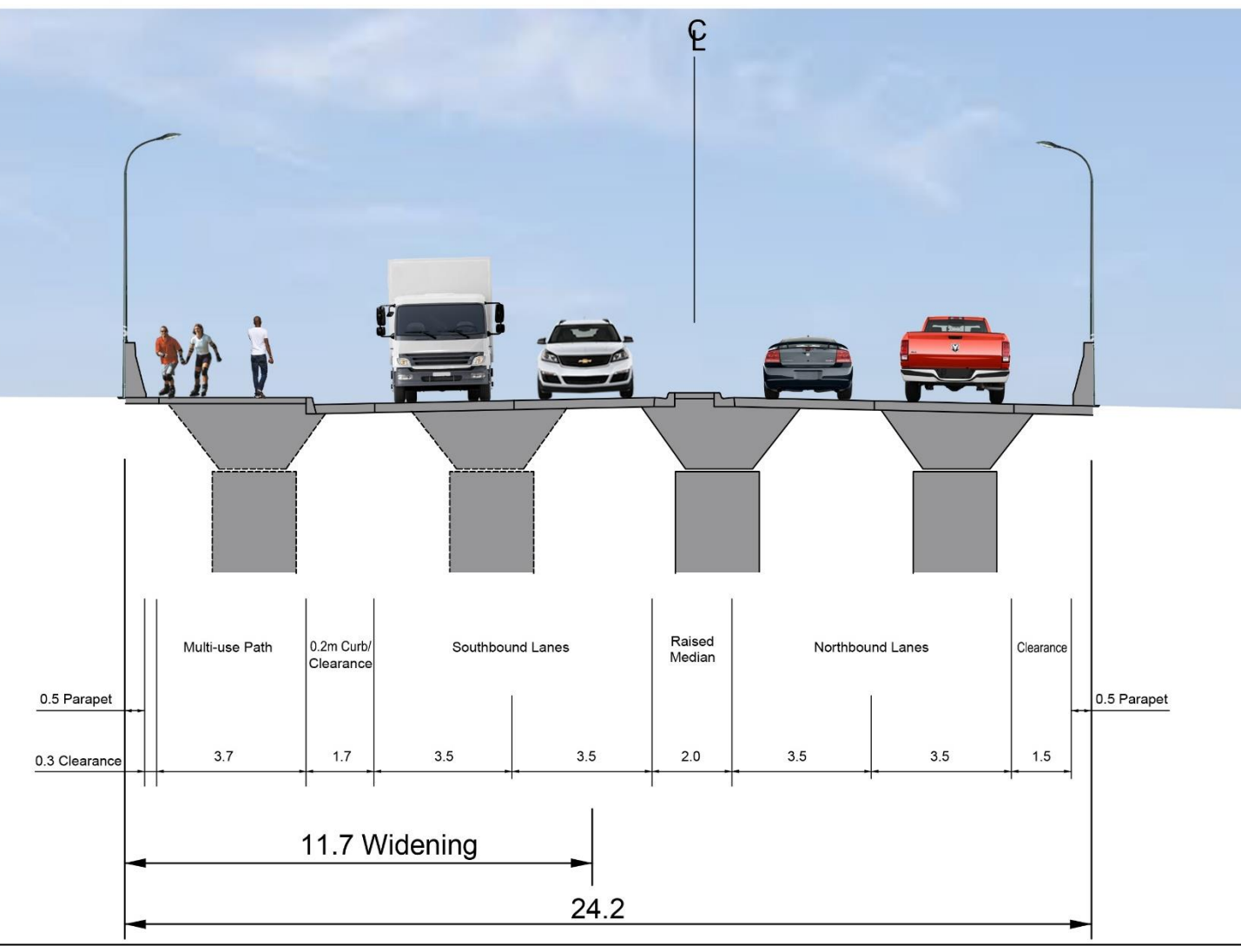
Typical Cross-Sections and Streetscape Opportunities

