

## Correspondence Record

HALTON REGION  
STEELES AVENUE CLASS EA STUDY  
TREMINE ROAD TO INDUSTRIAL DRIVE

Agency & Stakeholder Correspondence Record

June 7, 2021

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PROPERTY OWNERS / GENERAL PUBLIC					
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PO-1	November 21, 2017 Phone call / email	[REDACTED]	[REDACTED]	Phone Call with Region.	<p>Mailing list updated by WSP.</p> <p><b>Region Email Response – Nov-22-17</b></p> <p>Hi [REDACTED]</p> <p>Further to our phone call yesterday, I have attached the Notice of Study Commencement which outlines the Region’s study process to address future 2031 travel demand on Steeles Avenue. We expect to hold our first Public Information Centre (PIC) in March 2018 where we will present a review of existing conditions and the need and justification for improvements to Steeles Avenue. A number of road improvement alternatives will be examined, including: widening of the roadway, cross-sectional requirements, intersection improvements, active transportation (walking and cycling), overall traffic operations, as well as the impact of such improvements on the social and natural environments.</p> <p>Your property is adjacent to our study area, which makes you a member of a stakeholder group and you will receive direct mailing of any future notification, plus email notification.</p> <p>If you have any questions, please do not hesitate to give me a call or send me an email.</p> <p>Alicia</p>
PO-2	December 07, 2017 Email	[REDACTED]	[REDACTED]	Re: Notice of Study Commencement	<p><b>Region Email Response – Dec-07-17</b></p> <p>Hi [REDACTED]</p> <p>For your files, I have attached the Notice of Study Commencement which outlines the Region’s study process to address future 2031 travel demand on Steeles Avenue. We expect to hold our first Public Information Centre (PIC) in March 2018 where we will present a review of existing conditions and the need and justification for improvements to Steeles Avenue. A number of road improvement alternatives will be examined, including: widening of the roadway, cross-sectional requirements, intersection improvements, active transportation (walking and cycling), overall traffic operations, as well as the impact of such improvements on the social and natural environments.</p> <p>Your property is adjacent to our study area, which makes you a member of a stakeholder group and you will receive direct mailing of any future notification, plus email notification. I have also included a link to the project website.</p> <p><a href="http://www.halton.ca/cms/One.aspx?portalId=8310&amp;pageId=154365">http://www.halton.ca/cms/One.aspx?portalId=8310&amp;pageId=154365</a></p> <p>If you have any questions, please do not hesitate to give me a call or send me an email.</p> <p>Alicia</p>
PO-3	November 21, 2019 Comment Sheet Submission at PIC	[REDACTED]	[REDACTED]	<p>Re: Notice of Public Information Centre #1</p> <ol style="list-style-type: none"> <li>1. I was surprised to hear that after the connection of Tremaine to the 401 is made then the Old Tremaine North of Steeles would just be turned over to the city and that it’s possible that it wouldn’t be close and / or removed.</li> <li>2. In general I agree with the choice of a southern diversion of Steeles. In general, it seems to me that bike traffic will increase in future and car and truck traffic will also increase. That will mean that bike traffic on the street will become increasingly in danger from vehicles and will eventually be forced off the road. I would suggest that in the original design the multi-purpose paths be widened to better separate bike and pedestrian traffic, even if this mean eliminating the street-edge bike lanes.</li> </ol>	<p><b>WSP Email Response - December 17, 2019</b></p> <p>[REDACTED]</p> <p>Thank you for taking the time to attend the Public Information Centre for the Steeles Avenue Municipal Class Environmental Assessment (MCEA) Study on November 21, 2019 and for providing your written feedback.</p> <p>The construction of Tremaine Road extension to Highway 401 is ongoing and we have noted your comment regarding the future of Old Tremaine Road, north of Steeles Avenue.</p> <p>Thank you for your comments related to Corridor Concept 2 (south) as the preferred corridor for Steeles Avenue. We agree that a separated cycling facility (e.g. multi-use path) is preferred and your comment regarding wider multi-use paths has been noted by the project team.</p>

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					<p>Please stay involved in the study. Our work over the next few months will involve developing and assessment of road alignment options, as well as the grade separation at the CP Rail line. This information will be presented at Public Information Centre (PIC) 2 in 2020. You will receive a notice in advance of PIC 2.</p> <p>Please do not hesitate to contact the project team if you have any further questions or comments.</p>
PO-4	November 22, 2019 Email	[REDACTED]	[REDACTED] [REDACTED]@m	<p><b>Re: Notice of Public Information Centre #1</b></p> <p>Hi Jeffrey,</p> <p>I would like to thank you, Colin Best and the other Regional Reps last night for an informative night on the future improvement on Steeles Avenue from the roundabout to Industrial Rd. My only concern will be the future congestion traffic on the new developments that will occur on Peru Rd, from viewing the preliminary design on Sherwood Study plan we have addressed this issue to the Regional in the past that there should be secondary exit beside Peru onto Steeles to get out of the future subdivisions, by looking at your design Corridor 2 you are adding a service road for the existing Steeles residents and for Future &amp; existing Peru residents access. I feel this local service road for all the residents in this area from the east of roundabout to Peru will not be able to handle of all the future development congestion from Peru even though I favour this design to be the least disruptive.</p> <p>I am in favour for the Corridor 2 design, but the future development congestion on Peru should be considered into your design as I mentioned above Peru road will be the only road in and out for the future development onto Steeles for the south side of Peru future developments and for the existing Townhomes and Residents on Steeles. I have only seen what was presented on the Sherwood Study Plan this can be resolved if the developers of the new development has secondary access road to get onto the new Tremaine Rd and this will elevate the Peru road congestion. I am not a planner or designer this just a suggestion if you go with Corridor 2 design.</p> <p>Thank you again,</p> <p>[REDACTED]</p>	<p><b>WSP Email Response – December 17, 2019</b></p> <p>[REDACTED]</p> <p>Thank you for taking the time to attend the Public Information Centre for the Steeles Avenue Municipal Class Environmental Assessment (MCEA) Study on November 21, 2019 and for providing your written feedback.</p> <p>Your feedback in support of Corridor Concept 2 (south) for Steeles Avenue is noted.</p> <p>With respect to your comments about access to planned developments in the Sherwood Survey Secondary Plan area, we note that local road network planning is beyond the scope of the Steeles Avenue Class EA study. However, the planning for an improved Steeles Avenue does not preclude the future planning of local access to the Milton Heights area.</p> <p>For your information, the Sherwood Survey Secondary Plan was approved in 2008. A future southerly alignment of Steeles Avenue was identified in the Secondary Plan Transportation Plan but a connection from the local road network within Milton Heights was not proposed. As development proceeds, the Town and Region will provide input to the development application including access management.</p> <p>Please stay involved in the study. Our work over the next few months will involve developing and assessment of road alignment options, as well as the grade separation at the CP Rail line. This information will be presented at Public Information Centre 2 in 2020. You will receive a notice in advance of PIC 2.</p> <p>Please do not hesitate to contact the project team if you have any further questions or comments.</p>
PO-5	November 29, 2019 Email	[REDACTED]	[REDACTED] [REDACTED]	<p><b>Re: Notice of Public Information Centre #1</b></p> <p>Dear Jeffrey Reid and Jim Dowell,</p> <p>I am the owner of [REDACTED]. I have lived here for over [REDACTED] years. I have seen Steeles Ave. go from a quiet country road to a very busy urban road. There are some mornings during rush hour I can not get out of my driveway for a few minutes due to the volume of traffic. I definitely see the need for an upgrade.</p> <p>I have had a chance to view your assessment study released last week. I know this project has been on the table for almost 20 years now. It is nice to see things moving forward. I can understand according to the proposal it does make sense to move Steeles to the south. However as a land owner I do have some concern in your proposed concept #2 of moving Steeles Ave. to the south.</p>	<p><b>WSP Email Response – December 17, 2019</b></p> <p>[REDACTED]</p> <p>Thank you for taking the time to provide your feedback regarding the Steeles Avenue Municipal Class Environmental Assessment (MCEA) Study via email dated November 29, 2019.</p> <p>The project team has identified Corridor Concept 2 (south) as being preferred for the general location of the future upgraded Steeles Avenue. The next phase of the study will be dedicated to developing and evaluating specific road alignments and CP Rail crossing options (e.g. overpass vs underpass). Once this work is underway, we will be able to provide more information to you about possible direct and indirect impacts to your property and possible mitigation measures.</p> <p>Please stay involved in the study and continue to contact us if you have further questions/concerns. We anticipate being in a position to meet with you in spring 2020 to review the next phase of work and provide you with additional information.</p>

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				<p>How will this impact my property? Without seeing any technical drawings of where Steeles would be realigned it is difficult to properly respond to your proposal. Can I obtain a copy or see a technical drawing of where Steeles will be aligned and the train crossing will be?</p> <p>Would any part of my property be used for the realignment of Steeles Ave.? I am sure other property owners have asked this question.</p> <p>How will this affect the view of the overall landscape of my property? Will I have a big bridge to stare at in my backyard?</p> <p>Would there be a noise barrier wall built to isolate the road noise from Steeles?</p> <p>I look forward to your response on my concerns.</p> <p>Thank you, [REDACTED]</p>	Please do not hesitate to contact the project team if you have any further questions or comments.
PO-6	December 4, 2019 Email	[REDACTED]	[REDACTED]	<p><b>Re: Notice of Public Information Centre #1</b></p> <p>[REDACTED] will be affected by the changes. We have been a resident on this road our entire lives. There are a lot of homes on this stretch of Steeles that are very close to the road. Making it a 4 lane road would leave no distance from the road to our homes. The rate of speed that a lot of cars travel on this road would make it even more dangerous as there are small children here.</p> <p>I can't see why Steeles has to be widen or detoured as we have family members who live on the south side of Steeles as well because in the near future Tremaine Road will be hooked up to the 401. Which will reduce the traffic on Steeles. Commuters from south Milton, Burlington, Hamilton and other areas will take Tremaine North to 401 and bypass out street all together. And in regard to someone at the open house said about this being an alternate route if there is an accident on the 401. There isn't that many times that this happens and when it does it does not bother us as it only lasts a short period of time.</p> <p>I believe another study should take place after Tremaine Road hooks up to the 401 before anything is finalized on this plan.</p> <p>Thank you [REDACTED]</p>	<p><b>WSP Email Response – December 17, 2019</b></p> <p>[REDACTED]</p> <p>Thank you for taking the time to provide your feedback regarding the Steeles Avenue Municipal Class Environmental Assessment (MCEA) Study.</p> <p>The project team agrees that widening existing Steeles Avenue through Peru would create a substantial level of impact to the community.</p> <p>As presented at Public Information Centre 1 on November 21, 2019, the project team has identified Corridor Concept 2 ('south corridor') as being preferred for the general location of the future upgraded Steeles Avenue. The intent is to avoid or minimize impacts to local residents. This is consistent with the Sherwood Survey Secondary Plan which also planned for a more southerly location of Steeles Avenue (i.e. south of the existing Steeles Avenue corridor).</p> <p>Through our work to date in the Steeles Avenue Class MCEA Study, we have identified the need to widen Steeles Avenue to 4 lanes by 2031. Our forecasting of future traffic conditions on Steeles Avenue indicates that the travel demand will exceed the capacity of a 2-lane road and associated impacts to road safety, if no improvements are made. An upgraded Steeles Avenue will provide a more efficient Regional arterial road and provide the required traffic capacity. Steeles Avenue will also connect with the future upgraded Tremaine Road, will offer safe options for walking and cycling and will eliminate delays at the CP Rail line (with an overpass or underpass).</p> <p>Please stay involved in the study and continue to contact us if you have further questions/concerns. Our work over the next few months will involve developing and assessment road alignment option as well as the grade separation at the CP Rail line. This information will be presented at Public Information Centre 2 in 2020. You will receive a notice in advance of PIC 2.</p> <p>Please do not hesitate to contact the project team if you have any further questions or comments.</p>
PO-7	December 17, 2019 Email	[REDACTED]	[REDACTED]	<p><b>Re: Response to Comment provided at the Notice of Public Information Centre #1</b></p> <p>Thanks for the detailed response to my comments at the PIC-1 meeting for the Steeles Ave MCEA study, Katherine. I'll be there for the next meeting. Best wishes for the holidays.</p>	Comments were noted by the Project Team. No response required.

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PO-8	January 20, 2020 Email	[REDACTED]	[REDACTED]	<p><b>Re: Notice of Public Information Centre #1</b></p> <p>Good Afternoon Jeffrey,</p> <p>Please be advised that our firm has been retained to complete the final design for [REDACTED]. As shown in the attached figure, the property is located [REDACTED].</p> <p>We would like to be involved in the Steeles Ave. Transportation Corridor Improvements EA process and would appreciate if you could send to us any relevant technical materials and the future PIC meeting invitations.</p> <p>Please contact me if you have any questions.</p> <p>Thank you,</p> <p>[REDACTED]</p>	<p><b>Halton Region Email Response – January 21, 2020</b></p> <p>Hi [REDACTED]</p> <p>Thank-you for your interest in the Region’s Steeles Avenue Municipal Class Environmental Assessment (MCEA) Study between Tremaine Road and Industrial Drive, within the Town of Milton.</p> <p>The Project Team hosted Public Information Centre (PIC) #1 on November 21, 2019</p> <p>Below is the Steeles Avenue project page which contains all information presented at PIC #1: <a href="https://www.halton.ca/For-Residents/Roads-Construction/Municipal-Class-Environmental-Assessment-Studies/Steeles-Avenue-Corridor-Study-%E2%80%93-Tremaine-Road-to-I">https://www.halton.ca/For-Residents/Roads-Construction/Municipal-Class-Environmental-Assessment-Studies/Steeles-Avenue-Corridor-Study-%E2%80%93-Tremaine-Road-to-I</a></p> <p>We will add your contact information to the study mailing list and you will be notified for all future PIC’s and Notices.</p> <p>Regards,</p> <p>[REDACTED]</p>
PO-9	April 13, 2021 and May 13, 2013 E-mail and Registered Mail	[REDACTED]	[REDACTED]	<p><b>Re: Notice of Public Information #2</b></p> <p>NOTICE OF OBJECTION to Steeles Avenue (Regional Road 8) Transportation Corridor Improvement Municipal Class EA Study Tremaine Rd. (Regional Road 22) to Industrial Drive Town on Milton</p> <p>Attention: Halton Region Planning Department and Public Works, Halton Region</p> <p>As the owners of [REDACTED], this letter is to advise this is our Official Notice of Objection in regards to the proposed Halton Region - Steeles Avenue Municipal Class EA Study from Tremaine Road to Industrial Drive.</p> <p>We understand there was a public meeting November 2019, in which we received no registered notices or any notifications to attend.</p> <p>In a meeting dated October 19, 2020, I [REDACTED] received minutes of the meeting, but there was never a follow up with The Halton Region. In addition, no further consultation with both of us owners of the property was set up, nor have we received any documentation or letters of intent regarding the partial plan or upcoming new plan. Furthermore, there is also inaccurate information in the minutes of the meeting.</p> <p>The Halton Region has failed to coordinate a follow up meeting with both myself and [REDACTED]. Currently, Halton Region is preparing to launch public information on April 15th without any prior consultation or approvals from us.</p> <p>This action is causing significant nuisance to our property located at [REDACTED]. We have been land owners and have paid taxes for over 40 years in Milton.</p>	<p><b>Halton Region Email Response – May 13, 2021</b></p> <p>Hello [REDACTED]</p> <p>Thank you for your email. This is to confirm the [REDACTED]</p> <p>As one of the participants in our October 19 meeting, my recollection of events vastly differs from what you have stated in your letter. The Region provided a balanced presentation of 3 options which was being considered for the proposed reconstruction of Steeles Avenue from Industrial Drive to Tremaine Road. As I recall Option “B” bisecting the subject lands was considered by your clients to be the best options which delivered the least impact on their existing business. The Region also stated interest to purchase any remaining lands to the north and west of the proposed roundabout at the fair market value at the time of construction. I have attached a copy of our aerial map which was submitted to you and your clients at our meeting. We also informed your clients that once we have made contacts with other impacted property owners by this project we would provide them with additional information and confirmation of one of the 3 available options for our proposed road which we still intend to do. In our meeting, your clients also indicated that they are planning to retire soon and considering the sell of the subject lands which I assume that was the reason you were invited to attend this meeting by them which is normally closed to the real estate agents.</p> <p>In addition, with respect to your comments regarding the highest and best use of the subject lands, the vast portion of your clients’ lands [REDACTED] is within the Natural Heritage System (NHS) and flood plain. There is a very small portion of the subject lands located to the north-west corner which may be viable for the future Employment Area. Our proposed road has been designed as such not to impact this corner. Furthermore, our proposed road neither interferes with or diverts traffic away from the existing business as shown on the aerial map.</p> <p>In closing, I have been in touch with your clients over the past couple of weeks and as recently as two days ago to find out if they are still willing to sell this parcel to the Region as this was their preference in our October meeting; however I am still waiting to hear back from them. I also understand that you have an undecided potential buyer for this parcel and your letter of objection is solely centred on making a sale here and has really not much to do with concerns regarding the impact of our proposed road on the existing business which is none. Your clients are free to sell their property to anyone at anytime if they</p>

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				<p>The proposal of a construction for a new road highway cutting through our property is not only interfering with our land, not to mention the highest and best use of land, its diverting traffic away from the existing business, [REDACTED]. Moreover, it will cause significant diminution of the land, business loss and market value of the property that serves the public good. To reiterate, the construction itself will cause significant nuisance and negative impacts to the business and land.</p> <p>We oppose the proposal.</p> <p>Respectfully,</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>wish to do so. We are not going to prevent them from doing that. Accordingly, we also review our options moving forward constructing this road in a timely manner.</p> <p>Regards</p> <p>[REDACTED]</p>
PO-10	April 21, 2021	[REDACTED]	[REDACTED]	<p>[REDACTED]</p> <p>comments herein on the Region and WSP Municipal Class Environmental Assessment (EA) PR03131A related to Steeles Avenue (Regional Road 8) transportation improvements from Tremaine Road (Regional Road 22) to Industrial Drive.</p> <p>[REDACTED]</p> <p><b>Background</b></p> <p>On June 8, 2012, a draft plan of subdivision application and zoning by-law amendment application was submitted to the Town of Milton on behalf of [REDACTED]</p> <p>[REDACTED]</p>	<p>Good Afternoon [REDACTED]</p> <p>Thank you for your letter regarding the Steeles Avenue Transportation Corridor Improvements from Tremaine Road to Industrial Drive Municipal Class Environmental Assessment (MCEA) Study. The project team has reviewed your comments and have prepared the attached response letter.</p> <p>We trust this response addresses your comments however please feel free to contact me if you have any additional questions.</p> <p>Thank you,</p> <p>Jessica</p> <p>Attachment:</p> <p>Dear [REDACTED]</p> <p>Thank you very much for taking the time to view the virtual Public Information Centre #2 materials for the Steeles Avenue Municipal Class Environmental Assessment (MCEA) Study. We have reviewed your comments dated April 21, 2021 and understand that [REDACTED] parcel of land that is contained with the Milton Heights Area and is within the study area for the Steeles Avenue MCEA study.</p> <p>We understand from your letter that [REDACTED] does not support the draft preliminary design of the Steeles Avenue cul-de-sac presented at Public Information Centre #2 as this draft preliminary design would impact [REDACTED] proposed plan of subdivision. It is our understanding that the OMB order referenced in your letter has not been issued and, therefore, [REDACTED] proposed plan has not been draft approved. We also understand that the proposed plan has continued to evolve, with the most recent version we are aware of being dated Sept. 25, 2020.</p> <p>Nevertheless, we have reviewed the draft preliminary design of the Steeles Avenue cul-de-sac in order to examine options to minimize impacts to the adjacent properties. Based on our review, it appears that the design of the cul-de-sac could be minimized and refined such that it could be accommodated within the 7.5 metre road widening block [REDACTED] [REDACTED] plan, roughly equivalent to [REDACTED] on the April 2014 plan).</p> <p>The draft preliminary design, as presented at PIC #2 will be updated to reflect this refinement and will be presented as part of the preliminary preferred design in an Environmental Study Report (ESR). The ESR will document the study process and the supporting rationale for the preliminary preferred alternative. This report will be available for a minimum 30-day public review</p>

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#	Date/Method	Name	Address / Email	Comments	Comments/Response
				<p>for 126 single detached dwellings and 114 townhouse dwelling units and a 7.5 metre road widening along Steeles Avenue (Block 68).</p> <p><b>Comments on Class EA</b></p> <p>██████████ have reviewed the Materials presented by Halton Region and WSP for the Public Information Centre #2 for the Class EA and note that there is a cul-de-sac proposed on the subject property, as illustrated in Figure 2.</p>  <p><b>Figure 2 - Extract of Preliminary Steeles Avenue Corridor Plan</b></p> <p>The Preliminary Preferred Design Summary also notes that this portion of Steeles Avenue is to end in a cul-de-sac, just east of the CP rail line. ██████ questions the need for this cul-de-sac, as there may be an opportunity to eliminate it given the looped driveway to the south by either utilizing the driveway or by making this portion of Steeles Avenue (west of Peru Road) part of the private driveway. An overlay plan is provided, which is also attached herein that illustrate the current iteration of the draft plan with the cul-de-sac overlaid on top in order to demonstrate the impact.</p> <p>Alternatively, if a cul-de-sac is needed it should be relocated and redesigned so that it is no longer located on the ██████ site. As it is currently illustrated, the cul-de-sac impacts the single detached dwellings on the ██████ approved draft plan. As noted previously, a 7.5 metre road widening has already been provided along Steeles Avenue ██████ as part of the approved draft plan, in which the Region provided comments indicating this requirement. This area of the 7.5m road widening can be utilized in conjunction with lands to the south to provide an adequate turnaround as may be needed. ██████ strongly objects to a cul-de-sac being located on its property, as it would impact the draft plan approval as ordered by the OMB.</p> <p>Should you have any questions, please contact the undersigned at extension ██████</p> <p>Yours truly,</p> <p>██████████                  ██████████</p>	<p>period. The preliminary preferred design including the cul-de-sac design will be subject to further refinement during detailed design, which may identify additional land requirements.</p> <p>Thank you your participation in Public Information Centre #2 for the Steeles Avenue MCEA. We trust that the response above addresses your comments however, should you have any questions or require additional information, please contact the undersigned at (905) 825-6000, ext. 7556 or jessica.dorgo@halton.ca.</p>

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PO-84	April 26, 2021 Phone	██████████	██████████	<ul style="list-style-type: none"> <li>Two to three years ago contractors dug up the earth and installed orange cables out front of business and left earth unfinished and left a coil of cable</li> <li>Believes the cable was for fibre optics</li> <li>Contractors were working on Town's side of right-of-way</li> <li>JD advised that she will look into this further and try to find the appropriate contact for ██████████ to contact (at Town or Region)</li> <li>JD provided Town of Milton with ██████████ contact information to follow-up</li> </ul>	
PO-85	July 14, 2021	██████████	██████████	<p>Jessica</p> <p>Please advise me if this project is budgeted for in the Region's 10 year capital budget or is it the subject of Development Charge funding.</p> <p>Also, who is the Chair of the Region Committee responsible for this EA project.</p> <p>Thanks in advance and regards</p>	<p>Hi ██████████</p> <p>Thank you for your email. According to the Council-approved Halton Region Budget and Business Plan 2021, start of construction for the widening of Steeles Avenue between Tremaine Road and Industrial Drive is currently anticipated for 2026, subject to a Council-approved financing plan. The Halton Region Budget and Business Plan 2021 can be found at the following link, <a href="https://www.halton.ca/Repository/2021-Budget-and-Business-Plan">https://www.halton.ca/Repository/2021-Budget-and-Business-Plan</a>.</p> <p>In 2017, Halton Region completed the Halton Region Development Change Background Study which is available at the following link, <a href="https://www.halton.ca/Repository/2017-Development-Charges-Background-Study">https://www.halton.ca/Repository/2017-Development-Charges-Background-Study</a>. Information related to development charge funding can be found in the Development Charge Background Study Report.</p> <p>Information on Regional Council, including Council structure can be found at the following link: <a href="https://www.halton.ca/The-Region/Regional-Council-and-Committees">https://www.halton.ca/The-Region/Regional-Council-and-Committees</a></p> <p>I am the Project Manager responsible for the Steeles Avenue Municipal Class Environmental Assessment Study and am available to answer any questions you have regarding this study.</p> <p>Thank you,</p> <p>Jessica</p>
PO-86	September 25, 2021	██████████	██████████	<p>Jessica</p> <p>Any update on the process for the Steeles Ave west realignment? What's the next near future step?</p> <p>██████████</p>	<p>Hi ██████████</p> <p>The Project Team is currently undertaking the next steps as presented at Public Information Centre #2. This includes the following:</p> <ul style="list-style-type: none"> <li>Review and respond to questions and comments from the PIC</li> <li>Make refinements to the preliminary preferred design in light of feedback received</li> <li>Undertake additional design review with regulatory agencies and directly affected stakeholders</li> <li>Prepare the Environmental Study Report documenting the decision-making process and final recommendations of the study</li> </ul> <p>The Environmental Study Report (ESR) will be available for a minimum of 30 days for a public review period. A copy of the Notice of Study Completion will be issued to notify the public and stakeholders of the completion of the study and the opportunity to review the ESR.</p> <p>Thank you,</p> <p>Jessica</p>
PO-87	June 20, 2022	██████████	██████████	Hello,	Good Morning ██████████