North Section

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



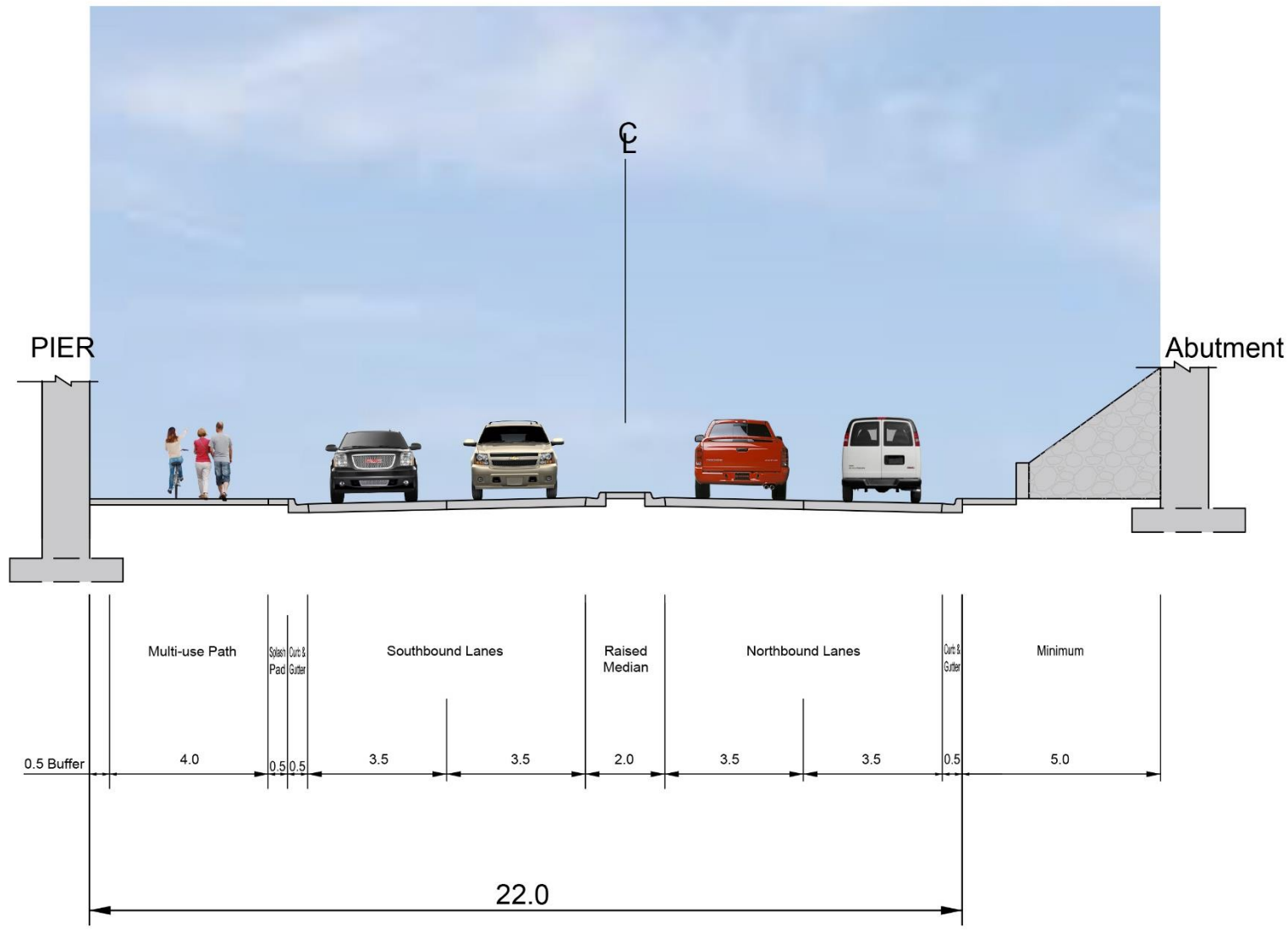
MTO Structure 2: Ninth Line over Highway 403/407 Interchange