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#	Date/ Method	Name	Address / Email	Comments	Comments/Response
	July 14, 2022			I am inquiring about the status of the process for the Municipal Class EA Study for improvements to Steeles Avenue Transportation Corridor from Tremaine Road to Industrial Drive in Milton (i.e. target or milestone dates).	I apologize for the delay in getting back to you. The current anticipated timing for filing of the Steeles Avenue Transportation Corridor Improvements MCEA Study Environmental Study Report (ESR) is fall 2022. Upon study completion, the ESR will be available for a minimum of 30 days for a public review period. A copy of the Notice of Study Completion will be issued to notify the public and stakeholders of the completion of the study and the opportunity to review the ESR.
	July 18, 2022			As well, where can I get a copy of the Environmental Study Report?	Information on the Steeles Avenue MCEA Study is available on the study webpage at: <a href="https://www.halton.ca/For-Residents/Roads-Construction/Municipal-Class-Environmental-Assessment-Studies/Steeles-Avenue-Corridor-Study-%E2%80%93-Tremaine-Road-to-I">https://www.halton.ca/For-Residents/Roads-Construction/Municipal-Class-Environmental-Assessment-Studies/Steeles-Avenue-Corridor-Study-%E2%80%93-Tremaine-Road-to-I</a> .
	Email			Thank you,	Thanks, Jessica
				Good morning, I am following up on my previous request.	<b>Halton Region Email Response – November 28, 2022</b>
				Thank you,	Hi [REDACTED],
				Good morning Jessica, I have been trying to contact SteelesMCEA@halton.ca regarding the status of the process for the MCEA (i.e. target or milestone dates) and to get a copy of the Environmental Study Report, but have not received any reply. Please advise on how I can receive the information.	The current anticipated timing for filing of the Steeles Avenue Transportation Corridor Improvements MCEA Study Environmental Study Report (ESR) is still fall 2022. A copy of the Notice of Study Completion will be issued to notify the public and stakeholders of the completion of the study and the opportunity to review the ESR on the Region's website: <a href="https://www.halton.ca/For-Residents/Roads-Construction/Municipal-Class-Environmental-Assessment-Studies/Steeles-Avenue-Corridor-Study-%E2%80%93-Tremaine-Road-to-I">https://www.halton.ca/For-Residents/Roads-Construction/Municipal-Class-Environmental-Assessment-Studies/Steeles-Avenue-Corridor-Study-%E2%80%93-Tremaine-Road-to-I</a>
				Thank you,	Thanks, Jessica

PROPERTY OWNERS / GENERAL PUBLIC					
#	Date/ Method	Name	Address / Email	Comments	Comments/Response
PO-88	October 26, 2022	[REDACTED]	[REDACTED]	<p>Jessica</p> <p>I'm sending you 2 email attachments. One is the signed note advising the Region that I have been retained as Authorized Agent for the [REDACTED] and the negotiations concerning the [REDACTED] for the realignment/improvement of Steeles Avenue West. In this regard, I am expecting that certain documents that may have been withheld from me previously will now be made available to me as a result of this change in my status regarding this project and this property. I will follow up with you directly concerning the documents that you can and will forward to me.</p> <p>The second is a signed notification to the Region that the Notice of Objection to the MCEA process lodged by my clients last April (2021) is now withdrawn by way of the attachment hereto. This notification should be self-explanatory.</p> <p>As the [REDACTED] (per the undersigned) looks forward to a mutually successful process for the completion of the negotiations for the Region's acquisition of lands for the preferred alignment of the Steeles Ave West roadway system [REDACTED]. I am anticipating that [REDACTED] those negotiations commence.</p> <p>I look forward to chatting with you regarding the documents that you will compile and forward to me. Please advise me when it will be convenient for you to connect with me.</p> <p>Regards</p> <p>[REDACTED]</p> <p>Attachment:</p> <p>[REDACTED] ) to act on our behalf as our [REDACTED] to negotiate and secure the [REDACTED] with the Region of Halton for the Steeles Ave West realignment/improvement Class EA project in regards to [REDACTED]. Moving forward on this process, please forward all relevant information associated with [REDACTED].</p> <p>We have instructed [REDACTED] act as our agent in regards to the submission of this signed email communication to you. We trust that this approach is satisfactory to you.</p> <p>Regards</p> <p>[REDACTED]</p> <p>Attachment 2:</p> <p>Thank you for the copy of the letter dated April 13, 2021 that was signed by both [REDACTED]. That letter is</p>	

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				<p>their submission in writing of their [REDACTED] to the Region's Municipal Class EA process at that time for the Steeles Ave West roadway project.</p> <p>The Notice of Objection the project is hereby rescinded. The signatures below are those of [REDACTED]</p> <p>[REDACTED] My submission of this letter to you is under the auspices of the 'authorized agent' status for the owners gained by a previous submission to you by email.) By this letter, the [REDACTED] formally to the Region's MCEA initiative in this regard. The intent of the withdrawal of the Objection by [REDACTED] is to allow the negotiations with the Region for the lands required for the Steeles Ave West roadway system realignment and improvement crossing the property to progress to a successful engineering design and project implementation.</p> <p>Please contact the undersigned if concerns arise in this regard and/or if additional information is required by you to accept this submission as it is intended.</p>	
PO-89	October 27, 2022	[REDACTED]	[REDACTED]	<p>Jessica</p> <p>Further to the email that I sent you yesterday advising that I have been retained by the owners of the above-noted property [REDACTED] as their Authorized [REDACTED] please compile and forward the following documents to me:</p> <ol style="list-style-type: none"> <li>1. A Plan of the site showing the preferred alignment of the proposed Steeles Ave West roadway system within the subject property at [REDACTED] It would be helpful if the Plan provided an aerial photo underlay and property boundaries as well as some details of the provisions of the preferred alignment for ongoing access/egress for the vehicular movements from/to the 'Old' Steeles Ave West roadway to the west of [REDACTED] and the features of the proposed new Steeles Ave West roadway system for crossing of the 16 Mile Creek within the property.</li> <li>2. A Plan showing the hydraulic sections (HEC RAS) set out and used for the backwater computations in support of the analyses that would typically be required to demonstrate no adverse impacts (ie increase in regulatory flood level) within the local reach of the 16 Mile Creek along with a summary of the results. It would also be appreciated if the HEC RAS model (prepared by WSP?) was provided as well.</li> </ol> <p>I've limited my request at this time to the key items above. Please advise when I should expect to receive them (by email attachment?).</p> <p>Regards [REDACTED]</p> <p>[REDACTED]</p> <p><b>Follow up October 31, 2022</b></p> <p>Any response for me?</p> <p>[REDACTED]</p>	<p><b>Halton Region Response November 1, 2022</b></p> <p>Hi [REDACTED]</p> <p>Thank you for your follow-up. We are in receipt of your email and will respond shortly.</p> <p>Thank you,</p> <p>Jessica</p> <p><b>Halton Region Response November 2, 2022</b></p> <p>Hi [REDACTED]</p> <p>Thank you for your email. A copy of the draft Preliminary Preferred Plan at [REDACTED] will be provided to you in a separate email by the end of the week. As this study is still ongoing, this plan is subject to refinement.</p> <p>Please note that the hydraulic model obtained for the Steeles Avenue MCEA Study is owned by Conservation Halton. As such, any request for a HEC-RAS model for this area can be sent to Conservation Halton. The results of the Hydraulic Assessment undertaken as part of the Steeles Avenue MCEA study will be available as part of the study documentation and will be included in the Environmental Study Report. As previously discussed, you will be provided with a copy of Notice of Study Completion including a link to the Environmental Study Report on the Region's website.</p> <p>Thanks,</p> <p>Jessica</p> <p><b>Halton Region Response November 3, 2022</b></p> <p>Hi [REDACTED]</p> <p>Further to my email yesterday, attached is a copy of the draft Preliminary Preferred Plan at [REDACTED]. As previously noted, this plan is subject to refinement.</p> <p>Thank you,</p>

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				<p><b>Response November 1, 2022</b></p> <p>Thanks Jessica. Looking forward to it. ■■■</p> <p><b>Response November 3, 2022</b></p> <p>Jessica</p> <p>The second point in my earlier email to you related to the HEC RAS model of the 16 Mile Creek through this local reach and provisions for the new Steeles Ave West roadway crossing of the floodplain across my client's property.</p> <p>You referenced the ownership of that model being that of Conservation Halton (meaning, I presume that I would need to request it directly from them...correct?). I can do that on the basis that the Region is supporting my request for an operational copy of it. Who should I speak to at CH (who presumably is a member of this project technical committee for the MCEA?).</p> <p>Please advise me.</p> <p>Regards ■■■</p> <p><b>Response November 7, 2022</b></p> <p>Thank you.</p>	<p>Jessica</p> <p><b>Halton Region Response November 7, 2022</b></p> <p>Hi ■■■</p> <p>I understand that you have been in contact with Conservation Halton and Ben Davis, Regional Infrastructure Team Lead at Conservation Halton, has provided you with the steps on how to obtain the requested model information. As such, you can continue to correspond with the contacts provided by Conservation Halton regarding your request.</p> <p>Thank you,</p> <p>Jessica</p>

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PO-90	April 19, 2022 Email	[REDACTED]	[REDACTED]	<p>Jessica/Andrew</p> <p>Just a quick follow up on the email below that you sent me earlier.</p> <p>We are preparing to undertake the EIA as recommended by you and your planning team. In that regard, I never received the attachment of the existing conditions Natural Environment mapping that you reference in the second last paragraph of the email. Please forward that document to me.</p> <p>Thanks and best regards. [REDACTED]</p> <p>[REDACTED]</p> <p>Thank you for your email. I appreciate your challenge with timing. I apologize if our previous messaging related to releasing this information was unclear.</p> <p>Over the past week, I have had the chance to review your request with our EA project team as well as with our Planning Services staff.</p> <p>We'd like to clarify that the Natural Environment Assessment documentation being prepared under Halton's Municipal Class Environmental Assessment (MCEA) study is not an Environmental Impact Assessment (EIA) as would be required for the review of the Natural Heritage System land use designation.</p> <p>The Region's Official Plan under Section 116.1 outlines the requirements for that review and notes that "the boundaries of the Regional Natural Heritage System may be refined, with additions, deletions and/or boundary adjustments, through:</p> <ul style="list-style-type: none"> <li>a) A Subwatershed Study accepted by the Region and undertaken in the context of an Area Specific Plan;</li> <li>b) An individual Environmental Impact Assessment accepted by the Region. As required by this Plan; or</li> <li>c) Similar studies based on terms of reference accepted by the Region."</li> </ul> <p>The requirements of the EIA are outlined in Halton Region's Environmental Impact Assessment Guideline. A copy of this guideline is available at the following link: <a href="https://www.halton.ca/Repository/Environmental-Impact-Assessment-Guideline-2020">https://www.halton.ca/Repository/Environmental-Impact-Assessment-Guideline-2020</a>.</p> <p>Please note that planning matters such as land use designation are not part of the MCEA process. We would suggest that the Town of Milton would best be able to advise you on any development related matters. From Halton's planning perspective, additional information on land use designation considerations can be obtained by contacting Laurielle Natywary, Manager, Community Planning North, Legislative &amp; Planning Services, copied on this email.</p> <p>The documentation and mapping associated with the Natural Environment Assessment is being finalized and will be documented in the Environmental Study Report which we anticipate being completed and available in its entirety for review by late Spring 2022. We have attached for your information, a copy of the existing</p>	<p><b>Halton Region Response October 11, 2022</b></p> <p>Hi [REDACTED]</p> <p>Thank you for your follow up email. Staff have advised me that the existing conditions Natural Environment mapping that we sent previously was prepared at the onset of the study to illustrate the existing natural heritage features in the study area. This was presented at PIC #1 and was considered as part of the evaluation of three road corridor concepts. Each of these road corridor concepts were analyzed and evaluated against a number of criteria including the socio-economic environment, cultural environment, natural environment, surface water and groundwater, transportation and technical, and preliminary cost estimate. The south corridor concept was selected as the preferred option as it provides the best 'balance' among all factors that were considered.</p> <p>Three road alignment alternatives were developed for the south corridor (as you reference in your email). As presented at PIC #2, the road alignment alternatives were assessed using a range of factors as listed above and Alternative B was selected as the preliminary preferred road alignment alternative as it similarly provided the best 'balance' among all the factors that were considered.</p> <p>The Environmental Study Report will include discussion on the existing Natural Environment as well as the potential impacts of the preferred road alignment on the Natural Environment and mitigation measures. This information will be available for review during the minimum 30-day public review period, which is still currently planned for Fall 2022. As previously noted, a copy of the Notice of Study Completion will be issued to notify the public and stakeholders of the completion of the study and the opportunity to review the ESR.</p> <p>Thank you, Andrew Farr</p>

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				<p>conditions Natural Environment mapping that was presented at Public Information Centre #1 in November 2019.</p> <p>If you have any further questions, let me know. However, also free to reach out to Jessica Dorgo for any specific questions related to the MCEA study.</p> <p>Thank you,</p> <p>Andrew</p> <p><b>Follow Up October 6, 2022</b></p> <p>Andrew</p> <p>I've been reviewing our previous correspondence and need some clarification of the Region's position in your April 2022 response to my question regarding the need for the Region's consultant to produce an EIS for the Class EA for Steeles Ave West. Your response seems to be directed at what I would need to do (i.e. to produce an EIA) if I was to pursue some kind of development notion for the [REDACTED]. In fact that was not my purpose in my question. The purpose of my question was to have the Region explain how the alignment alternative referred to as 'preferred' was determined (since all 3 short-listed alternatives crossed over the [REDACTED]) comparatively if there was no detailed environmental context developed by the Region for the Class EA (and only the pre-existing Natural Environmental mapping was used).</p> <p>Please respond.</p> <p>Regards [REDACTED]</p>	

#	Contact	Form Updated	1. Please indicate your familiarity with the area	2. The Road alignment alternatives video outlines the factors considered in the analysis and evaluation of each road alignment alternative. Are there any other factors that you think should have been included in evaluating each road alignment alternative?	3. Alternative B is being carried forward as the preliminary preferred road alignment. Does this recommendation seem reasonable based on the factors considered?	4. Please share any other questions or comments you may have	Response / Rationale
PO-77	[REDACTED]	May 13, 2021	I have a business in the area.	Yes. We object	No. We object	Please see notice of Object letter on behalf on [REDACTED] [REDACTED] for the file as emailed today May 13th, 2021. Awaiting confirmation and response.	<i>No response needed.</i> These comments are addressed in Item PO-9.
PO-78	[REDACTED]	May 14, 2021	I commute though the area.	No	Yes		<i>No response required.</i> The responses were noted by the Project Team.
PO-79	N/A - Contact information not provided	May 14, 2021	I live in the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-80	N/A - Contact information not provided	May 14, 2021	I commute though the area. / Other. I work on Market drive	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-81	N/A - Contact information not provided	May 14, 2021	I commute though the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-82	[REDACTED]	May 16, 2021	I live in the area.	Yes. Just point form doesn't really tell us how got to decisions	No. Huge impact to Steeles environment and businesses	Alternative C should have been choice does not impact any of Steeles ave cost should to be main factor in making decision when you are looking at a community on Steeles that were the building blocks of Milton.	No Response required. The responses were noted by the Project Team.
PO-83	N/A - Contact information not provided	May 17, 2021	I live in the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.

**SURVEY RESULTS – RE: NOTICE OF PIC #2**

#	Contact	Form Updated	1. Please indicate your familiarity with the area	2. The Road alignment alternatives video outlines the factors considered in the analysis and evaluation of each road alignment alternative. Are there any other factors that you think should have been included in evaluating each road alignment alternative?	3. Alternative B is being carried forward as the preliminary preferred road alignment. Does this recommendation seem reasonable based on the factors considered?	4. Please share any other questions or comments you may have	Response / Rationale
PO-11	N/A - Contact information not provided	April 15, 2021	I commute though the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-12	N/A - Contact information not provided	April 15, 2021	I live in the area.	No	No. The existing roundabouts in the area prove to be “challenging” for most drivers to understand. I’ve seen people stop on them to let other drivers on (this is not how roundabouts work), people using both lanes to “straight line” the roundabout rather than going around it, and people entering the roundabout without first checking that it’s clear; all of these observations were in the last month alone! Adding another roundabout will lead to increased traffic accidents in Milton.		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-13	N/A - Contact information not provided	April 16, 2021	I commute though the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-14	N/A - Contact information not provided	April 17, 2021	I commute though the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-15	N/A - Contact information not provided	April 16, 2021	I commute though the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-16	N/A - Contact information not provided	April 16, 2021	I commute though the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.

#	Contact	Form Updated	1. Please indicate your familiarity with the area	2. The Road alignment alternatives video outlines the factors considered in the analysis and evaluation of each road alignment alternative. Are there any other factors that you think should have been included in evaluating each road alignment alternative?	3. Alternative B is being carried forward as the preliminary preferred road alignment. Does this recommendation seem reasonable based on the factors considered?	4. Please share any other questions or comments you may have	Response / Rationale
PO-17	[REDACTED]	April 16, 2021	I live in the area.	No	Yes	I am a home owner at Steeles and Peru road. I am aware Peru road is not a direct part of this project. My question is will Peru road dead end or will Peru road access the future growth subdivision and connect to Tremaine as it currently is? I do agree with realigning Steeles to the south. It will defiantly make a big positive difference for all of the homeowners on Steeles Ave. From a traffic management perspective it really makes sense.	<p><b>Response (Telephone Call)</b></p> <p><b>Date and Time:</b> April 26, 2021, 3:00 PM</p> <p><b>Participants:</b> Jessica Dorgo (Halton Region)</p> <p>[REDACTED]</p> <p><b>Details:</b></p> <ul style="list-style-type: none"> <li>• [REDACTED] was inquiring about how/if Peru Road will be modified north of Steeles Ave. JD advised that the current draft preliminary plan shows Peru Road connecting to the existing Steeles Avenue. To the north, Peru Road will remain as is.</li> <li>• [REDACTED] asked if there are any proposed changes to the sewer line along Steeles Ave. JD noted that all utilities will be looked at during the next phase of the study</li> <li>• [REDACTED] noted general preference for the preliminary preferred alignment</li> <li>• [REDACTED] asked about construction timing. JD advised that according to the Council-approved Halton Region Budget and Business Plan 2021, start of construction is currently anticipated for 2026, subject to a Council-approved financing plan</li> </ul>
PO-18	N/A - Contact information not provided	April 16, 2021	I live in the area.	No	No. The curve seems like a massive waste of money. The existing roadways should be expanded instead	The purpose of the curve and the reason for not using existing roadways should be more clear in the video. Seems like it's just for appearance which is wasteful	<p><i>No contact information was provided. No response required.</i></p> <p>The responses were noted by the Project Team.</p>
PO-19	[REDACTED]	April 16, 2021	I live in the area./I have a business in the area.	Yes. All three alternatives will affect my property at [REDACTED] Ontario. Right now I am greatly concerned how any of the alignments will affect my 40 year old business.	No. Alternative B will be going through my best piece of property on Steeles Avenue. Since I am the one being affected the most in this plan, I would prefer Alternative C in changes to Steeles Avenue.		<p><i>No response required.</i></p> <p><i>The Project Team will address these comments in Item PO-9.</i></p>

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PO-20	[REDACTED]	April 16, 2021	I commute though the area.	No			<i>No response required.</i> The responses were noted by the Project Team.
PO-21	[REDACTED]	April 16, 2021	I commute though the area.		Yes		<i>No response required.</i> The responses were noted by the Project Team.
PO-22	N/A - Contact information not provided	April 16, 2021	I live in the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-23	N/A - Contact information not provided	April 16, 2021	I live in the area. / I commute though the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-24	N/A - Contact information not provided	April 16, 2021	I commute though the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-25	[REDACTED]	April 16, 2021	I live in the area. [REDACTED]	Yes. Environmental, traffic, infrastructure, our children	No. Constant construction is always being done here, roads are closed without notices or signs. Even the off ramps to highways are often closed with no noticed until you go to use them which is very frustrating.	Over 60% of my community does not want this, it is well known yet you and the government still propose this on our community. Why isn't this being stopped.	No Response required. The responses were noted by the Project Team.
PO-26	[REDACTED]	April 17, 2021	I live in the area.	No	Yes	Do you plan to finish the Tremaine/Peru Rd access to 401 before starting this?	No Response required. The responses were noted by the Project Team.
PO-27	N/A - Contact information not provided	April 17, 2021	I live in the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-28	N/A - Contact information not provided	April 17, 2021	I commute though the area.	No	No		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-29	N/A - Contact information not provided	April 18, 2021	I commute though the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.

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PO-30	N/A - Contact information not provided	April 18, 2021	I live in the area. / I commute though the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-31	[REDACTED]	April 19, 2021	I live in the area. / I commute though the area.	No	No.	No. Option C looks like the best option as both options a and b are adding another roundabout right after the industrial drive intersection. this will lead to unnecessary congestion issues during peak hours. by using option c you are causing the least disruption to exisiting residents and businesses as well as utilizing the extension of industrial drive through steeles will keep traffic flowing smoothly past the tracks and to tremaine.	No Response required. The responses were noted by the Project Team.
PO-32	N/A - Contact information not provided	April 19, 2021	I commute though the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-33	N/A - Contact information not provided	April 20, 2021	I commute though the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-34	N/A - Contact information not provided	April 20, 2021	I live in the area. / I commute though the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-35	[REDACTED]	April 20, 2021	I have a business in the area.	No	Yes	I very strongly support the use of a roundabout for the proposed intersection with old Steeles Avenue as it would be more appropriate than a	<i>No response required.</i> The responses were noted by the Project Team.

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						signalized intersection and will provide us with easier access onto new Steeles Avenue.	
PO-36	N/A - Contact information not provided	April 20, 2021	I live in the area.	Yes. Widening the existing road!	No. Most direct route which makes most sense is current path.	All three current options being considered are clearly missing the obvious route that should be taken. Sounds like a couple residents have way too much power or sway	<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-37	[REDACTED]	April 20, 2021	Other. I grew up in that area and my parents are still there.	No	Yes		<i>No response required.</i> The responses were noted by the Project Team.
PO-38	N/A - Contact information not provided	April 20, 2021	I live in the area.	Yes. Don't widen existing steeles Ave as all the residence will lose their front yards	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-39	[REDACTED]	April 20, 2021	I live in the area.	No	Yes		<i>No response required.</i> The responses were noted by the Project Team.
PO-40	N/A - Contact information not provided	April 21, 2021	I live in the area. / I commute though the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-41	[REDACTED]	April 21, 2021	Used to live in the area [REDACTED]. Now living in [REDACTED] Former member community advisory committee halton region	Yes. Save cycling lines / noise reducing pavement (rubber/tar mix), speed reduction	Yes/No. With consideration to question 2	Don't widen the road to prevent additional traffic volume. Add additional curves to the road, ,renaturalize' similar to a river or as common in europe	No Response required. The responses were noted by the Project Team.

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PO-42	N/A - Contact information not provided	April 21, 2021	I live in the area.	No	Yes	No more roundabouts, people don't know how to use them	<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-43	[REDACTED]	April 22, 2021	I live in the area. / I commute through the area.	No	Yes	I prefer a roundabout at the new intersection	No Response required. The responses were noted by the Project Team.
PO-44	[REDACTED]	April 22, 2021	I live in the area. / I commute through the area.	Yes. these options do not need to be done, the road can be straight through as it is just have widening of the road to 4 lanes & a underpass	No. the road does not need to be looped around into forestry	Keep the road straight thru just widen it & put in an underpass & close the road while its being done & put up detours	No Response required. The responses were noted by the Project Team.
PO-45	N/A - Contact information not provided	April 23, 2021	I commute through the area.	No	Yes	Please use a round about. A signaled intersection would not be a good choice for the area.	<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-46	[REDACTED]	April 23, 2021	I always pass through this area.	No	Yes		<i>No response required.</i> The responses were noted by the Project Team.
PO-47	N/A - Contact information not provided	April 23, 2021	I live in the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-48	N/A - Contact information not provided	April 23, 2021	I live in the area.			It would be nice to have a bike/walking path away from traffic	<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-49	N/A - Contact information not provided	April 24, 2021	I commute through the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-50	N/A - Contact information not provided	April 24, 2021	I live in the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-51	N/A - Contact information not provided	April 25, 2021	I live in the area.	No	No		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.

#	Contact	Form Updated	1. Please indicate your familiarity with the area	2. The Road alignment alternatives video outlines the factors considered in the analysis and evaluation of each road alignment alternative. Are there any other factors that you think should have been included in evaluating each road alignment alternative?	3. Alternative B is being carried forward as the preliminary preferred road alignment. Does this recommendation seem reasonable based on the factors considered?	4. Please share any other questions or comments you may have	Response / Rationale
PO-52	N/A - Contact information not provided	April 25, 2021	I commute though the area.	No	No		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-53	[REDACTED]	April 25, 2021	I run through this area very often.	Yes. Should have broad sidewalks, please.	Yes	I am most concerned about the people who live/have businesses in that area feel about alternative B.	No Response required. The responses were noted by the Project Team.
PO-54	N/A - Contact information not provided	April 26, 2021	I live in the area. / I commute though the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-55	N/A - Contact information not provided	April 28, 2021	I live in the area.		Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-56	[REDACTED]	April 28, 2021	I live in the area.	No	Yes		<i>No response required.</i> The responses were noted by the Project Team.
PO-57	N/A - Contact information not provided	April 29, 2021	I commute though the area.	Yes. Why not a direct line. I thin besides road improvements that is very importa, hospitals need to be done to support cities expansion			<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-58	N/A - Contact information not provided	April 30, 2021	I live in the area.	No	Yes	Prohibiting cyclists on 70km/h and above streets	<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-59	N/A - Contact information not provided	April 30, 2021	I commute though the area.	Yes	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-60	N/A - Contact information not provided	May 1, 2021	I live in the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-61	[REDACTED]	May 2, 2021	I live in the area.	No	Yes	Just get Tremaine access to the highway to reduce the traffic problems we already have please.	No Response required. The responses were noted by the Project Team.

#	Contact	Form Updated	1. Please indicate your familiarity with the area	2. The Road alignment alternatives video outlines the factors considered in the analysis and evaluation of each road alignment alternative. Are there any other factors that you think should have been included in evaluating each road alignment alternative?	3. Alternative B is being carried forward as the preliminary preferred road alignment. Does this recommendation seem reasonable based on the factors considered?	4. Please share any other questions or comments you may have	Response / Rationale
PO-62	N/A - Contact information not provided	May 4, 2021	I live in the area.	Yes. the video did not consider what I would like to have added to steeles ave, please take my opinions into account.	No. I didn't say I wanted that	I didn't say I wanted that	<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-63	N/A - Contact information not provided	May 9, 2021	I commute though the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-64	N/A - Contact information not provided	May 9, 2021	I commute though the area.	No	Yes	Please use roundabouts. Far more effective then lights	<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-65	[REDACTED]	May 10, 2021	I live in the area.	No	Yes		<i>No response required.</i> The responses were noted by the Project Team.
PO-66	N/A - Contact information not provided	May 10, 2021	I live in the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-67	N/A - Contact information not provided	May 10, 2021	I commute though the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-68	N/A - Contact information not provided	May 11, 2021	I live in the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-69	N/A - Contact information not provided	May 11, 2021	I live in the area.	No	Yes		<i>No contact information was provided. No response required.</i> The responses were noted by the Project Team.
PO-70	[REDACTED]	May 11, 2021	I live in the area.	Yes. The proximity to the our home & all homes there. The Safety for children & families should be the upmost of concern. Alternative alignment C would be the safest options away from homes & connecting to Industrial Dr which is commercial industry.	No. It is to close to resident homes. The safety of children & their families should be of the outmost of the Towns concern.		No Response required. The responses were noted by the Project Team.
PO-71	[REDACTED]	May 11, 2021	I live in the area./I have a business in the area./I commute though the area	Yes. Impact to life long residents	No. It puts a major highway in front of my house.	Life long resident and business owner in the same area. Enjoy the peaceful environment	No Response required. The responses were noted by the Project Team.

#	Contact	Form Updated	1. Please indicate your familiarity with the area	2. The Road alignment alternatives video outlines the factors considered in the analysis and evaluation of each road alignment alternative. Are there any other factors that you think should have been included in evaluating each road alignment alternative?	3. Alternative B is being carried forward as the preliminary preferred road alignment. Does this recommendation seem reasonable based on the factors considered?	4. Please share any other questions or comments you may have	Response / Rationale
	[REDACTED]					that surrounds us and prefer option C which less impacts ALL local residents in this area. Strongly appose option A & B.	
PO-72	[REDACTED]	May 11, 2021	I live in the area./I commute though the area	Yes. Older life long residents that formed this area and made it what it is today.	No. It imposes major changes to the area and intimidates the older residents from navigating the area	Life long resident and family business owner. Oppose option A & B, prefer option C	No Response required. The responses were noted by the Project Team.
PO-73	[REDACTED]	May 13, 2021	I live in the area.	No	No. I think Alternative C is the best option. It does not impact any of the neighbourhood. Our family has lived on this part of Steeles Avenue for over 100 years . Aligning Steeles with Industrial seem to be the most logical why of doing it.		No Response required. The responses were noted by the Project Team.
PO-74	[REDACTED]	May 13, 2021	I live in the area. our family has lived on Steeles for 100 years leave the road the same	No	No. Family has lived here 100 years leave road alone	go with option C	No Response required. The responses were noted by the Project Team.
PO-75	[REDACTED]	May 13, 2021	I commute though the area.	No	No. I commute through the area every day to drop off my children at my parents for child care. I think Alternative C is the best choice as it doesn't affect any neighbours properties. My family has lived on this part of Steeles Ave. for over 100 years		No Response required. The responses were noted by the Project Team.
PO-76	[REDACTED]	May 13, 2021	I live in the area.	No	No. I think Alternative C is the best choice. I live on the south side of Steeles and Alternative C would impact my property the least. My family has lived here for over 100 years		No Response required. The responses were noted by the Project Team.

TECHNICAL AGENCIES

#	Date/Method	Agency	Contact	Subject / Comments	Comments/Response
TAC-1	2017-06-14 Email	Halton Region EMS	Chief Greg Sage	<b>Notice of Study of Study Commencement Response Form</b> Does NOT want to participate in study Keep on contact list	No Response required. The responses were noted by the Project Team.
TAC-2	2017-06-16 Email	HCDSB	Sarah Galliher	<b>Notice of Study of Study Commencement Email</b> Thank you for circulating the notice of study commencement pertaining to the above noted file. While we don't necessarily have any particular concerns identified at this time, we would like to remain on the contact list and continue to be circulated with information as the study proceeds.	No Response required. The responses were noted by the Project Team.
TAC-3	2017-06-16 Email	Zayo Utilities	Ian Fleming	<b>Notice of Study of Study Commencement Response Form</b> Does NOT want to participate in study Keep on contact list Zayo has no existing plant in the area in your submission. No markup and no objection. Thank you. Please send all future communications to Utility.Circulations@Zayo.com. Thank you.	No Response required. The responses were noted by the Project Team.
TAC-4	2017-06-16 Email	Niagara Escarpment Commission	Kim Peters	<b>Notice of Study of Study Commencement Response Form</b> Does want to participate in study Keep on contact list Study area is partially with in Escarpment Protection Area of the NEP. Review of the EA/ESR is necessary to ensure policy under the NEP is met. A Development Permit from the NEC will also be required	No Response required. The responses were noted by the Project Team.
TAC-5	2017-06-19 Email	Town of Milton-Planning and Development Department	Chris Lupis	<b>Notice of Study of Study Commencement Response Form</b> Does want to participate in study Keep on contact list Planning approvals for dwellings fronting onto Steeles Avenue west of Peru Road and potential creek realignment south of CN Rail at Steeles Avenue Potential connection to Town-owned Escarpment View Lands on the south side of Steeles Avenue Potential for active transportation connection -- multi-use trail	No Response required. The responses were noted by the Project Team.
TAC-6	2017-06-20 Email	Ministry of Tourism, Culture and Sport	Laura Thatcher	<b>Notice of Study of Study Commencement Response</b> MTSC interested in the project of conserving Ontario's cultural heritage. Proponent must determine potential cultural impacts, including Archeological resources, built heritage resources and cultural heritage landscapes.	No Response required. The responses were noted by the Project Team.

TECHNICAL AGENCIES

#	Date/ Method	Agency	Contact	Subject / Comments	Comments/Response
TAC-7	2017-07-31	MOECC	Jake Noordhof	<p><b>Notice of Study Commencement &amp; Indigenous Consultation Confirmation</b></p> <p>First off, thanks for the detailed project information. This type of information is really helpful in determining both whether consultation is required and who to consult.</p> <p>The three Indigenous communities you have listed are the only ones who should be consulted on the project.</p>	Noted. Indigenous Communities mailing list updated accordingly.
TAC-8	2017-11-20 Email	Conservation Halton	Paul Bond	<p><b>Conservation Halton EA Check List</b></p> <p>Appended is the CH EA Check List for this project to help you identify CH issues in preparing the EA.</p>	No Response required. The responses were noted by the Project Team.
TAC-9	2017-11-23 Email	Conservation Halton	Paul Bond	<p><b>Telephone Conversation Follow-up</b></p> <p>Appending 2003 CH comments on Towns Transportation Master Plan</p> <p>Requirements by Conservation Halton for hydraulic analysis and alignment discussion in the EA</p> <p>Avoiding new road construction in the floodplains is preferred.</p> <p>Anticipates further discussion and on-site meeting</p>	No Response required. The responses were noted by the Project Team.
TAC-10	2019-03-26 Email/ letter	Ministry of Tourism, Culture and Sport	Jessica Marr	<p><b>Archaeological Report Entered into MTCS Register</b></p> <p>Letter issued by MTCS confirming that the final Stage 1 Archaeological Assessment Report has been entered into the Ontario Public Register of Archaeological Reports.</p>	No Response required. The responses were noted by the Project Team.
TAC-11	2019-01-10 Email	Conservation Halton	Matt Howatt	<p><b>Stormwater Management/Modelling Meeting with Conservation Halton</b></p> <p>Thank you for the notes. We've completed our review and do not have any edits to propose.</p> <p>In regard to the CH action items, we offer the following in response:</p> <p>Based on our review, the appropriate model for the hydraulic assessment of the new crossing at the Main Reach of West Branch of Sixteen Mile Creek is the Urbantech model. While it will need to be modified and extended accordingly, it is more recent and georeferenced.</p> <p>Due to the substantial drainage area of Tributary NW-1-A, HEC-RAS modeling is required for the introduction of any new crossing.</p> <p>In regard to availability of topographic information, CH has access to a LiDAR dataset however, under our current licencing agreement, we are a user and cannot share as an owner. We understand that the dataset is available at a discount from the vendor, Airborne Imaging.</p> <p>If there are any follow up questions or concerns regarding the above, please contact me.</p>	No Response required. The responses were noted by the Project Team.
TAC-12	2019-10-21	Halton Emergency	Christopher Leite	<p><b>Halton Emergency Management Technical Advisory Committee Meeting Attendance</b></p>	No Response required. The responses were noted by the Project Team.

TECHNICAL AGENCIES

#	Date/Method	Agency	Contact	Subject / Comments	Comments/Response																							
	Email	Management		<p>Thank you for the invitation. Halton Emergency Management’s focus on this project is more about mitigation strategies in-place during the construction phase and what Regional emergency resources might be expected/required during a site-based emergency. These are concerns that at this stage would be addressed by our planning and permitting representatives.</p> <p>I look forward to being kept abreast of this project as it moves forward, but I will not be attending today.</p>																								
TAC-13	2019-11-07 Letter	Hydro One		<p><b>Hydro One Preliminary Assessment</b></p> <p>Following our preliminary assessment, we confirm there are no existing Hydro One Transmission assets in the subject area. Please be advised that this is only a preliminary assessment based on current information. we confirm there are no existing Hydro One Transmission assets in the subject area. to the current information.</p> <p>However, if plans for the undertaking change or the study area expands beyond that shown, please contact Hydro One to assess impacts of existing or future planned electricity infrastructure.</p> <p>Any future communications are sent to Secondarylanduse@hydroone.com.</p>	No Response required. The responses were noted by the Project Team.																							
TAC-14	2019-12-18 Email	Conservation Halton	mhowatt.on.ca	<p>Good afternoon,</p> <p>Thank you for meeting with CH staff this morning. We look forward to future meetings in the new year to help advance the project.</p> <p>I’m writing to provide the contact information for Joe Asztalos, CH’s new engineer on the Regional Infrastructure Team:</p> <p>Joe Asztalos, Engineer, Regional Infrastructure Team Conservation Halton 905.336.1158 ext. 2265 jasztalos@hrca.on.ca</p> <p>Regards, Matt</p>	<p><b>WSP Email Response – December 24, 2019</b></p> <p>Hi Matt /Joseph, Happy Holidays!</p> <p>I would like to request some clarification about the Geo-reference of HEC-RAS model.</p> <p>I have attached a portion of the section layout of TremaineRoad HEC-RAS model for Sixteen Mile Creek which was received from CH on Sept 5, 2018.</p> <p>As per the model, all green lines are geo-referenced sections.</p> <p>However;</p> <ul style="list-style-type: none"> <li>Although sections are noted as geo-referenced, the Coordinate of X-section lines do not match with actual ground coordinate (UTM coordinate system). For example, for Section 13.450:</li> </ul> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="5">Coordinate : UTM</th> </tr> <tr> <th rowspan="2">Section ID</th> <th colspan="2">Per HEC-RAS Model</th> <th colspan="2">Per Actual FPM GIS</th> </tr> <tr> <th>Easting</th> <th>Northing</th> <th>Easting</th> <th>Northing</th> </tr> </thead> <tbody> <tr> <td rowspan="2">13.450</td> <td>52826.16667</td> <td>50280.56667</td> <td>588990.511</td> <td>4818277.332</td> </tr> <tr> <td>52355.16667</td> <td>50280.56667</td> <td>588960.993</td> <td>4818388.525</td> </tr> </tbody> </table>	Coordinate : UTM					Section ID	Per HEC-RAS Model		Per Actual FPM GIS		Easting	Northing	Easting	Northing	13.450	52826.16667	50280.56667	588990.511	4818277.332	52355.16667	50280.56667	588960.993	4818388.525
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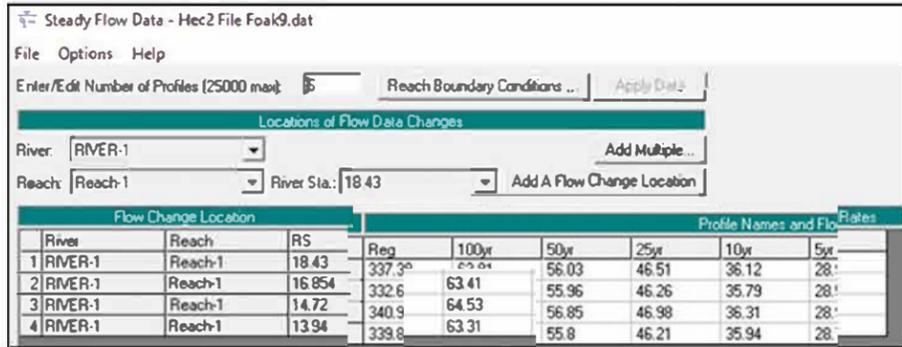
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				588929.063	4818509.441												
				588870.231	4818730.894												
TAC-15	2020-01-03 Email	Conservation Halton	mhowatt.on.ca	<p>Good afternoon Madhav and Happy New Year!</p> <p>I hope you and the team had a great holiday.</p> <p>Thank you for bringing the model inconsistencies to our attention. We'll likely need clarification from Urbantech to answer your question and to confirm how they went from their HEC-RAS model to the floodplain limits. We will reach out to them and follow up as soon as possible with this clarification.</p> <p>If you'd like to discuss further in the meantime, please let us know and we can arrange a call next week.</p> <p>Regards, Matt</p>	<p><b>WSP Email Response – January 10, 2020</b></p> <p>Hi Matt,</p> <p>Happy New year to you too!</p> <p>I am just wondering whether CH received any update from Urbantech regarding the geo-reference of the hydraulic modelling of Sixteen Mile Creek, as mentioned below.</p> <p>Thank you.</p> <p>Madhav Baral</p> <p><b>Halton Region Email Response to the Above Email – January 10, 2020</b></p> <p>Hi Everyone,</p> <p>I just wanted to update you with a conference call I participated earlier this week regarding the CN Grade Separation at Steeles Avenue. While this meeting focused on the design of the grade separation, we did discuss the existing sizing of the twin (CN) culverts. During the meeting, HDR committed to providing the surveyed culverts. I anticipate receiving next week. Once received I'll forward. This information will be used to reflect existing conditions within the hydraulic model.</p> <p>In addition, HDR/CN requested the hydraulic information as part of our Steeles Avenue MCEA Study. I indicated that this can be shared once CH/Region agree on the model to use and when existing conditions are confirmed. As a follow-up to Madhav's email (below), both the Region/WSP are available if CH/Urbantech would like to discuss the hydraulic model.</p> <p>Thanks,</p>												

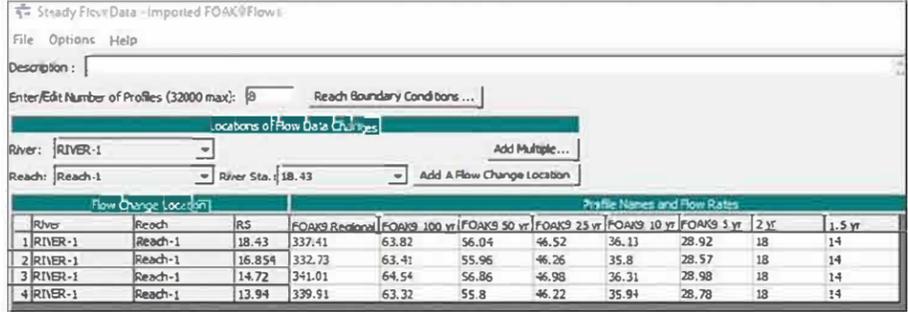
TECHNICAL AGENCIES

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TAC-16	2020-01-10 Email	Conservation Halton	mhowatt.on.ca	<p>Hi Jeff and Madhav,</p> <p>Thank you for your emails and the update. I reached out to Urbantech earlier this week but have not received a response yet.</p> <p>Joe and I think it would be good to have a quick call on Monday to discuss how to move forward with the modelling given the time constraints we're under.</p> <p>Joe and I are available in the morning or afternoon. Please let me know your availability and I can follow up with a meeting invite (and CH conference call information, if we'll have multiple callers involved).</p> <p>Thank you, Matt Howatt</p>	<p>Jeffery Reid</p> <p><b>WSP Email Response – January 17, 2020</b></p> <p>Hi Matt,</p> <p>Good Morning!</p> <p>We got recent survey information in vicinity of CNR culvert from HDR on behalf of Canadian National Railway. Unfortunately, there is no direct measurement of culvert size; however, we have estimated the culvert size based on the available survey information.</p> <p>Here is the information extracted from the survey data for the CNR Twin Culverts:</p> <table border="1"> <thead> <tr> <th>Culvert</th> <th>Reach</th> <th>Invert Elev. (m)</th> <th>Top of Culvert Elev. (m)</th> <th>Rise (m) (Top El. – Invert El)</th> <th>Culvert Length (m)</th> </tr> </thead> <tbody> <tr> <td rowspan="2">North Culvert</td> <td>Upstream</td> <td>197.248</td> <td>201.776</td> <td>4.528</td> <td rowspan="2">73.2</td> </tr> <tr> <td>Downstream</td> <td>197.137</td> <td>201.684</td> <td>4.547</td> </tr> <tr> <td rowspan="2">South Culvert</td> <td>Upstream</td> <td>197.373</td> <td>201.689</td> <td>4.316</td> <td rowspan="2">72.2</td> </tr> <tr> <td>Downstream</td> <td>197.188</td> <td>201.536</td> <td>4.348</td> </tr> </tbody> </table> <p>Assuming spherical shape (as per photos), the diameter of north pipe would be 4.5 m and south pipe would be 4.3 m.</p> <p>Commercially, the larger corrugated steel plate pipes are manufactured in 6" interval (e.g. 14', 14'6", 15', 15'6", ...etc....)</p> <p>If we convert into feet and inch, the diameters of north pipe would be 14'10" and south pipe 14'3". Therefore, the installed diameter of these pipes should be either 14'6" or 15'.</p> <p>Both pipes were installed in same time, therefore, I suggest using 14'6" diameter for both pipes which is exactly 4.42 m diameter.</p> <p>Please note that the Bronte Street model considered 4.8 m diameter for both pipes which is close to this assumption.</p> <p>Please let us know if CH agree with our suggested diameter of 14'6" (i.e. 4.42 m) for both pipes. After that, we will update existing conditions hydraulic model with updated cross-sections immediately u/s and d/s of CNR culvert based on the available survey data.</p> <p>Thank you.</p>	Culvert	Reach	Invert Elev. (m)	Top of Culvert Elev. (m)	Rise (m) (Top El. – Invert El)	Culvert Length (m)	North Culvert	Upstream	197.248	201.776	4.528	73.2	Downstream	197.137	201.684	4.547	South Culvert	Upstream	197.373	201.689	4.316	72.2	Downstream	197.188	201.536	4.348
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TAC-17	2020-01-17 Email	Conservation Halton	mhowatt.on.ca	<p>Good morning Madhav,</p> <p>Thank you for your email.</p> <p>I've received Joe's input and we agree that the 14'6" (4.42m) diameter is appropriate based on your summary of findings.</p> <p>If possible, could you please send a PDF of the survey so we could check the "Top of Culvert Elev.?"</p> <p>Thank you,</p> <p>Matt</p>	<p><b>WSP Email Response – January 26, 2020</b></p> <p>Hi Matt and Joseph,</p> <p>Good day!</p> <p>As discussed in the last meeting, I have made a zip file of the updated existing conditions HEC-RAS model and attached with this email for your review.</p> <p>Following revisions are considered in the model:</p> <ul style="list-style-type: none"> <li>• Sections 13.385, 13.32 and 13.27 are revised based on the survey information received from CNR.</li> <li>• Sections 13.24, 13.23, 13.21 and 13.22 are revised/added based on the channel survey information carried out for Bronte Street Detail design project.</li> <li>• Extension of cross sections outside of the channel is based on the available contour information.</li> <li>• Inverts, sizes and lengths of CNR twin culvert are updated based on the finding per January 17, 2020 email.</li> <li>• Flows used in the model are based on the Tremaine Road model.</li> </ul> <p>Please find the zip file which includes two models (HEC-RAS version 4.1.0):</p> <p>16MileCreek_Upper_Ex_Rev.prj (as discussed in the meeting)</p> <p>16MileCreek_Upper_Ex_Rev1.prj (revising flow values at Section 13.94)</p> <p>I checked the flows at Section 13.94 in both Bronte Street Model and Tremaine Model:</p> <p><b>Flow Based on Bronte Street EA Model</b></p>  <table border="1"> <thead> <tr> <th colspan="3">Flow Change Location</th> <th colspan="6">Profile Names and Flow Rates</th> </tr> <tr> <th>River</th> <th>Reach</th> <th>RS</th> <th>Reg</th> <th>100yr</th> <th>50yr</th> <th>25yr</th> <th>10yr</th> <th>5yr</th> </tr> </thead> <tbody> <tr> <td>1 RIVER-1</td> <td>Reach-1</td> <td>18.43</td> <td>337.3</td> <td>63.41</td> <td>56.03</td> <td>46.51</td> <td>36.12</td> <td>28.1</td> </tr> <tr> <td>2 RIVER-1</td> <td>Reach-1</td> <td>16.854</td> <td>332.6</td> <td>64.53</td> <td>55.96</td> <td>46.26</td> <td>35.79</td> <td>28.1</td> </tr> <tr> <td>3 RIVER-1</td> <td>Reach-1</td> <td>14.72</td> <td>340.9</td> <td>63.31</td> <td>56.85</td> <td>46.98</td> <td>36.31</td> <td>28.1</td> </tr> <tr> <td>4 RIVER-1</td> <td>Reach-1</td> <td>13.94</td> <td>339.8</td> <td>63.31</td> <td>55.8</td> <td>46.21</td> <td>35.94</td> <td>28.1</td> </tr> </tbody> </table>	Flow Change Location			Profile Names and Flow Rates						River	Reach	RS	Reg	100yr	50yr	25yr	10yr	5yr	1 RIVER-1	Reach-1	18.43	337.3	63.41	56.03	46.51	36.12	28.1	2 RIVER-1	Reach-1	16.854	332.6	64.53	55.96	46.26	35.79	28.1	3 RIVER-1	Reach-1	14.72	340.9	63.31	56.85	46.98	36.31	28.1	4 RIVER-1	Reach-1	13.94	339.8	63.31	55.8	46.21	35.94	28.1
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					<p><b>Flows based on Tremaine Road Model:</b></p>  <p>Both models used lower flow value at Section 13.94 for all events than the upstream section 14.72. Between two models, there is no difference in the Regional Storm flow but minor changes in the 2-year to the 100-year flow.</p> <p><b>However, it is noticed that there is an unusual drop in the 100-year WSL at Section 13.795 with the increased flow. The program selected the WSL whose main channel velocity head was the closest to previously computed cross-section to balance the energy equation, which is very unusual. Please see the attached summary sheet.</b></p> <p><b>This unusual drop does not happen with lower flow value.</b></p> <p>Since there is only a minor change in water level, I suggest to use lower flow values to avoid this unusual change in WSL at Section 13.795.</p> <p>Please have look and let us know if any modification is required in the model. Please also confirm the flow values to be used in Section 13.94.</p> <p>Thank you.</p> <p>Regards,</p> <p>Madhav Baral</p>
TAC-18	2020-01-29 Email	Conservation Halton	<a href="mailto:jasztalos@hrca.on.ca">jasztalos@hrca.on.ca</a>	<p>Hi Madhav,</p> <p>Thank you for forwarding the existing conditions model and your summary of the updates/findings. I've gone through the model and have no concerns with it being used to begin working on design alternatives for the proposed conditions. Please proceed with using the model with the slightly lower flow volumes at cross-section <b>13.94</b> (16MileCreek_Upper_Ex_Rev.prj). I agree that it is better to avoid the unusual drop in water elevation at cross-section <b>13.795</b> for the 100-year simulation.</p> <p>If you have any questions or concerns please don't hesitate to contact me.</p> <p>Regards,</p> <p>Joe Asztalos, P.Eng.</p>	<p><b>WSP Email Response – January 25, 2020</b></p> <p>Hi Matt and Joseph,</p> <p>Good Day!</p> <p>As discussed in the last meeting, I have attached a zip file of proposed conditions hydraulic model that includes options for CNR crossing.</p> <p>The Zip file includes 4 models (one existing model and three options for replacement of CNR crossing):</p> <ul style="list-style-type: none"> <li>Approved Existing Conditions Model: 16MileCreek_Upper_Ex_Rev.prj</li> </ul>

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					<ul style="list-style-type: none"> <li>• CNR Crossing with 25 m span (clear) Bridge: 16MileCreek_Upper_Pr4.prj</li> <li>• CNR Crossing with 30 m span (clear) Bridge: 16MileCreek_Upper_Pr5.prj</li> <li>• CNR Crossing with 20 m span (clear) Bridge: 16MileCreek_Upper_Pr6.prj</li> </ul> <p>For all three options of CNR crossing, Bronte Street crossing is modelled as <b>19.6 m clear span</b> bridge (21 m span centre to centre of abutments) with updated/raised Road profile.</p> <p>As you know, Bronte Street is currently in detailed design phase and a 21m span C/C bridge is being proposed for this crossing.</p> <p>I have also attached summary and comparison of hydraulic modelling results.</p> <p>Please let me know if you have any questions.</p> <p>Thank you.</p> <p>Regards, Madhav Baral</p>
TAC-19	2020-02-28 Email	Conservation Halton	mhowatt.on.ca	<p>Good morning Madhav,</p> <p>Thank you for providing the modelling for our review. I'm writing to confirm receipt and that we're working to provide our feedback during the week of March 9. We'll keep you and the team up to date on our progress recognizing that time is of the essence.</p> <p>Regards, Matt Howatt</p>	No Response required. The responses were noted by the Project Team.
TAC-20	2020-03-05 Email	Conservation Halton	mhowatt.on.ca	<p>Good afternoon Madhav,</p> <p>Further to my email below, Joe has completed his review of the models and we offer the following feedback:</p> <p><b>Note:</b> Proposed conditions models will need to be refined alongside the EA report &amp; any figures/drawings that are prepared moving forward.</p> <p><b>Preliminary Comments</b></p> <ol style="list-style-type: none"> <li>1. At the CNR crossing, please review if the length of the crossing is being modeled appropriately. The existing culverts are 70-80m in length, whereas the deck width is only set to be 35m. Given the geometry of the crossing and rail tracks, it may be more appropriate to use the culvert function of HEC-RAS rather than modeling it like a bridge.</li> <li>2. At the CNR crossing, as you refine the design please review if the internal cross-sections should be more rectangular in shape similar to how Bridge #1 (River STA 12.3255) and Bridge #2 (River STA 12.6445) are modelled.</li> </ol>	No Response required. The responses were noted by the Project Team.