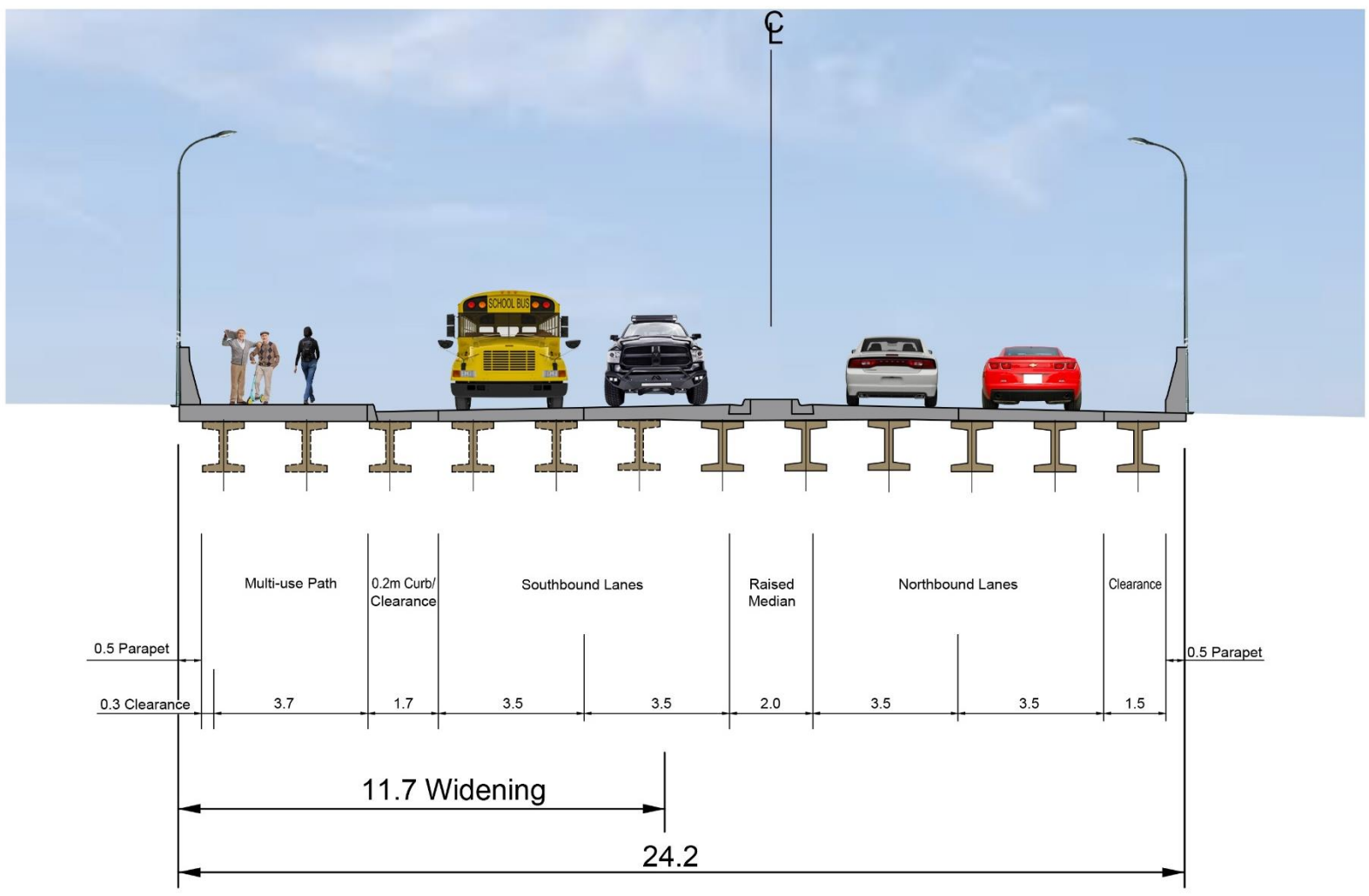
Typical Cross-Sections and Streetscape Opportunities

North Section

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



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



Preliminary Plans

SEE SEPARATE DISPLAY FOR
PRELIMINARY DESIGN PLAN FOR:

1) South Section
2) North Section

Mitigation Measures

A number of mitigation measures for the Cultural, Socio-Economic and Natural Environments have been recommended to mitigate/avoid impacts associated with the recommended alternative design concept.

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

Socio-Economic Environment	
Property Requirement	• Secure required right-of-way through development process. • Where required, negotiate with property owners at fair market value. • Work with property owners during detailed design to confirm mitigation measures.
Noise	• Noise receptor locations are not expected to experience an increase in noise level greater than 5 dBA. Therefore, noise mitigation is not warranted under the MTO/MOECC Noise Protocol. • During construction on Ninth Line, the contractor will abide by the municipal noise control by-laws. The contractor will be required to keep idling of construction equipment to a minimum and to maintain equipment in good working order.

Mitigation Measures

Natural Environment	
General	• Limit encroachment of natural vegetation through design and construction methods. • Application of standard environmental best management practices during construction for all works. • Develop and implement comprehensive erosion and sediment control plan to protect aquatic and terrestrial resources.
Vegetation	• Refinement of the encroachment into the wetland will be assessed at detailed design and compensation for the wetland will be reviewed. • Comply with the Migratory Bird Convention Act by scheduling all vegetation clearing, including the cutting of trees, outside of the breeding bird season. 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 permitting requirements.
Aquatic	• Joshua's Creek provides seasonal warm water fish habitat during high water periods. 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 species at risk habitat will be reviewed and confirmed at detailed design. Compensation may be required and construction timing windows may have to be respected. • 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.

Construction Phasing

The construction of Ninth Line will be completed in two phases.

Phase 1:

- North Section - Ninth Line between William Halton Parkway and 407ETR
- Planned for start of construction 2023*

Phase 2:

- South Section - Ninth Line between Dundas Street and William Halton Parkway
- Planned for start of construction 2025*

*Pending available financing

NEXT STEPS

Following this Public Information Centre, the Project Team will:

- ❑ Review and consider your comments
- ❑ Confirm the recommended alternative design concept
- ❑ Prepare the Environmental Study Report (ESR) which documents the Study decision making process and recommendations
- ❑ File the Study ESR for a 30 day public review period

Please share your comments with either Project Manager by: July 14th, 2017.

Matt Krusto
Halton Region Project Manager
1151 Bronte Road
Oakville, Ontario L6M 3L1
Tel: 905-825-6000 ext. 7225
Fax: 905-825-3270
Email: Matt.Krusto@halton.ca

Stephen Keen, P.Eng.
CIMA+ Project Manager
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
Tel: 289-288-0287 Ext. 6834
Fax: 289-288-0285
Email: Stephen.Keen@cima.ca

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

Thank you for attending this PIC.