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				<p>3. It's noted that at this stage, the new Steeles Avenue bridge is not included in the model. We assume it will be included in future iterations as the vertical &amp; horizontal alignment is refined.</p> <p>4. Was height of the CNR crossing also evaluated alongside width? The 20m span scenario has the top elevation at 204.00m, whereas the 25m and 30m scenario has it at 203.00m</p> <p>5. Due to the larger CNR crossing, the water velocity at upstream sections have increased for more frequent storm events (i.e. 2-, 5-, and 10-year). The velocities return to existing conditions near River Station 13.63. It's suggested that the EA document include a commitment to monitor this area for any erosion concerns.</p> <p>At this stage, we have no major concerns with the proposed conditions models. We will continue to provide support and feedback as the design progresses.</p> <p>Please contact Joe or I with any questions or to discuss further.</p> <p>Regards, Matt</p>	
TAC-21	2020-10-14 Email	Ministry of the Environment, Conservation and Parks	Christopher.Martin@ontario.ca	<p>Hi Katherine,</p> <p>Due to technical difficulties I was late in attending the September 30 Technical Agency Committee meeting. My apologies. Would you be able to share the presentation provided on September 30 for further review?</p> <p>I note some earlier June correspondence to MECP as well. I will plan to provide some formal feedback on Steeles Ave transportation improvements to WSP within the new few weeks.</p> <p>Regards, Chris</p>	<p><b>WSP Email Response – October 15, 2020</b></p> <p>Hi Chris,</p> <p>Thank you for your email. Please find attached Steeles Avenue MCEA TAC Meeting 2 (Sept 30) presentation as requested. We are finalizing the meeting minutes and will be distributing those to the technical agencies in the near future for record.</p> <p>We provided information on the analysis and evaluation of design alternatives via email to Aurora McAllister on June 5; sounds like you already have those in your project file. Let us know if you require us to forward those information again.</p> <p>Please do not hesitate to contact us if you have any questions. I have cc the Region's Project Manager, Jeff Reid, in this email also.</p> <p>Regards, Katherine</p>
TAC-22	2020-10-23 Email	Ministry of the Environment, Conservation and Parks	Christopher.Martin@ontario.ca	<p><b>Email Response to Item TAC-21</b></p> <p>Hello Katherine,</p> <p>I have reviewed the Steeles Ave. Detailed Assessment Table, EA Natural Features Table and Figure, and Ecological Land Classification mapping provided to Aurora McAllister on June 5, 2020, as well as additional presentations and meeting minutes related to Steeles Avenue improvements between Tremaine Road and Industrial Drive in Milton. I understand a final detailed Environment Study Report will be forthcoming in winter 2021. I can offer the following comments which may be of some assistance at this point in the process:</p>	<p><b>WSP Email Response – November 9, 2020</b></p> <p>Hello Chris,</p> <p>Thank you very much for providing your comments on the Steeles Avenue MCEA Study. The Project Team will note the mitigation measures, permit requirements and commitment during detailed design in the Environmental Study Report (ESR). MECP will be provided with the draft ESR for review.</p> <p>Please note that the preparation for an Information Gathering Form is to be completed during detailed design, as most of the required information in the form are only available during detailed</p>

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				<p>Additional databases that should be reviewed for species at risk observations in the project area include E-Bird and iNaturalist. Please see the attached Client’s Guide to Preliminary Screening for Species at Risk for a full list of available information sources.</p> <ul style="list-style-type: none"> <li>The Land Information Ontario database also includes historical records of Northern Sunfish (Special Concern) in the Sixteen Mile Creek watershed.</li> <li>I understand that Butternut (Endangered) were noted in previous information gathering steps though not observed during vegetation surveys conducted. Should butternut be identified at any point during the planning or operational phases of this project, trees should be assessed by a certified Butternut Health Assessor per guidelines here: <a href="https://collections.ola.org/mon/29001/329151.pdf">https://collections.ola.org/mon/29001/329151.pdf</a>. Butternut Health Assessments may be submitted to SAROntario@ontario.ca.</li> <li>I am pleased that Steeles Ave. re-routing alternatives A and B were ranked as more preferred than alternative C overall. A 17(2)c permit under the Endangered Species Act (ESA) with respect to American Eel and possibly Redside Dace would likely be required for the Sixteen Mile Creek realignment proposed in alternative C. I also agree that alternatives A and B pose relatively similar impacts to the natural environment and to species at risk specifically.</li> <li>Removing trees potentially supporting species at risk bat maternity roosts outside of the April 1 – September 30 bat active season is a standard measure to avoid impacts to individual bats (ESA s.9 contravention). I can confirm that necessary tree removals for any of the Steeles Ave. alternatives would not be considered damage or destruction of habitat (ESA s. 10 contravention). Further acoustic monitoring surveys of bats will not be required by MECP. Efforts to mitigate impacts to displaced bats by installing bat boxes will be encouraged.</li> <li>Comprehensive and effective erosion and sediment control measures will be necessary for crossing construction over Tributary NW-1-E and, particularly, Sixteen Mile Creek. MECP’s final evaluation of impacts to American eel and Redside Dace will await details of crossing construction and crossing removals.</li> <li>Per E-mail sent from MNRF to WSP on August 28, 2017, I request an Information Gathering Form be completed alongside the Environmental Study Report in order to support MECP’s species at risk impact assessment. In addition to considerations noted above, further description of the agricultural fields (crop type, activity status (active/fallow/unmanaged)) in the west half of the study area will be helpful to determine their potential as bobolink (Threatened) or eastern meadowlark (Threatened) habitat.</li> </ul> <p>Thank you for the opportunity to comment. Please feel free to contact me if you wish to discuss anything further.</p> <p>Regards, Chris</p>	<p>design. The ESR will make reference to the completion of the Information Gathering Form as part of detailed design.</p> <p>Regarding Butternut tree, while previous field visit did not identify any butternut trees in the study area, our most recent tree inventory work noted a butternut sapling located about 35 m south of grading limit of the proposed roadway alignment (within the valley area of the Sixteen Mile Creek). We understand this is within the limit of the “seeding regeneration habitat protection” area. Based on our natural environmental assessment, the area within this limit is generally consists of ‘Willow Lowland Deciduous Forest’. The commitment to conduct a Butternut Health Assessment (window between May 15 and August 30) in detailed design will be documented in the ESR.</p> <p>Please feel free to contact the Project Team if you have any questions.</p> <p>Regards, Katherine</p>
TAC-23	2017-05-19 Email	WSP to: Ministry of the Environment,	To: adunn@hrca.on.ca	<p>Good Morning Andrea,</p> <p>Please find attached a background information request for the Steeles Avenue Class EA from Tremaine to Industrial Road.</p> <p>If you have any questions please do not hesitate to contact me.</p>	<p><b>MNRF Email Response –May 23, 2017</b></p> <p>Hi Chris,</p> <p>Please find attached Conservation Haltons data licensing agreement. If you can obtain the appropriate signatures and return to me, I can then release the data.</p>

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		Conservation and Parks		Thanks Andrea, have a great long weekend!  Chris Lorenz	Regards,  Andrea Dunn
TAC-24	2017-05-23 Email	WSP to: Ministry of the Environment, Conservation and Parks	To: adunn@hrca.on.ca	Thank you Andrea.....Unfortunately Valerie Stevenson is away on a leave of absence. Do you think you can replace her name on the document with my own?  Thank you. Sorry about that. She prepared that letter and I sent to you in her absence.  Regards,  Chris Lorenz	<b>MNRF Email Response – May 23, 2017</b>  Hi Chris,  Please find attached the edited agreement.  Andrea
TAC-25	2017-05-25 Email	WSP to: Ministry of the Environment, Conservation and Parks	To: adunn@hrca.on.ca	Hi Andrea,  Please find attached the signed agreement. If you need anything further please let me know.  Regards,  Chris Lorenz	<b>MNRF Email Response – May 26, 2017</b>  Hi Chris,  I noticed on the agreement that Jeff Reid has not yet signed the agreement. Can you please obtain his signature and re-send?  Thanks,  Andrea
TAC-26	2017-05-26 Email	WSP to: Ministry of the Environment, Conservation and Parks	To: adunn@hrca.on.ca	Here you are Andrea. Sorry about that.  Have a nice weekend  Chris Lorenz	<b>MNRF Email Response – May 30, 2017</b>  Thanks Chris,  Please find attached the information you requested under DLA20170507. If you have any questions, please let me know.  Take care,  Andrea
TAC-27	2018-04-19	WSP to: Ministry of the Environment, Conservation and Parks	To: adunn@hrca.on.ca	Hello Andrea  In relation to the initial background request (see request and map attached) and the information that you provided, I was wondering if you also have Rainbow Trout spawning survey information of Sixteen Mile Creek in the area of the Steeles Ave. bridge? For another EA we did at Bronte Street (~550 downstream of Steeles), CH informed us of a Rainbow Trout spawning area upstream of the Bronte Street bridge. I was just wondering if this survey extended up to the Steeles Ave. bridge.  Thank you,  Alden Drost	<b>MNRF Email Response – August 28, 2017</b>  Hi Alden,  The Rainbow Trout spawning area actually extends all the way up the West Branch to the Kelso Dam. It is also the same reach that Brown Trout spawn in during the fall migration. The Steeles Avenue bridge on the same branch falls within that spawning reach and Rainbow Trout and Brown Trout spawning redds have been observed immediately upstream and downstream of the bridge (i.e. less than 1 m on either side of the bridge).  Hope this helps,  Andrea

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TAC-28	2018-04-20	WSP to: Ministry of the Environment, Conservation and Parks	To: adunn@hrca.on.ca	Great, thank you Andrea. Do you have any further info. between the bridge and around 150 m downstream and for maybe 50 m upstream? Also, do you have a map showing this info., (redds locations)? What year(s) were the spawning surveys done?  Thanks again and much appreciated,  Alden  Alden Drost	<b>MNRF Email Response – April 24, 2017</b>  Hi Alden,  We don't actually map the redds, we typically identify how many are observed in a reach/station length. The surveys were started in the early 1990's by the Four Seasons Angling and Hunting group so it is a pretty established spawning route. We do have a number of reports/memos that indicate counts on the reach but that would be it. CH doesn't do the full reach anymore, we typically hit up the Steeles Ave bridge to help assess spawning timing as permissions to property is now more difficult to obtain in the area. Redds are easily visible from the bridge in either direction during spawning, as the substrate size and conditions are perfect spawning habitat.  Andrea
TAC-29	2018-04-20	WSP to: Ministry of the Environment, Conservation and Parks	To: adunn@hrca.on.ca	Hi Andrea  Ok that's helpful. Other than the redds located right at the bridge, do you know if any redds were observed from the bridge to ~100 to 150 m downstream? If you have what you think is a useful report to pass along for this area we would appreciate it.  Thanks again for your help,  Alden	<b>MNRF Email Response – April 20, 2017</b>  Hi Alden,  They spawn throughout the reach with the highest proportion of redds between the concrete channel in Milton to the Kelso dam. 100-150m downstream of Steeles would most definitely be within the prime spawning areas.  I don't have a comprehensive report from anything recent, but I have attached one from when it was surveyed in the mid 1990's. I took a quick look through the results and compared to our reach that we regularly sample from Kelso Road to the dam (upstream of your site) and their site 7 and our numbers are higher so I suspect that would be the case throughout the reach. I can confirm that this reach is still actively used today, in fact there is likely some Rainbows navigating that reach right now!  J.  Enjoy,  Andrea
TAC-30	2018-04-20	WSP to: Ministry of the Environment, Conservation and Parks	To: adunn@hrca.on.ca	Ok great! Thanks for looking into this Andrea, very useful information for the Steeles Ave EA we are doing. Have a great weekend.  Alden	
TAC-31	2018-04-20	WSP to: Ministry of Natural Resources	To: ESA.Aurora@ontario.ca	Hi Courtney  Thank you very much for looking into this. We will try again to get into Val's email but it has been difficult with the password changes here at the company. As per below she would have sent it around April 23, 2017 which is the date of her original letter I attached earlier.... If you know that	<b>MNRF Email Response – August 28, 2017</b>  Additionally, I will be sure to process it today.  Courtney Beaver

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		and Forestry		there has not been any responses or follow up to her original email though, could you just process it now and email the info. to me? It would be greatly appreciated as we need this information soon.  Thank you,  Alden Drost	
TAC-32	2018-04-20	Ministry of Natural Resources and Forestry	ESA.Aurora@ontario.ca	Good afternoon Alden,  Sorry for the flood of emails. I found the original request. Attached is your screening. I am, however, having problems saving the requested fish collection records. I will speak with our GIS Tech and hopefully have it ready to send tomorrow.  Thank-you,  Courtney  Courtney Beaver	
TAC-33	2017-06-05	Ministry of the Environment and Climate Change	Trevor Bell	Dear Mr. Bell:  The Regional Municipality of Halton has retained WSP to undertake a Municipal Class Environmental Assessment (MCEA) Study to assess the improvements required on Steeles Avenue between Tremaine Road (Regional Road 22) and Industrial Drive in the Town of Milton. This Study is being carried out in accordance with the planning and design process for Schedule C projects as outlined in the Municipal Engineers Association Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 & 2015), which is approved under the Ontario Environmental Assessment Act.  This project is taking place in the Town of Milton on Steeles Avenue between Tremaine Road and Industrial Drive. The study area encompasses lands within the Region's road right-of-way and adjacent properties. Adjacent lands consist of private properties and the Niagara Escarpment. The study area is outlined in the attached Notice of Study Commencement and a short project background, attached for your reference.  The following Indigenous Communities (which hold elected leadership under the Indian Act or "traditional" rights) were identified as having a potential interest in this project and/or may have credible asserted Aboriginal or treaty rights in this study area:  <ul style="list-style-type: none"> <li>• Mississaugas of the New Credit First Nation</li> <li>• Six Nations of the Grand River</li> <li>• Haudenosaunee Confederacy Chiefs Council</li> </ul> In accordance with the Municipal Class EA Study, a Stage 1 Archaeological Assessment is being carried out to establish the archaeological significance of the study area and identify any potential archaeological resources (including those of Indigenous descent) in order to minimize any potential impacts to these resources prior to any future construction activities being undertaken. The	

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				<p>Archaeological Assessment will be submitted to the Ministry of Tourism, Culture and Sport for approval to ensure that any concerns over potential archaeological sites noted within the study area are satisfied and/or are to be further addressed through additional archaeological study. In parallel, a copy of this Assessment, and/or any other technical reports completed as part of this project, can also be provided to you upon request.</p> <p>Putting aside any potential archaeological resources which might be identified during the Stage 1 Archaeological Assessment (or further studies), Halton Region is not aware of any potential impacts to Aboriginal or treaty rights arising from this project.</p> <p>We ask that you please confirm all Indigenous Communities (either elected and/or traditional rights) which require interest-based consultation on this Study and whether you are aware of any asserted potential impacts to Aboriginal or treaty rights which might arise from this project.</p> <p>Through the course of the Study, we understand that the Ministry of Environment and Climate Change will comment on the Region’s consultation approach/records with the Indigenous Communities.</p> <p>Should you have any questions or require additional information, please contact the undersigned by phone (905) 825-6000, ext. 7920 or email <a href="mailto:jeffrey.reid@halton.ca">jeffrey.reid@halton.ca</a></p> <p>Sincerely, Jeffrey Reid</p> <p>Attachment: Project Backgrounder</p> <p>1.0 Introduction</p> <p>The Regional Municipality of Halton (Region) is initiating a Municipal Class Environmental Assessment (MCEA) Study to consider a wide range of options for transportation corridor improvements to satisfy future travel demands on Steeles Avenue (Regional Road 8), from Tremaine Road (Regional Road 22) to 5 Side Road, in the Town of Milton. To best address both public safety and the future 2031 travel demand along Steeles Avenue, a number of road improvement alternatives will be examined as part of this Municipal Class Environmental Assessment Study. Road improvements, such as active transportation, and intersection operations as well as structural, drainage, cross-sectional and natural environment requirements will be assessed through the study.</p> <p>The anticipated duration of the Study is approximately 18 months.</p> <p>2.0 Background to the Municipal Class EA Study</p> <p>The need for additional capacity in the Steeles Avenue corridor was identified in the Halton Region Transportation Master Plan – The Road to Change (2011). The MCEA Study focuses on the section of Steeles Avenue between Tremaine Road and Industrial Drive. At this time, the Region anticipates</p>	

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				<p>that the improvements required for Steeles Avenue within the study area could include a combination of the following:</p> <ul style="list-style-type: none"> <li>• Widening the existing two lane roadway to four through lanes;</li> <li>• Addition of on-road and off-road active transportation facilities;</li> <li>• Improvements to the Canadian Pacific Railway crossing including a potential grade separation;</li> <li>• Improvements at all intersections within the study area; and</li> <li>• Improvements to vertical and horizontal alignments where necessary, including structural improvements/widening.</li> </ul> <p>Immediately to the east of the study area (east of Industrial Drive), Steeles Avenue is already planned to be widened from 2 to 4 lanes up to Regional Road 25. This project has been recently tendered for construction. West of the study area, Tremaine Road is being realigned and widened to 4 lanes. A roundabout has been constructed at Tremaine Road / Steeles Avenue.</p> <p>3.0 Study Area and Potential Impacts</p> <p>As illustrated on Figure 1, the study area is located within the Town of Milton 401 Industrial Business Park Secondary Plan and Sherwood Survey Secondary Plan areas. Existing land uses consists of residential houses and local businesses along Steeles Avenue as well as Peru Road. Future development of Milton Heights as part of the Sherwood Survey Secondary Plan is planned on the west side of Peru Road. The only access to this development will be from Peru Road. Between Peru Road and Tremaine Road, lands are designated under the Niagara Escarpment Plan Protection Area. The proposed improvements on Steeles Avenue will take into consideration land uses in the surrounding area and minimize direct impacts where feasible. Access to the adjacent properties and future development will also be considered.</p> <p>Figure 1 – Study Area</p> <p>There is an at-grade crossing with the CP railway (2 tracks) west of Peru Road. The need for grade separation will be assessed based as part of the study process. Potential alternative alignments for Steeles Avenue as well as “road over rail” vs. “road under rail” options will be considered.</p> <p>In terms of natural environment, a large portion of the study area is made up of natural features such as wetlands, woodlands, and watercourses. Sixteen Mile Creek and its natural heritage corridor is the most prominent natural feature and is classified as a sensitive, high constraint, coldwater stream. In the vicinity of the Sixteen Mile Creek crossing on Steeles Avenue, the watercourse supports a variety of aquatic species, and it is a contributing habitat of Redside Dace, which is a Species At Risk. The improvements on Steeles Avenue will likely require modification to the existing Sixteen Mile Creek crossing or the consideration of a new crossing location. This will be subject to consultation with Conservation Halton</p> <p>In accordance with the Municipal Class EA Study, a Stage 1 Archaeological Assessment will be carried out to establish the archaeological significance of the Study Area and identify any potential</p>	

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				<p>archaeological resources (including those of aboriginal descent) in order to minimize any potential impacts to the same prior to any future construction activities being undertaken.</p> <p>4.0 Indigenous Community Consultation Approach</p> <p>Consultation with Indigenous communities is an integral part of the Municipal Class EA Study process.</p> <p>The project team has attempted to identify potential Indigenous Communities (which hold elected leadership under the Indian Act) as having potential interest in this project and/or may have credible asserted Aboriginal or treaty rights in this study area. The project team will be seeking MOECC confirmation of this list, including identification of any other Indigenous communities, both elected and/or traditional.</p> <p>Upon MOECC confirmation of the appropriate Indigenous Communities to be contacted, the project team will initiate interest-based consultation with these communities throughout the duration of the project in hope that they will assist in determining if their communities may hold an interest in this project and have input to the Study. Any comments are welcome and will be taken into consideration throughout the Municipal Class EA Study. Specifically, we will be seeking input on:</p> <ul style="list-style-type: none"> <li>• Any preliminary comments or concerns that the communities may have on the proposed project;</li> <li>• The level of interest in the project from the communities for further engagement; and,</li> <li>• The best methods to communicate with their communities.</li> </ul> <p>All consultation will be formally documented in an Indigenous Communities Consultation Record which will form part of the final Study Project File/Environmental Study Report.</p> <p>Also, the Archaeological Assessment will be submitted to the Ministry of Tourism, Culture and Sport for approval to ensure that any concerns over any potential archaeological sites noted within the study area are satisfied and/or are to be further addressed through additional archaeological study. In parallel, a copy of the Assessment, or any other technical reports completed as part of this project, can also be provided to Indigenous Communities upon request.</p> <p>Through the course of the Study project, we understand that the Ministry of Environment and Climate Change will comment on Halton Region’s consultation approach/records with Indigenous Communities and whether the Crown’s rights-based duty to consult process may be required.</p> <p>5.0 Study Contacts</p> <p>If you would like more information on the project or have any questions or comments, please contact:</p> <p>Jeffrey Reid, C.E.T., LET</p>	

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TAC-34	June 1, 2022	Ben Davis Conservation Halton	bdavis@hrca.on.ca	<p>Hi Jessica,</p> <p>Further to our meeting on Monday May 30<sup>th</sup> please find attached CH comments on the Draft ESR for Steeles Ave (Tremaine Rd to Industrial Rd). We look forward to the opportunity to review and comment on the next submission prior to finalizing the ESR.</p> <p>Thank you,</p> <p>Ben</p> <p><b>Conservation Halton Email Response – October 25, 2022</b></p> <p>Hi Jessica,</p> <p>We are currently reviewing the material provided for the Steeles Ave Draft ESR Submission. Would be able to provide <b>Appendix K: Landscape Plan and Renderings &amp; Tree Management Plan?</b></p> <p>Thank you,</p> <p>Ben</p> <p><b>Conservation Halton Email Response – October 25, 2022</b></p> <p>Hi Jessica,</p> <p>We would be available on Wednesday November 9 at 11am to meet. If you could please send the invitation to myself, Tawnia Martel and Joseph Asztalos that would be appreciated.</p> <p>In reviewing the Updated Draft ESR (PDF Copy), there are several pages that have a font/editing that makes it very challenging to read/review. The pages are:</p> <p>(PDF Pages) #141 to 147, 162, 166 to 181 and 289 to 296.</p> <p>Would you be able to take a look at these pages and resend the PDF copy of the report?</p> <p>Thanks,</p> <p>Ben</p> <p><b>Conservation Halton Email Response – October 26, 2022</b></p> <p>Hi again Jessica,</p> <p>Sorry for all of the emails today/yesterday! Would you be able to send Appendix E?</p> <p>Thanks again,</p> <p>Ben</p> <p><b>Conservation Halton Email Response – November 10, 2022</b></p>	<p><b>Halton Region Email Response – June 2, 2022</b></p> <p>Hi Ben,</p> <p>Thank you very much for the meeting on Monday and for providing your comments. As discussed, we will review and get back to you with an update on our anticipated timing for next steps.</p> <p>Thanks,</p> <p>Jessica</p> <p><b>Halton Region Email Response – October 20, 2022</b></p> <p>Hi Ben,</p> <p>Thank you very much for your involvement in the Steeles Avenue MCEA Study and for providing comments on the Draft Environmental Study Report. We have been working on reviewing and addressing your comments as well as comments received from other technical agencies and have prepared an updated Draft Environmental Study Report (ESR).</p> <p>The updated Draft ESR, updated Draft Drainage and Stormwater Management Report, as well as a comment-response table for your May 2022 comments are available on the file transfer site below. To aid in your review, we have provided a pdf version of the updated Draft ESR as well as a Word document showing the tracked changes.</p> <p>Navigate to the following link to Download the above file(s):</p> <p><b>[REDACTED]</b></p> <p><b>Date Expires: Thursday, November 10, 2022</b></p> <p>We would greatly appreciate it if you could please provide us with any comments by November 10, 2022. I will follow up with a few suggested dates and times for a meeting the week of October 24 or October 31 to discuss any outstanding comments or questions your team may have.</p> <p>Please let me know if you have any issues accessing the files or if you have any questions.</p> <p>Thanks,</p> <p>Jessica (Dorgo) Passingham</p> <p><b>Halton Region Email Response – October 26, 2022</b></p> <p>Good Morning Ben,</p> <p>No problem, Appendix K: Landscape Plan and Renderings &amp; Tree Management Plan is available on the file transfer site below.</p>





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				<p>suggest that these discussions commence prior to the start of the detailed design stage and then continue throughout the design stage.</p> <p>With respect to this report, we request:</p> <ul style="list-style-type: none"> <li>a) Copies of the Appendices cited</li> <li>b) Final copies of the background studies, with permissions from the respective consultants that the Town can use the reports as background information for any future master planning works of the Town open space and park lands.</li> </ul> <p>Please see excerpts (pages 180 and 181) from the report at the link above for comments about the section of road near the former CMHL site.</p> <p><b>Preferred Alternative Appendix J, prepared by WSP, undated</b></p> <p>Specific comments related to Town open space and park lands are outlined below and in the marked-up drawing attached:</p> <p><b>Former Jannock Property/Future Town Land, Old Steeles to New Steeles:</b></p> <p><b>Drawing reference Plates 1, 3 and 13</b></p> <ul style="list-style-type: none"> <li>a) roadway connection from the remnant of Steeles Avenue to New Steeles: this looks to be right-in/right-out so will require any site users to the Town land travelling from the west or from the south portion of New Tremaine to travel all the way to the new roundabout proposed near Industrial Drive; we'd like the Region to advise if full moves are possible for the existing Jannock access and additionally be advised of what potential full-moves locations could be available from the frontage along New Tremaine north of the roundabout.</li> <li>b) the existing site access road, Old Steeles west of CP : this area is split over the drawing plates, so can more information be provided about the ultimate design in this area: full-moves is preferred, will Region reconstruct the drive throat to their standard?</li> <li>c) portions of Old Steeles that are being closed, both sides of the track: will the Region retain ownership? Will the lands be incorporated into the adjacent lands, such as can the remnant east of the tracks be coordinated with the Andrin subdivision? Does CP need access to their lands? What measures will be taken to ensure that unauthorized access across the tracks does not happen?</li> <li>d) can the detailed design include the location and subsequent construction of connections from the bike lanes and the boulevard multi-use paths into the future Town land at least to the property line. These connections should be AODA compliant. The Region works should include the construction of any safety measures required for these connections.</li> <li>e) Town land servicing : can the Region identify potential water, sanitary and utility service connections</li> </ul> <p><b>Former CMHL Property – Town Land</b></p> <p><b>Drawing reference Plates 5 and 7</b></p> <ul style="list-style-type: none"> <li>a) Similar to Jannock lands, identify any potential vehicular (full-moves) access points, multi-use pathway and bike lane connections into the Town lands</li> <li>b) Similar to Jannock, identify any opportunity for future connections to water, sanitary, utility services</li> </ul>	<p>Thank you,</p> <p>Jessica</p> <p><b>Halton Region Email Response - July 14, 2022</b></p> <p>Hi Kavleen,</p> <p>I just wanted to follow-up on my previous email regarding the Steeles Avenue MCEA. We would really appreciate it if you could provide us with an update on the Town's plans for public open space and parks within the MCEA study area in order to ensure we have the most up to date information for the MCEA study.</p> <p>Please let me know if you have any questions or would like to discuss further.</p> <p>Thanks,</p> <p>Jessica</p> <p><b>Halton Region Email Response – October 17, 2022</b></p> <p>Hi Kavleen,</p> <p>Thank you very much for providing us with the Town of Milton comments on the Steeles Avenue Municipal Class Environmental Assessment Study Draft Environmental Study Report. We have reviewed your comments as well as the supplementary information you have provided regarding the Town's future plans for the open space/ park lands in the study area and have organized our responses to your comments into the following categories below:</p> <p><b><u>Access to Town Lands from realigned Steeles Avenue</u></b></p> <p>We understand that the Town is interested in understanding the potential of future access to two sites:</p> <ul style="list-style-type: none"> <li>• Former Jannock Property / Future Town Land (north-east corner of Tremaine Road and Steeles Avenue)</li> <li>• Former CMHL Property/ Town Land (south of CP Rail Line)</li> </ul> <p>Given the location of the subject lands (Niagara Escarpment and Natural Heritage System), we have been advised by Regional Planning that the noted lands would be subject to the requirements of the Niagara Escarpment Commission as well as the Regional Official Plan. As you have noted, the Town does not have any conceptual drawings for these lands at this time and as noted would be subject to the noted policies. Any potential future access to these lands including active transportation would be subject to, for example, the Halton Region Access Management Guidelines and other related documents. Please note, for lands outside of the urban area, servicing on the basis of private services would be considered through the development review process.</p> <p><b><u>On-Road Bicycle Lanes and Roundabout</u></b></p>

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				<p>c) Confirm where Region will be undertaking all require NHS compensation works (recommend this be done on Region lands)</p> <p>d) Compensation needed for all required Town lands (temporary and permanent). Confirm ultimate ownership of the isolated portion of Town lands, north of New Steeles (this parcel does not border any other Town land)</p> <p><b>Bicycle Lanes</b></p> <p>We are unclear about the safety provision of the on road bicycle lane as it goes round the proposed circle. The bicycle lanes appears to end abruptly as it approaches the circle and its seems like the expectation is for the riders to merge into the traffic lanes.</p> <p>The multiuse lanes function better for bicycles but with the expectation that they transverse the circle through the crosswalk.</p> <p>Some clarification would be appreciated for cyclist safety.</p> <p><b>Street Trees</b></p> <p>What distance will street tress be planted?</p>  <p>Kavleen Sachdeva, P.Eng Transportation Planning Technologist 150 Mary Street., Milton ON, L9T 6Z5 905-878-7252 ext. 2363 www.milton.ca</p>	<p>During detailed design, the active transportation facilities for Steeles Avenue will be reviewed with the most current industry guidelines (for example the 2021 OTM Book 18). Reference to current guidelines including OTM Book 18 will be included in the updated ESR.</p> <p>As noted in the draft ESR and the preliminary preferred design plates, the connection to existing Steeles Avenue may be via a roundabout or conventional intersection. A roundabout has been shown given the larger footprint. The type of intersection will be confirmed during detailed design and the active transportation crossings through the intersection/roundabout will be reviewed and confirmed.</p> <p><b>Land Compensation and Property Requirements</b></p> <p>The property lines on the preferred plan will be updated in the ESR to clearly show the proposed ROW.</p> <p>Please note that property requirements would be refined and confirmed through the detailed design process at which time the Region would initiate discussions with the Town.</p> <p><b>Existing Steeles Avenue Cul-de-sac and driveway</b></p> <p>A copy of the preliminary preferred plan as a roll-plan is available on the file transfer site below which illustrates the recommendations along existing Steeles Avenue more clearly. We would be happy to meet to review the roll plan if necessary.</p> <p>File Transfer Site: [REDACTED]</p> <p>Date Expires: Monday, November 7, 2022</p> <p><b>Street Trees</b></p> <p>Landscaping will be determined at the detailed design stage as per the Regional Road Landscaping Guidelines and Specifications (2018).</p> <p><b>Construction Timing</b></p> <p>Based on the Halton Region 2022 Budget and Business Plan Capital Report (<a href="https://www.halton.ca/Repository/2022-Budget-and-Business-Plan-Capital-Report">https://www.halton.ca/Repository/2022-Budget-and-Business-Plan-Capital-Report</a>) start of construction for the widening of Steeles Avenue from Tremaine Road to Industrial Drive is currently anticipated for 2026, subject to a Council approved financing plan.</p> <p>Thank you again for taking the time to review the Steeles Avenue MCEA Draft ESR. Please feel free to contact me if you have any questions regarding the above noted responses.</p> <p>Thanks, Jessica (Dorgo) Passingham</p>
TAC-36	June 23, 2022	Kavleen Sachdeva Milton	Kavleen.sachdeva@milton.ca	<p>Hi Ann,</p> <p>I have some last minute minor comments come in from infrastructure as well. Please see below:</p> <p>No major comments to add just would like to add a note and ask regarding construction timing.</p>	

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				<p>The Note to add is as follows</p> <p>Note – The Town of Milton, based on the results of background studies, has identified that Bridge #8 on Peru Road (approx. 800m north of Steeles Avenue) is required to be removed and replaced with cul-de-sacs installed at both ends. Current tentative schedule of works as follows, MCEA to be completed by Q1 2023, Design to be completed Q4 2023, tender in Q1 of 2024 and construction in Q2 of 2024 (spring).</p> <p>Can the Region please share their tentative schedule for construction for the Steeles Avenue project to identify any potential project conflicts and/or coordination required.</p> <p>Thanks, Kavleen</p>	
TAC-37	May 5, 2022	Trevor Bell MECP	Trevor.bell@ontario.ca	<p>Hi Jessica,</p> <p>Thanks for your email. This is to confirm I received the files you shared. We will review and do our best to provide any comments by June 1. I wanted to let you know that our technical reviewers typically request a minimum of 30 days to complete a review. Hopefully we can accommodate your timeline, but I'll let you know if we need any additional time.</p> <p>Thanks, Trevor</p>	<p><b>Halton Region Email Response – May 27, 2022</b></p> <p>Good Morning Trevor,</p> <p>Thank you for confirming receipt of the Steeles Avenue MCEA Study Draft ESR. I just wanted to check-in to see if you have any questions on the draft ESR at this time.</p> <p>Please feel free to contact me if you have any questions.</p> <p>Thanks, Jessica</p>
TAC-38	May 27, 2022	Trevor Bell MECP	<a href="mailto:Trevor.Bell@ontario.ca">Trevor.Bell@ontario.ca</a>	<p>Hi Jessica,</p> <p>Thanks for reaching out. No questions at the moment. I am awaiting technical review comments but still anticipating being able to provide our comments to you this week.</p> <p>Thanks, Trevor</p>	<p><b>Halton Region Email Response – June 7, 2022</b></p> <p>Good Morning Trevor,</p> <p>I just wanted to follow-up to confirm if you will be providing any comments on the Steeles Avenue Municipal Class Environmental Assessment Study Draft Environmental Study Report. Please be advised that I will be away starting tomorrow until June 28. If you have comments on the Draft ESR can you please copy Ann Larkin, Supervisor Mobility Planning (copied on this email) on your correspondence to be sure they are received?</p> <p>Thank you, Jessica</p>
TAC-39	June 7, 2022	Trevor Bell MECP	<a href="mailto:Trevor.Bell@ontario.ca">Trevor.Bell@ontario.ca</a>	<p>Hi Jessica,</p> <p>I apologize for the delay. I will be sure to copy Ann on the comments, which I will send as soon as possible.</p> <p>Thanks, Trevor</p>	<p>No Response required. The responses were noted by the Project Team.</p>

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TAC-41	May 26, 2022	Karla Barboza MHSTCI	Karla.barboza@ontario.ca	<p>Good morning Katherine,</p> <p>Thanks for sending the notice of PIC #2 for the above referenced project to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) last Summer.</p> <p>We are just reviewing the hard copy correspondence now as we have been working remotely for the last 2 years. Could you please advise the status of this MCEA project is.</p> <p>Thanks in advance,</p> <p>Karla</p>	<p><b>Halton Region Email Response – July 18, 2022</b></p> <p>Hi Karla,</p> <p>Thank you for reaching out regarding the Steeles Avenue (Regional Road 8) Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA) Study. I apologize for the delay in getting back to you.</p> <p>The current anticipated timing for filing of the Steeles Avenue Transportation Corridor Improvements MCEA Study Environmental Study Report (ESR) is fall 2022.</p> <p>For your information, the Stage 1 Archaeological Assessment completed in support of the Steeles Avenue MCEA Study was accepted into the Ontario Public Register of Archaeological Reports on March 26, 2019. Further to your request at the onset of the study, please find attached a copy of the Cultural Heritage Assessment Report completed for the MCEA study for your information.</p>

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					<p>If you have any questions regarding the project or would like to discuss further, please do not hesitate to contact me.</p> <p>Thank you,</p> <p>Jessica</p>
TAC-41	July 18, 2022	Karla Barboza MHSTCI	Karla.barboza@ontario.ca	<p>Hi Jessica,</p> <p>Thanks for the update on the project and for sending the Cultural Heritage Resource Assessment.</p> <p>Laura Hatcher, MTCS Heritage Planner, will review the Assessment report and will provide comments, as appropriate, by mid-August.</p> <p>Let us know if you have any questions.</p> <p>Thanks again,</p> <p>Karla</p>	No Response required. The responses were noted by the Project Team
TAC-42	August 23, 2022 Email	Laura Hatcher MCM	<a href="mailto:Laura.E.Hatcher@ontario.ca">Laura.E.Hatcher@ontario.ca</a>	<p>Hi Jessica,</p> <p>Thank you for sharing the Cultural Heritage Resource Assessment for this EA project. I have reviewed the report and have no concerns. Please keep me posted as the project proceeds. MTCS will also review the EPR to see how the recommendations of the cultural heritage technical reporting has been incorporated.</p> <p>Sincerely,</p> <p>Laura</p> <p><b>MCM Response November 23, 2022</b></p> <p>Hi Catherine,</p> <p>Thank you for your email. My apologies for not replying sooner. I have moved to a new position in our unit and I am no longer reviewing Municipal Class EAs. This one fell through the cracks during that transition. I have downloaded the documents and will take a look tomorrow – I will either reply myself or let you know who your new contact will be.</p> <p>Sincerely,</p> <p>Laura</p> <p><b>MCM Response November 24, 2022</b></p> <p>Good morning Catherine,</p> <p>I have reviewed the Draft Cultural Heritage sections that you sent for review. They appropriately address cultural heritage resources and I have only one recommended change to the report.</p> <p>The Cultural Heritage Assessment Report prepared by Unterman McPhail reviewed the study area and did not recommend any mitigation measures, aside from landscaping treatments for the</p>	<p><b>Halton Region Email Response – November 3, 2022</b></p> <p>Hi Laura,</p> <p>Thank you very much for reviewing the Cultural Heritage Resource Assessment Report for the Steeles Avenue MCEA Study. As requested, the cultural heritage sections of the Draft Environmental Study Report (ESR) have been uploaded to the file transfer site below for your review.</p> <p>We have also included the Archaeological Assessment sections of the draft ESR for your information. Please note that a Stage 1 Archaeological Assessment was completed for the Steeles Avenue MCEA Study by New Directions Archaeology in 2019 which has been accepted by MHSTCI into the Ontario Public Register of Archaeological Reports. However, it has been noted that this report did not include the full extent of the study area. In 2022, WSP completed a Stage 1 Archaeology Assessment for the full study area (i.e. extending approximately 155 m to the south beyond the Stage 1 Archaeological Assessment previously completed). A copy of both reports are also included on the file transfer site below for your information. The Stage 1 Archaeological Assessment completed by WSP in 2022 will be submitted for entry into the Ontario Public Register of Archaeological Reports separately through the formal process.</p> <p>Navigate to the following link to Download the file(s):</p> <p></p> <p></p> <p>Date Expires: Thursday, November 24, 2022</p> <p>We would appreciate it if you could please let us know if you have any comments on the Draft ESR by November 17, 2022. Please do not hesitate to contact me if you have any questions.</p> <p>Thank you,</p>

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				<p>following properties: 3220, 3222, 3224, 3226, 3228 and 3230 Steeles Avenue. I recommend that the text in the last paragraph on page 8-47 through to the end of section 8.3.4 (on page 8-48) is deleted, or pulled out into a separate section, because it is my understanding that the studies mentioned here were not recommended by your heritage consultant, and would only be undertaken if the project impacts change during detailed design.</p> <p>I also note that due diligence with respect to archaeological resources is only considered complete when all recommended stages of archaeological assessment have been completed and the associated reports have been accepted onto the Ontario Public Register of Archaeological Reports.</p> <p>Thank you for following up with me and for the opportunity to comment. Please continue to keep this Ministry updated as the project proceeds. Future notices should be sent to Karla Barboza, Team Lead, Heritage Planning Unit (karla.barboza@ontario.ca).</p> <p>Sincerely, Laura</p>	<p>Jessica (Dorgo) Passingham</p> <p><b>WSP Region Email Response – November 23, 2022</b></p> <p>Hi Laura,</p> <p>Further to my voicemail, just curious if you have any comments / questions on the materials circulated below.</p> <p>Happy to discuss anytime,</p> <p>Catherine</p> <p><b>WSP Response November 23, 2022</b></p> <p>Thanks very much Laura! Much appreciated.</p> <p>Catherine</p>

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TAC-43	July 25, 2022	Roberta Sager Town of Milton	<a href="mailto:roberta.sager@milton.ca">roberta.sager@milton.ca</a>	<p>Hello Jessica – hope you are doing well. Kavleen reached out to me regarding information on the Town’s proposed plans for our parkland and open space lands within the vicinity of the Steeles MCEA project.</p> <p>My apologies for the delay in responding directly to this but I hope the information provided answers your question. The Town does not have any conceptual drawings for any of these lands to provide at this time; however, I’ve attached the NEC Amendments and Town Council report that outline the desired programming of the former Jannock (more passive uses) and the former CMHL (more active recreation, sport fields etc.) The sites have been accepted into the NEC NEPOSS system and as such will be subject to the NEPOSS master plan and management plan requirements. Basically, we would like to aim to provide as many active sport fields and park amenities as we can with their associated facility development (parking, water, washrooms, lighting, irrigation, park maintenance buildings etc.), but we are subject to external policy and development approvals. To this end, the intent with our comments on the Steeles EA is to, wherever possible, table pedestrian &amp; cycling access, vehicular access, water and wastewater servicing, utility connections etc. to our sites so that there are options available to explore further in the formal site master plan stage.</p> <p>The attachments include:</p> <ol style="list-style-type: none"> <li>1. The staff report to Council outlining the project and seeking support for the NEC application. We knew based on preliminary site investigations of the properties that we had layers of policy, environmental, servicing and natural heritage elements that NEC and other external agencies (MNR, conservation authority, Halton Region) would identify so we tried to be reasonable with our vision for development. We had some background information on the sites (recent RSC work, old studies from previous development proposals on the lands, environmental mapping etc.) compiled before the lands came under Town ownership to give us an idea of recreation opportunities on the lands.</li> <li>2. The reports prepared by NEC staff for review by the Commission requesting urban services and acceptance of the sites into the Plan. Note that we prepared a very conceptual sketch of our development plans using the NEPOSS classifications for each site. The idea was to scope our vision to something that we felt was in keeping with NEC goals – so consulting with NEC staff and Conservation Halton helped frame the amendment.</li> </ol> <p>Feel free to contact me if you would like to discuss. Please note I will be on vacation starting next Tuesday.</p> <p>With thanks, Roberta</p>	No Response required. The responses were noted by the Project Team

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TAC-44	December 1, 2022	Zeeshan Abedin Ministry of Citizenship and Multiculturalism	Zeeshan.Abedin@ontario.ca	<p>Dear Craig Ramsoomair,</p> <p>The ministry has screened the project report package for P1106-0030-2022 that you submitted on Nov 25, 2022 for completeness.</p> <p>The package is complete and the report is now considered 'filed' with the ministry.</p> <p>Next, we will either add it to our queue to be reviewed or enter it into the register without technical review.</p> <p>Please do not reply to this e-mail. The message will be undeliverable and we are unable to respond from this address.</p> <p>If you have any questions about this report email us at: <a href="mailto:Archaeology@ontario.ca">Archaeology@ontario.ca</a></p> <p>Thank you, Zeeshan Abedin</p>	

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TAC-45	June 20, 2022 Email	Ministry of the Environment and Climate Change	Trevor Bell	<p>Hi Jessica and Ann,</p> <p>I want to apologize again for the delay in responding to you, and thank you for your patience.</p> <p>We have completed our review of the draft ESR. We understand that the preferred alternative is a realignment of Steeles Avenue to the south, in order to avoid impacts to the Hamlet of Peru, and that alignment alternative B was selected as the preferred design concept. Alternative B represents a middle ground between Alternatives A and C with respect to how far south of the current alignment the new road will swing. Alternative B also provides the most desirable angles for crossing the railway and creek, and has slightly less impacts on nearby residential backyards.</p> <p>The ministry has no technical concerns at this time. The following comments are offered for your consideration:</p> <ol style="list-style-type: none"> <li>1. The hydrogeological assessment by WSP was completed for the option along the existing Steeles Avenue. This report should be updated to include the selected alternative.</li> <li>2. Section 7.3 should be expanded to include a detailed record of engagement with Indigenous communities. If no responses were received from any Indigenous communities that were notified about the project and invited to participate in consultation activities, efforts should be made to follow-up with the identified communities by phone and email, and documented in the consultation record.</li> </ol> <p>Thank you for the opportunity to review the draft ESR.</p> <p>Sincerely, Trevor</p>	<p><b>Halton Region Response June 20, 2022</b></p> <p>Trevor,</p> <p>Thank you, we appreciate the review and comments for consideration.</p> <p>Ann</p>

TECHNICAL AGENCIES

#	Date/ Method	Agency	Contact	Subject / Comments	Comments/Response
TAC-46	May 31. 2022 Email	Ben Davis Conservation Halton	bdavis@hrca.on.ca	<p>Dear Jessica Dorgo:</p> <p>Re: Steeles Avenue (Regional Road 8) Transportation Corridor Improvements EA - Draft ESR Report Tremaine Road to Industrial Road Town of Milton CH Files: MPR 711 Region of Halton Project: PR-3131 Proposal</p> <p>Halton Region is proposing to realign and widen Steeles Avenue (between Tremaine Road and Industrial Road from 2 lanes to 4 lanes with on-road bike lanes and an in-boulevard multi-use trail in both east and west directions. Steeles Avenue continues as a 4-lane road to the east.</p> <p>Additionally, the works include construction of a grade separation at the Canadian-Pacific Rail (CPR) crossing, SWM Pond and associated controls and a replacement bridge crossing of Sixteen Mile Creek.</p> <p>Ontario Regulation 162/06</p> <p>Conservation Halton (CH) regulates alterations to shorelines and watercourses; development within hazard lands (floodplains, lands susceptible to erosion, valleys, dynamic beaches; hazardous sites); and allowances as specified in Ontario Regulation 162/06. Please be advised that development, including grading, filling, or the construction of structures, within Conservation Halton's regulated area, requires permission pursuant to Ontario Regulation 162/06. Please visit <a href="http://www.conservationhalton.ca">www.conservationhalton.ca</a> for a copy of Ontario Regulation 162/06 and the related policy document Policies and Guidelines for the Administration of Ontario Regulation 162/06 (Last revised November 26, 2020).</p> <p>Comments on Draft ESR</p> <p>A list of items from the design submission reviewed by CH is appended to this letter. Staff require that the following comments please be addressed prior to issuance of the Final ESR.</p> <p>Section 3.4.98 Significant Wildlife Habitat</p> <ol style="list-style-type: none"> <li>1. Confirm the Ecoregion for the study area as it is noted on the Ontario GeoHub and CH's internal mapping that the Ecoregion is 7E. Staff recommend a reassessment of significant wildlife habitat against the criteria schedules for Ecoregion 7E be completed and report updated where appropriate.</li> </ol> <p>Section 8.1.2.3 - Wildlife Movement Corridors</p> <ol style="list-style-type: none"> <li>2. Add the the thicket hedgerow in ELC Unit 12 to list of wildlife movement corridors as it is noted in Section 3.4.6.5 that it provides a connection between the rail corridor and the larger woodlot to the southeast (ELC Unit 11); thus this area will warrant mitigation measure at detail design stage.</li> </ol>	<i>Halton Region Response October 2022</i>

TECHNICAL AGENCIES

#	Date/ Method	Agency	Contact	Subject / Comments	Comments/Response
				<p>Section 8.1.3 - Fish and Fish Habitat</p> <p>3. Discussion should be included regarding direct and indirect impacts to the watercourse from the release of concentrated storm flows from a quantitative, qualitative, and thermal perspective.</p> <p>Section 8.8.1 - Potential Impacts During Construction</p> <p>4. Include general discussion regarding a monitoring program after construction. It is noted in this section however no details are provided.</p> <p>Section 8.8.2 - Disposal of Excess Materials</p> <p>5. This section outlines that written approval from CH per Ontario Regulation 162/06 is required in order to allow for the placement of any generated fill material. Staff would advise that a future permit condition will be that any generated fill from the project will be required to be placed outside of a CH regulated area. Please add additional detail that it this is not possible or not included in the detail design submission, separate approval from CH will be required for fill placement. As a part of that approval, it will be required that CH's Large Fill policy (2.47 of Conservation Halton Policies and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning Document). Approval of the applicable municipal Site Alteration permits will also be required, please contact the Town of Milton for additional details.</p> <p>Section 8.1.5.1 - Design Related Mitigation Measures</p> <p>6. Staff recommend this section be expanded to outline mitigation measures that would be implemented associated with thermal impacts from the road runoff.</p> <p>Exhibit 3-1 - Existing Conditions/Key Features Plan</p> <p>7. It is recommended that the Region's natural heritage systems and key features be indicated on the exhibit.</p> <p>Section 8.7 Summary of Mitigation Measures and Commitments</p> <p>8. Dimensions of proposed culverts and bridges are to be confirmed during the detailed design.</p> <p>9. Floodplain modeling and mapping will be required at the detailed design stage for areas being altered and/or influenced by the road project.</p> <p>10. A geotechnical analysis will be required at detailed design to confirm stable top of bank, footing design, and abutment location</p> <p>11. The following is recommended to be added for commitments to be completed at detail design:</p> <p>1.0 Design-related Mitigation Measures</p> <ul style="list-style-type: none"> <li>• Thermal mitigation assessment</li> </ul> <p>4.0 Vegetation</p> <ul style="list-style-type: none"> <li>• Tree Preservation Plan will be required at detail design.</li> <li>• Consultation with CH should occur to access wetland impacts.</li> </ul> <p>6.0 Fish and Aquatic Habitat</p>	

TECHNICAL AGENCIES

#	Date/ Method	Agency	Contact	Subject / Comments	Comments/Response
				<ul style="list-style-type: none"> <li>• As noted in Section 8.4.3.1, the small swale feature associated with the Sixteen Mile Creek crossing area is to be further assessed at the detailed design stage to determine the appropriate constraint level (e.g., low or medium).</li> <li>• Evaluate impacts to form and function of watercourses to ensure road design related mitigation measures have no impacts to systems</li> </ul> <p>9.0 Restoration</p> <p>12. Vegetation compensation to be completed which will follow current policies and guidelines of agencies</p> <p>Appendix E - Natural Environment Supplementary Materials</p> <p>13. Verify and correct reference to "Appendix G", Appendix G is a Hydrogeology report.</p> <p>14. Include survey methodology for the fish community surveys.</p> <p>Appendix F - Drainage and Stormwater Management Report</p> <p>15. Note that many of the comments below also apply to their equivalent sections within the main report</p> <p>Section 2.1 SWM Design Criteria</p> <p>16. The quantity control requirement should also include an impact assessment for the Regional storm.</p> <p>Section 3.1 Existing Conditions Drainage</p> <p>17. Review/clarify if the 4th bullet point regarding the 2.4x1.6m box culvert is describing culvert C2</p> <p>18. Please review and confirm if the flow rates shown in Table 3-1 are correct as they don't appear consistent with the model output tables at the end of the report.</p> <p>19. Exhibit 1, Existing Conditions Drainage Mosaic - Please clarify the size and area for Catchment 107. Earlier draft materials noted this area as 13 Oha rather than the 8 5ha currently shown. The text within the body of the report notes this area as 13.0ha which may indicate that the figure (Exhibit 1) is an older version.</p> <p>Section 3.2 Existing Conditions Hydraulic Modelling</p> <p>20. Please clarify which modelling software was used for each part of the analysis since both Visual OTTHYMO and SWMHYMO were used</p> <p>21. For ease of reference, it's recommended that Table 3-2 make a connection between Catchment ID and Culvert ID (i.e. Catchment 510 corresponds to Culvert C1).</p> <p>Section 3.3 Proposed Conditions Hydraulic Modelling</p> <p>22. This section should include analysis up to the Regional storm event</p> <p>23. It is unclear how drainage will reach the receiving creeks once it leaves the road corridor. Please include some discussion on possible conveyance methods and outlets.</p> <p>Section 4.1 Hydraulic Performance Standards</p> <p>24. It's recommended to include a criterion that expresses the desire to make Region of</p>	

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				<p>Halton roads flood-free during a Regional storm event where feasible</p> <p>Section 4.3 Existing Conditions Assessment</p> <ul style="list-style-type: none"> <li>25. Please review if Culvert C3 should be included in the introductory sentence.</li> <li>26. Please review the wording being used to describe Culvert C1 and C2 because it can be interpreted that there is another unidentified culvert in the area</li> </ul> <p>Section 4.4 Proposed Conditions Assessment</p> <ul style="list-style-type: none"> <li>27. The report should further discuss whether the Region of Halton intends to remove the existing Steeles Avenue bridge.</li> <li>28. Consider including preliminary floodplain mapping as Exhibits to supplement the numerical floodplain elevations.</li> <li>29. It's recommended that the report also discuss how resulting floodplain elevations at the Steeles Avenue bridge interact with the CPR underpass.</li> </ul> <p>Section 4.5 Proposed Conditions - Opportunity for Future CNR Culverts Improvements</p> <ul style="list-style-type: none"> <li>30. Consider including preliminary floodplain mapping as Exhibits to supplement the numerical floodplain elevations.</li> <li>31. It's suggested that this section also show the benefits the CNR culvert improvements would have at the new CPR underpass and for properties along Old Steeles Avenue, west of the bridge.</li> </ul> <p>Section 5.2 Proposed Dry Pond</p> <ul style="list-style-type: none"> <li>32. Table 5-1 should be expanded to include a Regional storm analysis</li> <li>33. Preliminary design information for emergency overflow weirs should be included.</li> <li>34. There is concern with the location of the proposed dry pond. Stormwater management ponds should normally be located outside the Regional storm floodplain. Please review and discuss alternative locations for this facility. If the facility can only be located within the Regional storm floodplain the report should refer to CH Policy 2.24.5.1 (Conservation Halton Policies and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning Document) and further analysis will be required at the detailed design stage. The report should also reference Conservation Halton's 2021 Guidelines for Stormwater Management Engineering Submissions as it has additional design requirements</li> </ul> <p>Section 5.3 Underground Pipe Storage Facility</p> <ul style="list-style-type: none"> <li>35. Table 5-2 should be expanded to include a Regional storm analysis.</li> <li>36. Based on the preliminary dimensions proposed it is unclear whether pipes or tanks are proposed. This can be decided during the detailed design stage; however, it should be noted that underground tank systems have the added benefit of providing some quality control and easier maintenance via isolator rows</li> <li>37. At the detailed design stage, inlet capture efficiency will need to be evaluated for the full range of storm events.</li> </ul> <p>Appendix G - Hydrogeology Report</p> <ul style="list-style-type: none"> <li>38. It's suggested that the introduction section be reworded because a preferred alternative has been selected</li> </ul> <p>Appendix J- Preferred Plan</p>	

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				<p>39. If possible, it is recommended that the preliminary plan and profile be shown on a continuous drawing for visual clarity.</p> <p>40. Plate 9 - It's suggested that the removal of the existing Steeles Avenue bridge be noted on the figure.</p> <p>General Comments</p> <p>41. CH is currently undertaking a Floodplain Mapping Study (FPM), known as the Urban Milton FPM Study. The section of Steeles Avenue proposed to be widened and realigned is location within the FPM study area in proximity to the West Branch of Sixteen Mile Creek. Draft modelling information was provided to Halton Region and its consultant for the ESR to establish base conditions. Further refinements to the study are currently being undertaken however it is not anticipated that these refinements will significantly change preliminary results. At detailed design Halton Region will need to consult with CH regarding the status of the FPM and its use in the project.</p> <p>42. There are candidate significant woodlands within the study area. We recommend confirming significance based on the Region of Halton official plan criteria and that all efforts be made to limit disturbance to these areas regardless of level of significance.</p> <p>43. CH's internal mapping shows a swamp wetland in the northwest corner of ELC unit 11, direct and indirect impacts and mitigation measures should be discussed to ensure no negative impacts the wetland</p> <p>44. Staff understand that vegetation compensation is determined at the detail design stage, however, there is no mention of vegetation compensation within the ESR. A section should be included that discusses vegetation compensation in general and that the compensation will follow the current policies and guidelines of agencies (Region of Halton, Conservation Halton, MECP, DFO, etc.) at time of detail design</p> <p>45. Provide the Landscape Concept Plan noted in Section 8.1.1.2 Potential Indirect Impacts.</p> <p>46. Editorial Comments:</p> <ul style="list-style-type: none"> <li>• Section 3.4.3. Surface Drainage and Watershed Characteristics (page 3-11) - Change "Greater Toronto Area (GTA)" to respective local community</li> <li>• Section 3.4.6.1 Avifauna (page 3-16) - Verify and correct area requirement for Open County Area-Sensitive species candidate or confirmed SWH, staff believe it should read =30 ha</li> <li>• Section 3.4.9 - Significant Wildlife Habitat - Habitats for Species of Conservation Concern (page 3-33) - Verify section reference is correct. Staff believe it should be 3.4.8.2.</li> </ul> <p>47. CH staff recommend including a note in Table 5-3 and any applicable sections: Evaluation of Road Alignment Design Alternatives under Transportation, Emergency Services that realigned Steeles Avenue will be susceptible to flooding during Regulatory storm events and that emergency services take this into account in their emergency access and routing plans.</p> <p>48. CH staff advise that at detailed design, a Geotechnical Investigation and Hydrogeologic Investigation detailing groundwater quality and potential temporary and/or permanent (if applicable) dewatering impacts to natural heritage features due to dewatering will be required. Additional details on all CH permit requirements for all applicable permits will be provided prior to detailed design.</p>	

**TECHNICAL AGENCIES**

#	Date/ Method	Agency	Contact	Subject / Comments	Comments/Response
				<p><b><i>In Summary</i></b></p> <p>Thank you for the opportunity to review and comment on the Steeles Avenue Transportation Corridor Improvements from Tremaine Road to Industrial Road Draft ESR. Once the comments above have been addressed please resubmit to CH for review and comment prior to finalizing the ESR</p> <p>If you have any questions or to arrange a meeting to discuss the above further, please contact the undersigned at bdavis@hrea.on.ca</p> <p>Sincerely.</p> <p>Ben Davis</p> <p>CC: Rhonda George-Hiebert, WSP (by email: Rhonda.George-Hiebert@wsp.com)</p> <p><u>Appendix</u></p> <p><b>Items Reviewed - per Halton Region Circulation, dated May 4, 2022</b></p> <ul style="list-style-type: none"> <li>• Steeles Avenue Corridor Improvements Class Environmental Assessment (Tremaine Road to Industrial Drive) Environmental Study Report - Draft, dated May 4, 2022</li> <li>• Appendix E - Natural Environment Supplementary Materials</li> <li>• Appendix F - Drainage and Stormwater Report</li> <li>• Appendix G - Hydrogeology Report</li> <li>• Appendix J - Preferred Plan</li> <li>• Appendix K - Geomorphological Report</li> </ul>	
TAC-47	November 10 2022 Email	Ben Davis Conservation Halton	bdavis@hrca.on.ca	<p>Dear Ms. Passingham</p> <p>Re: Draft Environmental Study Report</p> <p>Steeles Avenue (Tremaine Road to Industrial Road) Transportation Corridor Improvements EA</p> <p>Town of Milton</p> <p>Region of Halton File: PR-3131</p> <p>Conservation Halton File: MPR 711</p> <p>Conservation Halton (CH) staff has reviewed the Steeles Avenue Corridor Improvements Class Environmental Assessment (Tremaine Road to Industrial Drive) Environmental Study Report – Updated Draft, prepared by WSP, dated October 2022 and is supportive of the Draft ESR.</p> <p>As outlined in the Detailed Design Commitments, CH staff advise that at detailed design, a Geotechnical Investigation and Hydrogeologic Investigation detailing groundwater quality and potential temporary and/or permanent (if applicable) dewatering impacts to natural heritage features due to dewatering will be required. Additional details on all CH permit requirements for all</p>	

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#	Date/ Method	Agency	Contact	Subject / Comments	Comments/Response
				<p>applicable permits will be provided prior to detailed design. This will include incorporating relevant information from ongoing studies in proximity to the proposed corridor improvements such as Conservation Halton's Floodplain Mapping Program work for Sixteen Mile Creek.</p> <p>CH staff have the following additional recommendations to be included in the Final ESR:</p> <ul style="list-style-type: none"> <li>• CH staff recommend including a note in Table 5-3 and any applicable sections: Evaluation of Road Alignment Design Alternatives under Transportation, Emergency Services that realigned Steeles Avenue will be susceptible to flooding during Regulatory storm events and that emergency services take this into account in their emergency access and routing plans.</li> <li>• Section 3.4.9 - Significant Wildlife Habitat - Habitats for Species of Conservation Concern (page 3-33) - Verify section reference is correct. Staff believe the referenced section should be 3.4.9 as there appears there is no section 3.4.9.2.</li> </ul> <p>Section 4.1 Hydraulic Performance Standards</p> <ul style="list-style-type: none"> <li>• CH understands that Halton Region will review and include wording outlining the feasibility (best efforts) in terms of making roads flood free</li> </ul> <p>Thank you for the opportunity to review and comment on the Steeles Avenue (Tremaine Road to Industrial Road) Transportation Corridor Improvements Draft ESR. CH staff looks forward to working with Halton Region and the consultant team at the detailed design stage.</p> <p>If you have any questions or require additional information, please contact the undersigned at <a href="mailto:bdavis@hrca.on.ca">bdavis@hrca.on.ca</a></p> <p>Sincerely,                      Ben Davis</p>	

INDIGENOUS COMMUNITIES CONSULTATION RECORD (C&C PLAN – APPENDIX B)

Contact Information							Notice of Study Commencement (By Halton Region)	Notice of Public Information Centre #1 (By Halton Region)		Notice of Public Information Centre #2 (By WSP)		Other Comments
Indigenous Group	Title	First Name	Last Name	Job Title	Address	City/Province/Postal Code	Notice	Notice	Additional Notes	Notice	Post-PIC#2 Correspondence	Additional Notes
<i>Example</i>							<i>Mail-out week of June 15, 2016</i>	<i>Mail-out week of October 12, 2016</i>		<i>Mail-out week of May 15, 2017</i>	<i>June 27-17: OH 2 follow-up letter and package mail out July 21-17: Follow-up phone call – left voicemail</i>	<i>Arch. Report emailed to lcl@chimnissing.ca on July 21-17</i>
Mississaugas of the Credit First Nations	Chief	Stacey	Laforme		2789 Mississauga Road,,RR #6	Hagersville, ON N0A 1H0	Couriered on February 1, 2018.	Couriered on November 11, 2019.				
	Ms.	Fawn	Sault	Consultation Manager	4065 Highway 6 North	Hagersville, ON N0A 1H0	Couriered on February 1, 2018.	Couriered on November 11, 2019.		Couriered on April 12, 2021.		
Six Nations of the Grand River	Chief	Ava	Hill		P.O. Box 5000	Oshweken, ON N0A 1M0	Couriered on February 1, 2018.	Couriered on November 11, 2019.				NO LONGER CHIEF – Contact Chief Mark Hill instead
	Chief	Mark	Hill		P.O. Box 5000	Oshweken, ON N0A 1M0						New Chief as of November 2019
	Mr.	Lonny	Bomberry	Lands and Resources Director	P.O. Box 5000	Oshweken, ON N0A 1M0	Couriered on February 1, 2018.	Couriered on November 11, 2019.				
	Ms.	Joanne	Thomas	Consultation Supervisor	P.O. Box 5000	Oshweken, ON N0A 1M0	Couriered on February 1, 2018.	Couriered on November 11, 2019.				
	Mr.	Matthew	Jocko	Consultation Point Person	P.O. Box 5000	Oshweken, ON N0A 1M0				Couriered on April 12, 2021.		
Haudenosaunee Confederacy Chiefs Council*	Mr.	Hohahe Leroy	Hill	HCCC Secretary	2634 6 <sup>th</sup> Line, RR 2	Oshweken, ON N0A 1M0	Couriered on February 1, 2018.	Couriered on November 11, 2019.				
Credit River Metis Council	Ms.	Darlene	Lent	President	350 Rutherford Road, South Plaza 2, Suite 305	Brampton, ON L6W 4N6				Couriered on April 12, 2021.		

\*Consultation is typically deferred through the Haudenosaunee Development Institute (HDI)

**Sirianni, Stefan**

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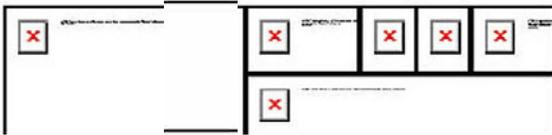
**From:** Jakaitis, Alicia <Alicia.Jakaitis@halton.ca>  
**Sent:** November-22-17 9:13 AM  
**To:** Sirianni, Stefan; Jim, Katherine  
**Subject:** FW: Steeles Avenue Class Environmental Assessment Study - Tremaine Road to Industrial Drive (3153-3157 Steeles Avenue)  
**Attachments:** Steeles Avenue MCEA - Notice of Study Commencement (Final).pdf  
**Categories:** Print and File / Update Comment Sheet

Good Morning,

Please add [redacted] to our email notification list. [redacted]

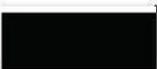
Alicia

**Alicia Jakaitis**  
**Project Manager II**  
Infrastructure Planning & Policy  
Public Works  
**Halton Region**  
905-825-6000, ext. 7556 | 1-866-442-5866



This message, including any attachments, is intended only for the person(s) named above and may contain confidential and/or privileged information. Any use, distribution, copying or disclosure by anyone other than the intended recipient is strictly prohibited. If you are not the intended recipient, please notify us immediately by telephone or e-mail and permanently delete the original transmission from us, including any attachments, without making a copy.

**From:** Jakaitis, Alicia  
**Sent:** Wednesday, November 22, 2017 9:12 AM  
**To:** [redacted]  
**Subject:** Steeles Avenue Class Environmental Assessment Study - Tremaine Road to Industrial Drive (3153-3157 Steeles Avenue)



Further to our phone call yesterday, I have attached the Notice of Study Commencement which outlines the Region's study process to address future 2031 travel demand on Steeles Avenue. We expect to hold our first Public Information Centre (PIC) in March 2018 where we will present a review of existing conditions and the need and justification for improvements to Steeles Avenue. A number of road improvement alternatives will be examined, including: widening of the roadway, cross-sectional requirements, intersection improvements, active transportation (walking and cycling), overall traffic operations, as well as the impact of such improvements on the social and natural environments.

Your property is adjacent to our study area, which makes you a member of a stakeholder group and you will receive direct mailing of any future notification, plus email notification.

If you have any questions, please do not hesitate to give me a call or send me an email.

Alicia

## Sirianni, Stefan

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**From:** Jakaitis, Alicia <Alicia.Jakaitis@halton.ca>  
**Sent:** December-07-17 3:25 PM  
**To:** Sirianni, Stefan; Jim, Katherine  
**Subject:** FW: Steeles Avenue Class Environmental Assessment Study - Tremaine Road to Industrial Drive [REDACTED]  
**Attachments:** Steeles Avenue MCEA - Notice of Study Commencement (Final).pdf  
**Categories:** Print and File / Update Comment Sheet

For our correspondence file.

Alicia

### Alicia Jakaitis

**Project Manager II**  
Infrastructure Planning & Policy  
Public Works  
**Halton Region**  
905-825-6000, ext. 7556 | 1-866-442-5866



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**From:** Jakaitis, Alicia  
**Sent:** Thursday, December 07, 2017 3:24 PM  
**To:** [REDACTED]  
**Subject:** Steeles Avenue Class Environmental Assessment Study - Tremaine Road to Industrial Drive (Avenue) [REDACTED]

Hi [REDACTED]

For your files, I have attached the Notice of Study Commencement which outlines the Region's study process to address future 2031 travel demand on Steeles Avenue. We expect to hold our first Public Information Centre (PIC) in March 2018 where we will present a review of existing conditions and the need and justification for improvements to Steeles Avenue. A number of road improvement alternatives will be examined, including: widening of the roadway, cross-sectional requirements, intersection improvements, active transportation (walking and cycling), overall traffic operations, as well as the impact of such improvements on the social and natural environments.

[REDACTED], which makes you a member of a stakeholder group and you will receive direct mailing of any future notification, plus email notification. I have also included a link to the project website.

<http://www.halton.ca/cms/One.aspx?portalId=8310&pageId=154365>

If you have any questions, please do not hesitate to give me a call or send me an email.

Alicia



Steeles Avenue (Regional Road 8) Transportation Corridor Improvements  
Tremaine Road (Regional Road 22) to Industrial Drive  
Municipal Class Environmental Assessment Study

Public Information Centre #1  
Thursday, November 21, 2019  
Milton Town Hall, 150 Mary Street, Milton

COMMENT SHEET

COMMENTS

① I was surprised to hear that after the connection of Tremaine to the 401 is made then the Old Tremaine N of Steeles ~~road~~ would just be turned over to the City and that it's possible that it wouldn't be closed and/or removed. ② In general I agree with the choice of a southern diversion of Steeles. In general, it seems to me that bike traffic will increase in future and <sup>and truck</sup> car traffic will also increase. That will mean that bike traffic on the street will become increasingly in danger from vehicles and will eventually be forced off the road. I would suggest that <sup>in the original design</sup> the multipurpose paths be widened to better separate bike and pedestrian traffic, even if this means eliminating the ~~the~~ street-edge bike lanes.

Place your completed comment sheet in the box provided or return by Friday, December 6, 2019 to:

Mr. Jim Dowell, P. Eng., Project Manager  
WSP  
610 Chartwell Road, Suite 300  
Oakville, ON L6J 4A5  
Phone: 905-829-6244  
Email: jim.dowell@wsp.com

PLEASE PRINT CLEARLY

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Thank you for your participation.

Personal information collected on this form will be used to complete the MCEA study, to share your comments with other parties interested in the study, to respond to your questions or concerns about the project/study, and to consider specific requests you make about the project/study. Your information may become part of a public record such as council reports and environmental assessment reports. The collection of your information is in accordance with section 5.1 or 13.1 of the Environmental Assessment Act, R.S.O 1990, C. E. 18 and/or section 11 of the Municipal Act, 2001, S.O. 2001, C. 25. For questions call 311 and ask to speak to the Supervisor, Transportation Planning, Public Works Department.

## Falcone, Olivia

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**From:** Jim, Katherine  
**Sent:** December-17-19 10:14 AM  
**To:** [REDACTED]  
**Cc:** Reid, Jeffrey (Jeffrey.Reid@halton.ca); Dowell, Jim; Thompson, Gillie; Falcone, Olivia  
**Subject:** Steeles Avenue EA - PIC 1 Comment/Response

[REDACTED]

Thank you for taking the time to attend the Public Information Centre for the Steeles Avenue Municipal Class Environmental Assessment (MCEA) Study on November 21, 2019 and for providing your written feedback.

The construction of Tremaine Road extension to Highway 401 is ongoing and we have noted your comment regarding the future of Old Tremaine Road, north of Steeles Avenue.

Thank you for your comments related to Corridor Concept 2 (south) as the preferred corridor for Steeles Avenue. We agree that a separated cycling facility (e.g. multi-use path) is preferred and your comment regarding wider multi-use paths has been noted by the project team.

Please stay involved in the study. Our work over the next few months will involve developing and assessment of road alignment options, as well as the grade separation at the CP Rail line. This information will be presented at Public Information Centre (PIC) 2 in 2020. You will receive a notice in advance of PIC 2.

Please do not hesitate to contact the project team if you have any further questions or comments.

Regards,  
Katherine

**Katherine Jim, M.Eng., P. Eng.**  
Manager (Acting) | Transportation Planning  
610 Chartwell Road, Suite 300  
Oakville, ON Canada L6J 4A5  
Direct: +1 289-835-2511  
Phone: +1 905-823-8500  
Fax: +1 905-823-8503  
Email: [Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)  
wsp.com

---

**From:** [REDACTED]

**Sent:** Friday, November 22, 2019 9:45 AM

**To:** Reid, Jeffrey <[Jeffrey.Reid@halton.ca](mailto:Jeffrey.Reid@halton.ca)>

**Subject:** Steeles Avenue Municipal Class Environment Nov. 21, 2019

Hi Jeffrey,

I would like to thank you, Colin Best and the other Regional Reps last night for an informative night on the future improvement on Steeles Avenue from the round about to Industrial Rd.

My only concern will be the future congestion traffic on the new developments that will occur on Peru Rd, from viewing the preliminary design on Sherwood Study plan we have addressed this issue to the Regional in the past that there should be secondary exit beside Peru onto Steeles to get out of the future subdivisions, by looking at your design Corridor 2 you are adding a service road for the existing Steeles residents and for Future & existing Peru residents access. I feel this local service road for all the residents in this area from the east of roundabout to Peru will not be able to handle of all the future development congestion from Peru even though I favour this design to be the least disruptive.

I am in favour for the Corridor 2 design, but the future development congestion on Peru should be considered into your design as I mentioned above Peru road will be the only road in and out for the future development onto Steeles for the south side of Peru future developments and for the existing Townhomes and Residents on Steeles. I have only seen what was presented on the Sherwood Study Plan this can be resolved if the developers of the new development has secondary access road to get onto the new Tremaine Rd and this will elevate the Peru road congestion. I am not a planner or designer this just a suggestion if you go with Corridor 2 design.

Thank you again,

[REDACTED]

## Falcone, Olivia

---

**From:** Jim, Katherine  
**Sent:** December-17-19 10:16 AM  
**To:** [REDACTED]  
**Cc:** Reid, Jeffrey (Jeffrey.Reid@halton.ca); Dowell, Jim; Thompson, Gillie; Falcone, Olivia  
**Subject:** Steeles Ave EA - PIC 1 Comment/Response

[REDACTED]

Thank you for taking the time to attend the Public Information Centre for the Steeles Avenue Municipal Class Environmental Assessment (MCEA) Study on November 21, 2019 and for providing your written feedback.

Your feedback in support of Corridor Concept 2 (south) for Steeles Avenue is noted.

With respect to your comments about access to planned developments in the Sherwood Survey Secondary Plan area, we note that local road network planning is beyond the scope of the Steeles Avenue Class EA study. However, the planning for an improved Steeles Avenue does not preclude the future planning of local access to the Milton Heights area.

For your information, the Sherwood Survey Secondary Plan was approved in 2008. A future southerly alignment of Steeles Avenue was identified in the Secondary Plan Transportation Plan but a connection from the local road network within Milton Heights was not proposed. As development proceeds, the Town and Region will provide input to the development application including access management.

Please stay involved in the study. Our work over the next few months will involve developing and assessment of road alignment options, as well as the grade separation at the CP Rail line. This information will be presented at Public Information Centre 2 in 2020. You will receive a notice in advance of PIC 2.

Please do not hesitate to contact the project team if you have any further questions or comments.

Regards,  
Katherine

**Katherine Jim, M.Eng., P. Eng.**  
Manager (Acting) | Transportation Planning  
610 Chartwell Road, Suite 300  
Oakville, ON Canada L6J 4A5  
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Fax: +1 905-823-8503  
Email: [Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)  
wsp.com

## Falcone, Olivia

---

**From:** Thompson, Gillie  
**Sent:** December-02-19 9:14 AM  
**To:** Falcone, Olivia  
**Cc:** Jim, Katherine  
**Subject:** FW: Steeles ave corridor upgrade.

-----Original Message-----

**From:** [REDACTED]  
**Sent:** November-29-19 6:17 PM  
**To:** jeffrey.reid@halton.ca; Dowell, Jim <Jim.Dowell@wsp.com>  
**Subject:** Steeles ave corridor upgrade.

Dear Jeffrey Reid and Jim Dowell,

I am the owner of [REDACTED] I have lived here for over 23 years. I have seen Steeles ave go from a quiet country road to a very busy urban road. There are some mornings during rush hour I can not get out of my driveway for a few minutes due to the volume of traffic. I definitely see the need for an upgrade.

I have had a chance to view your assessment study released last week. I know this project has been on the table for almost 20 years now. It is nice to see things moving forward. I can understand according to the proposal it dose make sense to move Steeles to the south. However as a land owner i do have some concern in your proposed concept #2 of moving Steeles ave to the south.

How will this impact my property? Without seeing any technical drawings of where Steeles would be realigned it is difficult to properly respond to your proposal. Can I obtain a copy or see a technical drawing of where Steeles will be aligned and the train crossing will be?

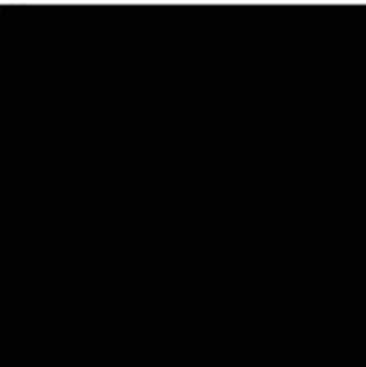
Would any part of my property be used for the realignment of Steeles ave? I am sure other property owners have asked this question.

How will this affect the view of the overall landscape of my property? Will I have a big bridge to stare at in my backyard?

Would there be a noise barrier wall built to isolate the road noise from Steeles?

I look forward to your response on my concerns.

Thank you,



## Falcone, Olivia

---

**From:** Jim, Katherine  
**Sent:** December-17-19 10:19 AM  
**To:** [REDACTED]  
**Cc:** Reid, Jeffrey (Jeffrey.Reid@halton.ca); Dowell, Jim; Thompson, Gillie; Falcone, Olivia  
**Subject:** Steeles Ave EA - PIC 1 Comment/Response

[REDACTED]

Thank you for taking the time to provide your feedback regarding the Steeles Avenue Municipal Class Environmental Assessment (MCEA) Study via email dated November 29, 2019.

The project team has identified Corridor Concept 2 (south) as being preferred for the general location of the future upgraded Steeles Avenue. The next phase of the study will be dedicated to developing and evaluating specific road alignments and CP Rail crossing options (e.g. overpass vs underpass). Once this work is underway, we will be able to provide more information to you about possible direct and indirect impacts to your property and possible mitigation measures.

Please stay involved in the study and continue to contact us if you have further questions/concerns. We anticipate being in a position to meet with you in spring 2020 to review the next phase of work and provide you with additional information.

Please do not hesitate to contact the project team if you have any further questions or comments.

Regards,  
Katherine

**Katherine Jim, M.Eng., P. Eng.**  
Manager (Acting) | Transportation Planning  
610 Chartwell Road, Suite 300  
Oakville, ON Canada L6J 4A5  
Direct: +1 289-835-2511  
Phone: +1 905-823-8500  
Fax: +1 905-823-8503  
Email: [Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)  
wsp.com

## Falcone, Olivia

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**From:** Thompson, Gillie  
**Sent:** December-04-19 9:21 AM  
**To:** Falcone, Olivia  
**Cc:** Jim, Katherine  
**Subject:** FW: Steeles Avenue Transportation Corridor Improvements

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**From:** [REDACTED]  
**Sent:** December-04-19 9:12 AM  
**To:** Dowell, Jim <[Jim.Dowell@wsp.com](mailto:Jim.Dowell@wsp.com)>  
**Subject:** Steeles Avenue Transportation Corridor Improvements

I am a resident [REDACTED], which will be affected by the changes. We have been a resident on this road our entire lives. There are a lot of homes on this stretch of Steeles that are very close to the road. Making it a 4 lane road would leave no distance from the road to our homes. The rate of speed that a lot of cars travel on this road would make it even more dangerous as there are small children here.

I can't see why Steeles has to be widen or detoured as we have family members who live on the south side of Steeles as well because in the near future Tremaine Road will be hooked up to the 401. Which will reduce the traffic on Steeles. Commuters from south Milton, Burlington, Hamilton and other areas will take Tremaine North to 401 and bypass out street all together. And in regards to someone at the open house said about this being a alternate route if there is an accident on the 401. There isn't that many times that this happens and when it does it does not bother us as it only lasts a short period of time.

I believe another study should take place after Tremaine Road hooks up to the 401 before anything is finalized on this plan.

Thank you



## Falcone, Olivia

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**From:** Jim, Katherine  
**Sent:** December-17-19 10:22 AM  
**To:** [REDACTED]  
**Cc:** Reid, Jeffrey (Jeffrey.Reid@halton.ca); Dowell, Jim; Thompson, Gillie; Falcone, Olivia  
**Subject:** Steeles Ave EA - PIC 1 Comment/Response

[REDACTED]

Thank you for taking the time to provide your feedback regarding the Steeles Avenue Municipal Class Environmental Assessment (MCEA) Study.

The project team agrees that widening existing Steeles Avenue through Peru would create a substantial level of impact to the community. As presented at Public Information Centre 1 on November 21, 2019, the project team has identified Corridor Concept 2 ('south corridor') as being preferred for the general location of the future upgraded Steeles Avenue. The intent is to avoid or minimize impacts to local residents. This is consistent with the Sherwood Survey Secondary Plan which also planned for a more southerly location of Steeles Avenue (i.e. south of the existing Steeles Avenue corridor).

Through our work to date in the Steeles Avenue Class MCEA Study, we have identified the need to widen Steeles Avenue to 4 lanes by 2031. Our forecasting of future traffic conditions on Steeles Avenue indicates that the travel demand will exceed the capacity of a 2-lane road and associated impacts to road safety, if no improvements are made. An upgraded Steeles Avenue will provide a more efficient Regional arterial road and provide the required traffic capacity. Steeles Avenue will also connect with the future upgraded Tremaine Road, will offer safe options for walking and cycling and will eliminate delays at the CP Rail line (with an overpass or underpass).

Please stay involved in the study and continue to contact us if you have further questions/concerns. Our work over the next few months will involve developing and assessment road alignment option as well as the grade separation at the CP Rail line. This information will be presented at Public Information Centre 2 in 2020. You will receive a notice in advance of PIC 2.

Please do not hesitate to contact the project team if you have any further questions or comments.

Regards,  
Katherine

**Katherine Jim, M.Eng., P. Eng.**  
Manager (Acting) | Transportation Planning  
610 Chartwell Road, Suite 300  
Oakville, ON Canada L6J 4A5  
Direct: +1 289-835-2511  
Phone: +1 905-823-8500  
Fax: +1 905-823-8503  
Email: [Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)  
wsp.com

## Falcone, Olivia

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**From:** Jim, Katherine  
**Sent:** December-17-19 1:28 PM  
**To:** Falcone, Olivia  
**Cc:** Thompson, Gillie; Dowell, Jim; Reid, Jeffrey (Jeffrey.Reid@halton.ca)  
**Subject:** FW: Steeles Avenue EA - PIC 1 Comment/Response

Hi Olivia,

Please note for the consultation record.

Thanks,  
Katherine

---

**From:** [REDACTED]  
**Sent:** December 17, 2019 12:31 PM  
**To:** Jim, Katherine <Katherine.Jim@wsp.com>  
**Subject:** Re: Steeles Avenue EA - PIC 1 Comment/Response

Thanks for the detailed response to my comments at the PIC-1 meeting for the Steeles Ave MCEA study, Katherine. I'll be there for the next meeting. Best wishes for the holidays.

---

**From:** Jim, Katherine <Katherine.Jim@wsp.com>  
**Sent:** Tuesday, December 17, 2019 10:13 AM  
**To:** [REDACTED]  
**Cc:** Reid, Jeffrey (Jeffrey.Reid@halton.ca) <Jeffrey.Reid@halton.ca>; Dowell, Jim <Jim.Dowell@wsp.com>; Thompson, Gillie <Gillian.Thompson@wsp.com>; Falcone, Olivia <Olivia.Falcone@wsp.com>  
**Subject:** Steeles Avenue EA - PIC 1 Comment/Response

[REDACTED]

Thank you for taking the time to attend the Public Information Centre for the Steeles Avenue Municipal Class Environmental Assessment (MCEA) Study on November 21, 2019 and for providing your written feedback.

The construction of Tremaine Road extension to Highway 401 is ongoing and we have noted your comment regarding the future of Old Tremaine Road, north of Steeles Avenue.

Thank you for your comments related to Corridor Concept 2 (south) as the preferred corridor for Steeles Avenue. We agree that a separated cycling facility (e.g. multi-use path) is preferred and your comment regarding wider multi-use paths has been noted by the project team.

Please stay involved in the study. Our work over the next few months will involve developing and assessment of road alignment options, as well as the grade separation at the CP Rail line. This information will be presented at Public Information Centre (PIC) 2 in 2020. You will receive a notice in advance of PIC 2.

Please do not hesitate to contact the project team if you have any further questions or comments.

Regards,  
Katherine

**Katherine Jim, M.Eng., P. Eng.**  
Manager (Acting) | Transportation Planning  
610 Chartwell Road, Suite 300  
Oakville, ON Canada L6J 4A5  
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---

**From:** [REDACTED]

**Sent:** Monday, January 20, 2020 1:52 PM

**To:** Reid, Jeffrey <[Jeffrey.Reid@halton.ca](mailto:Jeffrey.Reid@halton.ca)>

**Cc:** Jim Dowell (WSP) <[jim.dowell@wsp.com](mailto:jim.dowell@wsp.com)>; [REDACTED]

**Subject:** Steeles Avenue Transportation Corridor Improvements, Tremaine Rd. to Industrial Dr.

**CAUTION:** This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you are unsure or need assistance please contact the IT Service Desk.

Good Afternoon Jeffrey,

Please be advised that our firm has been retained to complete the final design for the [REDACTED] Limited residential subdivision in Milton. As shown in the attached figure, the property [REDACTED]

We would like to be involved in the Steeles Ave. Transportation Corridor Improvements EA process and would appreciate if you could send to us any relevant technical materials and the future PIC meeting invitations.

Please contact me if you have any questions.

Thank you,

[REDACTED]

**Falcone, Olivia**

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**From:** Thompson, Gillie  
**Sent:** January-21-20 4:09 PM  
**To:** Falcone, Olivia  
**Cc:** Jim, Katherine  
**Subject:** FW: Steeles Avenue Transportation Corridor Improvements, Tremaine Rd. to Industrial Dr.  
**Attachments:** [REDACTED]

---

**From:** Reid, Jeffrey <[Jeffrey.Reid@halton.ca](mailto:Jeffrey.Reid@halton.ca)>  
**Sent:** Tuesday, January 21, 2020 3:56 PM  
**To:** [REDACTED]  
**Cc:** Jim Dowell (WSP) <[jim.dowell@wsp.com](mailto:jim.dowell@wsp.com)>; [REDACTED]  
**Subject:** RE: Steeles Avenue Transportation Corridor Improvements, Tremaine Rd to Industrial Dr.

[REDACTED]

Thank-you for your interest in the Region's Steeles Avenue Municipal Class Environmental Assessment (MCEA) Study between Tremaine Road and Industrial Drive, within the Town of Milton.

The Project Team hosted Public Information Centre (PIC) #1 on November 21, 2019

Below is the Steeles Avenue project page which contains all information presented at PIC #1:  
<https://www.halton.ca/For-Residents/Roads-Construction/Municipal-Class-Environmental-Assessment-Studies/Steeles-Avenue-Corridor-Study-%E2%80%93-Tremaine-Road-to-Industrial-Drive>

We will add your contact information to the study mailing list and you will be notified for all future PIC's and Notices.

Regards,  
Jeff

**Jeffrey Reid, HBA, C.E.T., LET**  
Project Manager II  
Infrastructure Planning & Policy  
Public Works  
Halton Region  
905-825-6000, ext. 7920 | 1-866-442-5866



## Falcone, Olivia

---

**From:** Nairn, Sandy  
**Sent:** May-13-21 4:57 PM  
**To:** Kunj, Katherine; Falcone, Olivia  
**Subject:** FW: NOTICE OF OBJECTION - STEELES AVENUE (REGIONAL ROAD 8) TRANSPORTATION CORRIDOR IMPROVMENTS EA STUDY

**Attachments:** [REDACTED]

---

**From:** Dorgo, Jessica <Jessica.Dorgo@halton.ca>  
**Sent:** Thursday, May 13, 2021 4:18 PM  
**To:** Nairn, Sandy <Sandy.Naim@wsp.com>  
**Subject:** FW: NOTICE OF OBJECTION - STEELES AVENUE (REGIONAL ROAD 8) TRANSPORTATION CORRIDOR IMPROVMENTS EA STUDY

Hi Sandy,

FYI – for your information, see email chain below.

Thanks,  
Jessica

### Jessica Dorgo, P.Eng.

Project Manager I  
Infrastructure Planning & Policy  
Public Works  
Halton Region  
905-825-6000, ext. 7556 | 1-866-442-5866



halton.ca (311)

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---

**From:** Koussarnia, Mohammed <[Mohammed.Koussarnia@halton.ca](mailto:Mohammed.Koussarnia@halton.ca)>

**Sent:** Thursday, May 13, 2021 3:28 PM

**To:** [REDACTED]

**Cc:** [katherine.iim@wsp.com](mailto:katherine.iim@wsp.com); Larkin, Ann <[Ann.Larkin@halton.ca](mailto:Ann.Larkin@halton.ca)>; Dorgo, Jessica <[Jessica.Dorgo@halton.ca](mailto:Jessica.Dorgo@halton.ca)>; [gillan.thompson@wsp.com](mailto:gillan.thompson@wsp.com); Krantz, Gord <[executiveservices@milton.ca](mailto:executiveservices@milton.ca)>; Best, Colin <[colin.best@halton.ca](mailto:colin.best@halton.ca)>; [REDACTED]

**Subject:** RE: NOTICE OF OBJECTION - STEELES AVENUE (REGIONAL ROAD 8) TRANSPORTATION CORRIDOR IMPROVMENTS EA STUDY

[REDACTED]

Thank you for your email. This is to confirm the receipt of your letter drafted on behalf of [REDACTED]

As one of the participants in our October 19 meeting, my recollection of events vastly differs from what you have stated in your letter. The Region provided a balanced presentation of 3 options which was being considered for the proposed reconstruction of Steeles Avenue from Industrial Drive to Tremaine Road. As I recall Option "B" bisecting the subject lands was considered by your clients to be the best options which delivered the least impact on their existing business. The Region also stated interest to purchase any remaining lands to the north and west of the proposed roundabout at the fair market value at the time of construction. I have attached a copy of our aerial map which was submitted to you and your clients at our meeting. We also informed your clients that once we have made contacts with other impacted property owners by this project we would provide them with additional information and confirmation of one of the 3 available options for our proposed road which we still intend to do. In our meeting, your clients also indicated that they are planning to retire soon and considering the sell of the subject lands which I assume that was the reason you were invited to attend this meeting by them which is normally closed to the real estate agents.

In addition, with respect to your comments regarding the highest and best use of the subject lands, the vast portion of your clients' lands (35 acres) is within the Natural Heritage System (NHS) and flood plain. There is a very small portion of the subject lands located to the north-west corner which may be viable for the future Employment Area. Our proposed road has been designed as such not to impact this corner. Furthermore, our proposed road neither interferes with or diverts traffic away from the existing business as shown on the aerial map.

In closing, I have been in touch with your clients over the past couple of weeks and as recently as two days ago to find out if they are still willing to sell this parcel to the Region as this was their preference in our October meeting; however I am still waiting to hear back from them. I also understand that you have an undecided potential buyer for this parcel and your letter of objection is solely centred on making a sale here and has really not much to do with concerns regarding the impact of our proposed road on the existing business which is none. Your clients are free to sell their property to anyone at anytime if they wish to do so. We are not going to prevent them from doing that. Accordingly, we also review our options moving forward constructing this road in a timely manner.

Regards

Mohammed

**Mohammed Koussarnia**

Senior Realty Officer

Legal Services

Legislative & Planning Services

Halton Region

905-925-6000, ext. 7238 | 1-866-442-5866



halton.ca (311)

---

**From:** [REDACTED]

**Sent:** Thursday, May 13, 2021 12:07 PM

**To:** [REDACTED]

**Cc:** [katherine.jim@wsp.com](mailto:katherine.jim@wsp.com); Larkin, Ann <[Ann.Larkin@halton.ca](mailto:Ann.Larkin@halton.ca)>; Koussarnia, Mohammed <[Mohammed.Koussarnia@halton.ca](mailto:Mohammed.Koussarnia@halton.ca)>; Dorgo, Jessica <[Jessica.Dorgo@halton.ca](mailto:Jessica.Dorgo@halton.ca)>; [gillan.thompson@wsp.com](mailto:gillan.thompson@wsp.com); Krantz, Gord <[executiveservices@milton.ca](mailto:executiveservices@milton.ca)>; Best, Colin <[colin.best@milton.ca](mailto:colin.best@milton.ca)>; [ldaviva@sympatico.ca](mailto:ldaviva@sympatico.ca);

[REDACTED]  
**Subject:** FW: NOTICE OF OBJECTION - STEELES AVENUE (REGIONAL ROAD 8) TRANSPORTATION CORRIDOR IMPROVEMENTS EA STUDY

**Importance:** High

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Good morning,

Enclosed is our Notice of Objection as submitted on April 13th, 2021, for the file and to be documented in the EA Study for the Steeles Avenue ( Regional Road 8 ) Transportation Corridor Improvements EA Study.

Please acknowledge receipt and confirmation of the submissions.

As per,

[REDACTED]

---

**Sent:** April-13-21 4:32 PM

**To:** [REDACTED] [olivia.falcone@wsp.com](mailto:olivia.falcone@wsp.com)

**Subject:** NOTICE OF OBJECTION - STEELES AVENUE (REGIONAL ROAD 8) TRANSPORTATION CORRIDOR IMPROVEMENTS EA STUDY

Please find enclosed a Notice of Objection for the proposed Transportation Corridor Improvement  
Municipal Class EA Study.

Respectfully,



Tuesday April 13<sup>th</sup>, 2021

Sent via E-mail

Sent Registered Mail

**NOTICE OF OBJECTION to Steeles Avenue (Regional Road 8) Transportation Corridor Improvement Municipal Class EA Study Tremaine Rd. (Regional Road 22) to Industrial Drive Town on Milton**

**Attention: Halton Region Planning Department and Public Works, Halton Region**

As the owners of [REDACTED]

[REDACTED] this letter is to advise this is our **Official Notice of Objection** in regards to the proposed Halton Region – Steeles Avenue Municipal Class EA Study from Tremaine Road to Industrial Drive.

We understand there was a public meeting November 2019, in which we received no registered notices or any notifications to attend.

In a meeting dated October 19<sup>th</sup>, 2020, [REDACTED] one of the owners of the property, received minutes of the meeting, but there was never a follow up with The Halton Region. In addition, no further consultation with both of us owners of the property was set up, nor have we received any documentation or letters of intent regarding the partial plan or upcoming new plan. Furthermore, there is also inaccurate information in the minutes of the meeting.

The Halton Region has failed to coordinate a follow up meeting with both myself and [REDACTED] the owners and the stakeholders of the property. Currently, Halton Region is preparing to launch public information on April 15<sup>th</sup> without any prior consultation or approvals from us.

This action is causing significant nuisance to our property located at [REDACTED] in Milton. We have been land owners and have paid taxes for over 40 years in Milton.

The proposal of a construction for a new road highway cutting through our property is not only interfering with our land, not to mention the highest and best use of land, its diverting traffic away from the existing business, [REDACTED] moreover, it will cause significant diminution of the land, business loss and market value of the property that serves the public good. To reiterate, the construction itself will cause significant nuisance and negative impacts to the business and land.

**We oppose the proposal.**

Respectfully,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

April 21, 2021

Delivered via email: [SteelesMCEA@halton.ca](mailto:SteelesMCEA@halton.ca)  
[katherine.jim@wsp.com](mailto:katherine.jim@wsp.com)

Halton Region  
1151 Bronte Road  
Oakville, ON L6M 3L1

**Attn:** Ms. Jessica Dorgo, P. Eng., Project Manager, Halton Region  
Ms. Katherine Jim, M.Eng., P.Eng., Project Manager, WSP

**Re:** Comment Letter on Municipal Class EA (File No: PR03131A)  
Steeles Avenue (Regional Road 8) Transportation Corridor Improvements  
Tremaine Road (Regional Road 22) to Industrial Drive

[REDACTED] represents [REDACTED]  
the landowner of a 19.5-hectare parcel of land that is contained within the Milton Heights area  
in the Town of Milton (the "subject property"). The subject property is located [REDACTED]  
[REDACTED]  
(see Figure 1). HPGI is providing comments herein on the Region and WSP Municipal Class  
Environmental Assessment (EA) PR03131A related to Steeles Avenue (Regional Road 8)  
transportation improvements from Tremaine Road (Regional Road 22) to Industrial Drive.

[REDACTED]

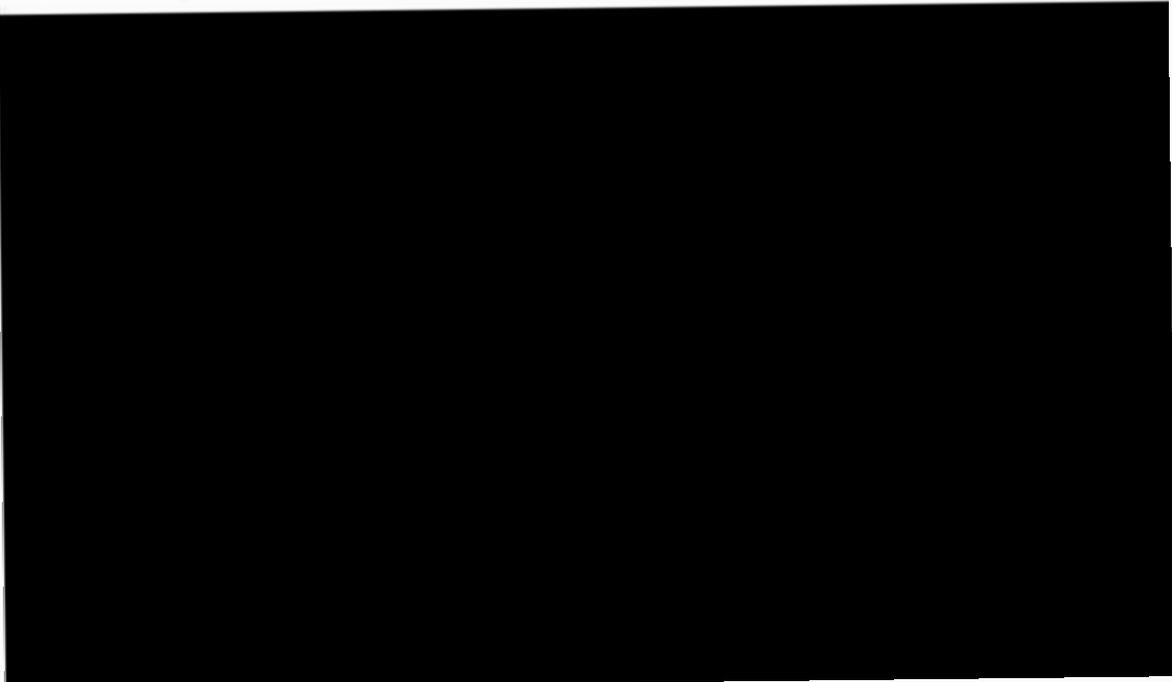
[REDACTED]

### **Background**

On June 8, 2012, a draft plan of subdivision application and zoning by-law amendment application was submitted to the Town of Milton on behalf of [REDACTED]. Draft Plan approval was issued per Ontario Municipal Board (OMB) decision, dated July 22, 2014 for Case Numbers [REDACTED] which state: "The draft plan of subdivision for the [REDACTED] plan of subdivision prepared by [REDACTED], dated May 14, 2012, last revised on April 21, 2014, is hereby approved". From that decision the approved plan attached hereto provides for 126 single detached dwellings and 114 townhouse dwelling units and a 7.5 metre road widening along Steeles Avenue (Block 68).

### **Comments on Class EA**

HPGI and RAND Engineering Corporation have reviewed the Materials presented by Halton Region and WSP for the Public Information Centre #2 for the Class EA and note that there is a cul-de-sac proposed on the subject property, as illustrated in **Figure 2**.



The Preliminary Preferred Design Summary also notes that this portion of Steeles Avenue is to end in a cul-de-sac, just east of the CP rail line. HPGI questions the need for this cul-de-sac, as there may be an opportunity to eliminate it given the looped driveway to the south by either utilizing the driveway or by making this portion of Steeles Avenue (west of Peru Road) part of the private driveway. An overlay plan is provided, which is also attached herein that illustrate the current iteration of the draft plan with the cul-de-sac overlaid on top in order to demonstrate the impact.

Alternatively, if a cul-de-sac is needed it should be relocated and redesigned so that it is no longer located on the [REDACTED] site. As it is currently illustrated, the cul-de-sac impacts the single detached dwellings on the [REDACTED] approved draft plan. As noted previously, a 7.5 metre road widening has already been provided along Steeles Avenue (Block 68) as part of the approved

draft plan, in which the Region provided comments indicating this requirement. This area of the 7.5m road widening can be utilized in conjunction with lands to the south to provide an adequate turnaround as may be needed. **strongly objects to a cul-de-sac being located on it's property, as it would impact the draft plan approval as ordered by the OMB.**

Should you have any questions, please contact the undersigned at extension [REDACTED]

Yours truly,

[REDACTED]  
[REDACTED]

cc.

[REDACTED]

## Falcone, Olivia

---

**From:** Dorgo, Jessica <Jessica.Dorgo@halton.ca>  
**Sent:** June-24-21 4:50 PM  
**To:** [REDACTED]  
**Cc:** Falcone, Olivia; Nairn, Sandy; Barb.Koopmans@milton.ca; christian.lupis@milton.ca; Mollie.Kuchma@milton.ca; Joanne Barnett; Piotr Szponar; Neil G. Davis; Larkin, Ann; Green-Battiston, Melissa; Jones, Lee Anne  
**Subject:** RE: Halton Region - Notice of Public Information Centre #2 – Steeles Avenue Transportation Corridor Improvements - Municipal Class EA Study  
**Attachments:** Commnet Letter - [REDACTED] PIC #2 Response Letter.pdf

Good Afternoon [REDACTED]

Thank you for your letter regarding the Steeles Avenue Transportation Corridor Improvements from Tremaine Road to Industrial Drive Municipal Class Environmental Assessment (MCEA) Study. The project team has reviewed your comments and have prepared the attached response letter.

We trust this response addresses your comments however please feel free to contact me if you have any additional questions.

Thank you,

Jessica

### Jessica Dorgo, P.Eng.

#### Project Manager I

Infrastructure Planning & Policy

Public Works

#### Halton Region

905-825-6000, ext. 7556 | 1-866-442-5866



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---

**From:** [REDACTED]  
**Sent:** Wednesday, April 21, 2021 9:49 AM  
**To:** Steeles MCEA <SteelesMCEA@halton.ca>; [katherine.jim@wsp.com](mailto:katherine.jim@wsp.com)  
**Cc:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Dorgo, Jessica <[Jessica.Dorgo@halton.ca](mailto:Jessica.Dorgo@halton.ca)>; Falcone, Olivia

<[Olivia.Falcone@wsp.com](mailto:Olivia.Falcone@wsp.com)>; [Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca); [christian.lupis@milton.ca](mailto:christian.lupis@milton.ca); [Mollie.Kuchma@milton.ca](mailto:Mollie.Kuchma@milton.ca); Joanne

**Subject:** RE: Halton Region - Notice of Public Information Centre #2 – Steeles Avenue Transportation Corridor Improvements - Municipal Class EA Study

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Good morning Jessica and Katherine,

land that is contained within the [REDACTED] We are providing the attached comment letter on the Municipal Class Environmental Assessment (EA) PR03131A related to Steeles Avenue (Regional Road 8) transportation corridor improvements from Tremaine Road (Regional Road 22) to Industrial Drive.

Please confirm receipt of the comment letter via email response.

Thank you.

Best Regards,

---

**From:** Falcone, Olivia <[Olivia.Falcone@wsp.com](mailto:Olivia.Falcone@wsp.com)>

**Sent:** April 13, 2021 3:52 PM

**To:** Falcone, Olivia <[Olivia.Falcone@wsp.com](mailto:Olivia.Falcone@wsp.com)>

**Cc:** Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; Dorgo, Jessica <[Jessica.Dorgo@halton.ca](mailto:Jessica.Dorgo@halton.ca)>

**Subject:** Halton Region - Notice of Public Information Centre #2 – Steeles Avenue Transportation Corridor Improvements - Municipal Class EA Study

Hello,

Please see the attached Notice of Public Information Centre (PIC) #2 for information regarding the upcoming PIC for the Steeles Avenue (Regional Road 8) Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA) Study between Tremaine Road (Regional Road 22) and Industrial Drive in the Town of Milton.

Members of the public can visit the online consultation webpage on [halton.ca](http://halton.ca) to view pre-recorded videos about the study, provide input through an online comment form and learn more about the study. The online PIC will be available starting on:

**Date:** April 15, 2021

**Virtual:** [halton.ca/For-Residents/Opportunities-to-Participate](http://halton.ca/For-Residents/Opportunities-to-Participate)

We ask that specific feedback related to this PIC be submitted by May 17, 2021 using the online form.

If you are unable to review the PIC material online or require this information in an alternate format, please contact Project Team members noted in the attached notice.

More information on this project can be found at [www.halton.ca](http://www.halton.ca).

Thank you,

**Olivia Falcone, B.ES**

Transportation Planner

Planning | Transportation



T: +1 905 829 6250

610 Chartwell Road, Suite 300

Oakville, Ontario

L6J 4A5 Canada

[wsp.com](http://wsp.com)

*Please consider the environment before printing...*

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Public Works  
Transportation Services  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-2379

June 24, 2021

**Re: Steeles Avenue (Regional Road 8) Transportation Corridor Improvements, Town of Milton  
Municipal Class Environmental Assessment Study  
Public Information Centre #2 [REDACTED]**

Dear [REDACTED]

Thank you very much for taking the time to view the virtual Public Information Centre #2 materials for the Steeles Avenue Municipal Class Environmental Assessment (MCEA) Study. We have reviewed your comments dated April 21, 2021 and understand that [REDACTED]

We understand from your letter that [REDACTED] does not support the draft preliminary design of the Steeles Avenue cul-de-sac presented at Public Information Centre #2 as this draft preliminary design would impact [REDACTED] proposed plan of subdivision. It is our understanding that the [REDACTED] referenced in your letter has not been issued and, therefore, [REDACTED] proposed plan has not been draft approved. We also understand that the proposed plan has continued to evolve, with the most recent version we are aware of being dated Sept. 25, 2020.

Nevertheless, we have reviewed the draft preliminary design of the Steeles Avenue cul-de-sac in order to examine options to minimize impacts to the adjacent properties. Based on our review, it appears that the design of the cul-de-sac could be minimized and refined such that it could be accommodated within the 7.5 metre road widening block [REDACTED]

The draft preliminary design, as presented at PIC #2 will be updated to reflect this refinement and will be presented as part of the preliminary preferred design in an Environmental Study Report (ESR). The ESR will document the study process and the supporting rationale for the preliminary preferred alternative. This report will be available for a minimum 30-day public review period. The preliminary preferred design including the cul-de-sac design will be subject to further refinement during detailed design, which may identify additional land requirements.

Thank you your participation in Public Information Centre #2 for the Steeles Avenue MCEA. We trust that the response above addresses your comments however, should you have any questions or require additional information, please contact the undersigned at (905) 825-6000, ext. 7556 or [jessica.dorgo@halton.ca](mailto:jessica.dorgo@halton.ca).

Sincerely,

A handwritten signature in black ink, appearing to read "JD", written over a white background.

Jessica Dorgo, P.Eng.  
Project Manager

**The Regional Municipality of Halton**

Cc. Barbara Koopmans, Commissioner of Planning and Development, Town of Milton  
Christian Lupis, Director, Development Review, Town of Milton  
Mollie Kuchma, Senior Planner, Development Review, Town of Milton



Ann Larkin, Supervisor, Transportation Planning, Halton Region  
Melissa Green-Battiston, Manager, Infrastructure Planning & Policy, Halton Region  
Lee Anne Jones, Director, Infrastructure Planning & Policy, Halton Region



Public Works  
**MEMORANDUM TO FILE**  
Infrastructure Planning & Policy

TO: To File

FROM: Jessica Dorgo

DATE: April 26, 2021

RE: **Steeles Avenue MCEA  
Public Information Centre #2 Comments  
Summary of Phone Conversations**

---

**Date and Time:** April 26, 2021, 10:00 AM  
**Participants:** Jessica Dorgo (Halton Region)

**Details:**

- Two to three years ago contractors dug up the earth and installed orange cables out front of business and left earth unfinished and left a coil of cable
- Believes the cable was for fibre optics
- Contractors were working on Town's side of right-of-way
- JD advised that she will look into this further and try to find the appropriate contact for [REDACTED] to contact (at Town or Region)
- JD provided Town of Milton with [REDACTED] contact information to follow-up

**Date and Time:** April 26, 2021, 3:00 PM  
**Participants:** Jessica Dorgo (Halton Region)

**Details:**

- [REDACTED] was inquiring about how/if Peru Road will be modified north of Steeles Ave. JD advised that the current draft preliminary plan shows Peru Road connecting to the existing Steeles Avenue. To the north, Peru Road will remain as is.
- [REDACTED] asked if there are any proposed changes to the sewer line along Steeles Ave. JD noted that all utilities will be looked at during the next phase of the study
- [REDACTED] noted general preference for the preliminary preferred alignment
- [REDACTED] asked about construction timing. JD advised that according to the Council-approved Halton Region Budget and Business Plan 2021, start of construction is currently anticipated for 2026, subject to a Council-approved financing plan

## Falcone, Olivia

---

**From:** George-Hiebert, Rhonda  
**Sent:** September-29-21 8:52 AM  
**To:** Dabagh, Nadia; Falcone, Olivia  
**Cc:** Gentile, Catherine  
FW: MCEA Steeles Ave

---

**From:** Dorgo, Jessica  
**Sent:** Wednesday, September 29, 2021 8:48 AM  
**To:** [REDACTED]  
**Subject:** RE: MCEA Steeles Ave

[REDACTED]

The Project Team is currently undertaking the next steps as presented at Public Information Centre #2. This includes the following:

- Review and respond to questions and comments from the PIC
- Make refinements to the preliminary preferred design in light of feedback received
- Undertake additional design review with regulatory agencies and directly affected stakeholders
- Prepare the Environmental Study Report documenting the decision-making process and final recommendations of the study

The Environmental Study Report (ESR) will be available for a minimum of 30 days for a public review period. A copy of the Notice of Study Completion will be issued to notify the public and stakeholders of the completion of the study and the opportunity to review the ESR.

Thank you,  
Jessica

**From:** [REDACTED]

**Sent:** Saturday, September 25, 2021 7:19 AM

**To:** Dorgo, Jessica <[Jessica.Dorgo@halton.ca](mailto:Jessica.Dorgo@halton.ca)>

**Subject:** Re: MCEA Steeles Ave

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Jessica

Any update on the process for the Steeles Ave west realignment? What's the next near future step?

[REDACTED]

On Tue., Jul. 20, 2021, 2:39 p.m. Dorgo, Jessica, <[Jessica.Dorgo@halton.ca](mailto:Jessica.Dorgo@halton.ca)> wrote:

Hi [REDACTED]

Thank you for your email. According to the Council-approved Halton Region Budget and Business Plan 2021, start of construction for the widening of Steeles Avenue between Tremaine Road and Industrial Drive is currently anticipated for 2026, subject to a Council-approved financing plan. The Halton Region Budget and Business Plan 2021 can be found at the following link, <https://www.halton.ca/Repository/2021-Budget-and-Business-Plan>.

In 2017, Halton Region completed the Halton Region Development Change Background Study which is available at the following link, <https://www.halton.ca/Repository/2017-Development-Charges-Background-Study>. Information related to development charge funding can be found in the Development Charge Background Study Report.

Information on Regional Council, including Council structure can be found at the following link:

<https://www.halton.ca/The-Region/Regional-Council-and-Committees>

I am the Project Manager responsible for the Steeles Avenue Municipal Class Environmental Assessment Study and am available to answer any questions you have regarding this study.

Thank you,

Jessica

**Jessica Dorgo, P.Eng.**

**Project Manager I**

Infrastructure Planning & Policy

Public Works

**Halton Region**

905-825-6000, ext. 7556 | 1-866-442-5866



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---

**From:** [REDACTED]  
**Sent:** Wednesday, July 14, 2021 12:32 PM  
**To:** Dorgo, Jessica <[Jessica.Dorgo@halton.ca](mailto:Jessica.Dorgo@halton.ca)>  
**Subject:** MCEA Steeles Ave

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Jessica

Please advise me if this project is budgeted for in the Region's 10 year capital budget or is it the subject of Development Charge funding.

Also, who is the Chair of the Region Committee responsible for this EA project.

Thanks in advance and regards

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---

**From:** Dorgo, Jessica  
**Sent:** Monday, July 18, 2022 11:36 AM  
**To:** [REDACTED]  
**Subject:** RE: Status of Municipal Class EA Study - Steeles

Good Morning [REDACTED]

I apologize for the delay in getting back to you. The current anticipated timing for filing of the Steeles Avenue Transportation Corridor Improvements MCEA Study Environmental Study Report (ESR) is fall 2022. Upon study completion, the ESR will be available for a minimum of 30 days for a public review period. A copy of the Notice of Study Completion will be issued to notify the public and stakeholders of the completion of the study and the opportunity to review the ESR.

Information on the Steeles Avenue MCEA Study is available on the study webpage at: <https://www.halton.ca/For-Residents/Roads-Construction/Municipal-Class-Environmental-Assessment-Studies/Steeles-Avenue-Corridor-Study-%E2%80%93-Tremaine-Road-to-I>.

Thanks,  
Jessica

---

**From:** [REDACTED]  
**Sent:** Monday, July 18, 2022 10:50 AM  
**To:** Dorgo, Jessica <[Jessica.Dorgo@halton.ca](mailto:Jessica.Dorgo@halton.ca)>  
**Subject:** RE: Status of Municipal Class EA Study - Steeles

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Good morning Jessica,

I have been trying to contact [SteelesMCEA@halton.ca](mailto:SteelesMCEA@halton.ca) regarding the status of the process for the MCEA (i.e. target or milestone dates) and to get a copy of the Environmental Study Report, but have not received any reply. Please advise on how I can receive the information.

Thank you,

[REDACTED]

[REDACTED]

**IBI GROUP**

[REDACTED]

[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, July 14, 2022 10:27 AM  
**To:** [SteelesMCEA@halton.ca](mailto:SteelesMCEA@halton.ca)  
**Subject:** RE: Status of Municipal Class EA Study - Steeles

Good morning,

I am following up on my previous request.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, June 20, 2022 1:21 PM  
**To:** [SteelesMCEA@halton.ca](mailto:SteelesMCEA@halton.ca)  
**Cc:** [REDACTED]  
**Subject:** Status of Municipal Class EA Study - Steeles

Hello,

I am inquiring about the status of the process for the Municipal Class EA Study for improvements to Steeles Avenue Transportation Corridor from Tremaine Road to Industrial Drive in Milton (i.e. target or milestone dates).

As well, where can I get a copy of the Environmental Study Report?

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

**Falcone, Olivia**

---

**From:** [REDACTED]  
**Sent:** October 26, 2022 11:39 AM  
**To:** Passingham, Jessica  
**Cc:** [REDACTED]; Larkin, Ann  
**Subject:** [REDACTED] property - [REDACTED] - MCEA Steeles Ave West  
**Attachments:** authorized agent.pdf; withdrawal of notice of objection.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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[REDACTED]

I'm sending you 2 email attachments. One is the signed note advising the Region that I have been retained as Authorized Agent for the [REDACTED] and the negotiations concerning [REDACTED] for the realignment/improvement of Steeles Avenue West. In this regard, I am expecting that certain documents that may have been withheld from me previously will now be made available to me as a result of this change in my status regarding this project and this property. I will follow up with you directly concerning the documents that you can and will forward to me.

The second is a signed notification to the Region that the [REDACTED] to the MCEA process lodged by my clients last April (2021) is now withdrawn by way of the attachment hereto. This notification should be self-explanatory.

As the [REDACTED] (per the undersigned) looks forward to a mutually successful process for the completion of the negotiations for the Region's acquisition of lands for the preferred alignment of the Steeles Ave West roadway system [REDACTED]. I am anticipating that [REDACTED] those negotiations commence.

I look forward to chatting with you regarding the documents that you will compile and forward to me. Please advise me when it will be convenient for you to connect with me.

Regards

[REDACTED]

[REDACTED]  
Senior Realty Officer  
Region of Halton

October 12, 2022

[REDACTED]

[REDACTED] to act on  
our behalf as our [REDACTED] to negotiate and secure the [REDACTED]  
[REDACTED] with the Region of Halton for the Steeles Ave West  
realignment/improvement Class EA project in regards to [REDACTED]  
[REDACTED] Moving forward on this process,  
please forward all relevant information associated with [REDACTED]  
[REDACTED]

We have instructed [REDACTED] to act as our agent in regards to the  
submission of this signed email communication to you. We trust that this  
approach is satisfactory to you.

Regards

[REDACTED]

[REDACTED]

*by email only*

Regional Municipality of Halton

October 26, 2022

Attention: [REDACTED]

Dear [REDACTED]

RE: [REDACTED]

Thank you for the copy of the letter dated April 13, 2021 that was signed by both [REDACTED]. That letter is their submission in writing of their 'Notice of Objection' to the Region's Municipal Class EA process at that time for the Steeles Ave West roadway project.

The 'Notice of Objection' to the project is hereby rescinded. The signatures below are those of [REDACTED] who own the property jointly and who are my client. (My submission of this letter to you is under the auspices of the 'authorized agent' status for the owners gained by a previous submission to you by email.) By this letter, the [REDACTED] withdraw their Objection formally to the Region's MCEA initiative in this regard. The intent of the withdrawal of the Objection by the [REDACTED] is to allow the negotiations with the Region for the lands required for the Steeles Ave West roadway system realignment and improvement crossing the property to progress to a successful engineering design and project implementation.

Please contact the undersigned if concerns arise in this regard and/or if additional information is required by you to accept this submission as it is intended.

Yours very truly

[REDACTED]

[REDACTED]

**Falcone, Olivia**

---

**From:** [REDACTED]  
**Sent:** November 7, 2022 4:42 PM  
**To:** Passingham, Jessica  
**Subject:** Re: Steeles Ave West Class EA - [REDACTED]

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Thank you.

On Mon., Nov. 7, 2022, 3:36 p.m. Passingham, Jessica, <[Jessica.Passingham@halton.ca](mailto:Jessica.Passingham@halton.ca)> wrote:

Hi [REDACTED]

I understand that you have been in contact with Conservation Halton and Ben Davis, Regional Infrastructure Team Lead at Conservation Halton, has provided you with the steps on how to obtain the requested model information. As such, you can continue to correspond with the contacts provided by Conservation Halton regarding your request.

Thank you,

Jessica

---

**From:** [REDACTED]  
**Sent:** Thursday, November 3, 2022 4:00 PM  
**To:** Passingham, Jessica <[Jessica.Passingham@halton.ca](mailto:Jessica.Passingham@halton.ca)>  
**Subject:** Re: Steeles Ave West Class EA - [REDACTED]

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Jessica

The second point in my earlier email to you related to the HEC RAS model of the 16 Mile Creek through this local reach and provisions for the new Steeles Ave West roadway crossing of the floodplain across my client's property.

You referenced the ownership of that model being that of Conservation Halton (meaning, I presume that I would need to request it directly from them...correct?). I can do that on the basis that the Region is supporting my request for an operational copy of it. Who should I speak to at CH (who presumably is a member of this project technical committee for the MCEA?).

Please advise me.

Regards [REDACTED]

On Thu., Nov. 3, 2022, 2:48 p.m. Passingham, Jessica, <[Jessica.Passingham@halton.ca](mailto:Jessica.Passingham@halton.ca)> wrote:

Hi [REDACTED]

Further to my email yesterday, attached is a copy of the draft Preliminary Preferred Plan at [REDACTED]. As previously noted, this plan is subject to refinement.

Thank you,

Jessica

---

**From:** Passingham, Jessica <[Jessica.Passingham@halton.ca](mailto:Jessica.Passingham@halton.ca)>

**Sent:** Wednesday, November 2, 2022 4:16 PM

**To:** [REDACTED]

**Subject:** RE: Steeles Ave West Class EA - [REDACTED]

Hi [REDACTED]

Thank you for your email. A copy of the draft Preliminary Preferred Plan at [REDACTED] will be provided to you in a separate email by the end of the week. As this study is still ongoing, this plan is subject to refinement.

Please note that the hydraulic model obtained for the Steeles Avenue MCEA Study is owned by Conservation Halton. As such, any request for a HEC-RAS model for this area can be sent to Conservation Halton. The results of the Hydraulic Assessment undertaken as part of the Steeles Avenue MCEA study will be available as part of the study documentation and will be included in the Environmental Study Report. As previously discussed, you will be provided with a copy of Notice of Study Completion including a link to the Environmental Study Report on the Region's website.

Thanks,

Jessica

---

**From:** [REDACTED]  
**Sent:** Tuesday, November 1, 2022 4:22 PM  
**To:** Passingham, Jessica <[Jessica.Passingham@halton.ca](mailto:Jessica.Passingham@halton.ca)>  
**Subject:** Re: Steeles Ave West Class EA - [REDACTED] property [REDACTED]

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Thanks Jessica. Looking forward to it. [REDACTED]

On Tue., Nov. 1, 2022, 4:03 p.m. Passingham, Jessica, <[Jessica.Passingham@halton.ca](mailto:Jessica.Passingham@halton.ca)> wrote:

Hi [REDACTED]

Thank you for your follow-up. We are in receipt of your email and will respond shortly.

Thank you,

Jessica

**Jessica Passingham, P.Eng.**

**Project Manager I**

Infrastructure Planning & Policy

Public Works

**Halton Region**

905-825-6000, ext. 7556 | 1-866-442-5866



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**From:** [REDACTED]  
**Sent:** Monday, October 31, 2022 7:14 AM  
**To:** Passingham, Jessica <[Jessica.Passingham@halton.ca](mailto:Jessica.Passingham@halton.ca)>  
**Subject:** Re: Steeles Ave West Class EA - [REDACTED]

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Jessica.

Any response for me?



On Thu, Oct 27, 2022 at 7:06 AM [REDACTED] wrote:

Jessica

Further to the email that I sent you yesterday advising that I have been retained by the owners of the above-noted property [REDACTED] as their Authorized Agent, please compile and forward the following documents to me:

1. A Plan of the site showing the preferred alignment of the proposed Steeles Ave West roadway system within the subject property at [REDACTED]. It would be helpful if the Plan provided an aerial photo underlay and property boundaries as well as some details of the provisions of the preferred alignment for ongoing access/egress for the vehicular movements from/to the 'Old' Steeles Ave West roadway to the west of [REDACTED] and the features of the proposed new Steeles Ave West roadway system for crossing of the 16 Mile Creek within the property.

2. A Plan showing the hydraulic sections (HEC RAS) set out and used for the backwater computations in support of the analyses that would typically be required to demonstrate no adverse impacts (ie increase in regulatory flood level) within the local reach of the 16 Mile Creek along with a summary of the results. It would also be appreciated if the HEC RAS model (prepared by WSP?) was provided as well.

I've limited my request at this time to the key items above. Please advise when I should expect to receive them (by email attachment?).

[REDACTED]

[REDACTED]

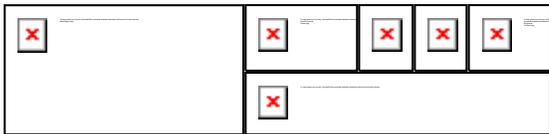
**Falcone, Olivia**

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**From:** Larkin, Ann <Ann.Larkin@halton.ca>  
**Sent:** October 12, 2022 3:44 PM  
**To:** Passingham, Jessica  
**Subject:** FW: Steeles Ave West Class EA

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Ann Larkin, P.Eng.**  
**Supervisor of Mobility Planning**  
Infrastructure Planning & Policy  
Public Works  
**Halton Region**  
905-825-6000, ext. 7601 | 1-866-442-5866



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**From:** Farr, Andrew <Andrew.Farr@halton.ca>  
**Sent:** Tuesday, October 11, 2022 6:45 AM  
**To:** [REDACTED]  
**Subject:** RE: Steeles Ave West Class EA

Hi [REDACTED]

Thank you for your follow up email. Staff have advised me that the existing conditions Natural Environment mapping that we sent previously was prepared at the onset of the study to illustrate the existing natural heritage features in the study area. This was presented at PIC #1 and was considered as part of the evaluation of three road corridor concepts. Each of these road corridor concepts were analyzed and evaluated against a number of criteria including the socio-economic environment, cultural environment, natural environment, surface water and groundwater, transportation and technical, and preliminary cost estimate. The south corridor concept was selected as the preferred option as it provides the best 'balance' among all factors that were considered.

Three road alignment alternatives were developed for the south corridor (as you reference in your email). As presented at PIC #2, the road alignment alternatives were assessed using a range of factors as listed above and Alternative B was selected as the preliminary preferred road alignment alternative as it similarly provided the best 'balance' among all the factors that were considered.

The Environmental Study Report will include discussion on the existing Natural Environment as well as the potential impacts of the preferred road alignment on the Natural Environment and mitigation measures. This

information will be available for review during the minimum 30-day public review period, which is still currently planned for Fall 2022. As previously noted, a copy of the Notice of Study Completion will be issued to notify the public and stakeholders of the completion of the study and the opportunity to review the ESR.

Thank you,

**Andrew Farr, P.Eng.**

Commissioner, Public Works

Public Works

**Halton Region**

905-825-6000, ext. 6040 | 1-866-442-5866



**From:** [REDACTED]

**Sent:** Thursday, October 6, 2022 6:53 AM

**Cc:** Farr, Andrew <[Andrew.Farr@halton.ca](mailto:Andrew.Farr@halton.ca)>

**Subject:** Re: Steeles Ave West Class EA

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Andrew

I've been reviewing our previous correspondence and need some clarification of the Region's position in your April 2022 response to my question regarding the need for the Region's consultant to produce an EIS for the Class EA for Steeles Ave West. Your response seems to be directed at what I would need to do (i.e. to produce an EIA) if I was to pursue some kind of development notion for the [REDACTED]. In fact that was not my purpose in my question. The purpose of my question was to have the Region explain how the alignment alternative referred to as 'preferred' was determined (since all 3 short-listed alternatives crossed over the [REDACTED]) comparatively if there was no detailed environmental context developed by the Region for the Class EA (and only the pre-existing Natural Environment mapping was used).

Please respond.

Regards [REDACTED]

On Tue, Apr 19, 2022 at 7:03 AM [REDACTED] wrote:

Jessica/Andrew

Just a quick follow up on the email below that you sent me earlier.

We are preparing to undertake the EIA as recommended by you and your planning team. In that regard, I never received the attachment of the existing conditions Natural Environment mapping that you reference in the second last paragraph of the email. Please forward that document to me.

Thanks and best regards. ■■■

■

Thank you for your email. I appreciate your challenge with timing. I apologize if our previous messaging related to releasing this information was unclear.

Over the past week, I have had the chance to review your request with our EA project team as well as with our Planning Services staff.

We'd like to clarify that the Natural Environment Assessment documentation being prepared under Halton's Municipal Class Environmental Assessment (MCEA) study is not an Environmental Impact Assessment (EIA) as would be required for the review of the Natural Heritage System land use designation.

The Region's Official Plan under Section 116.1 outlines the requirements for that review and notes that "*the boundaries of the Regional Natural Heritage System may be refined, with additions, deletions and/or boundary adjustments, through:*

- a) A Subwatershed Study accepted by the Region and undertaken in the context of an Area Specific Plan;*
- b) An individual Environmental Impact Assessment accepted by the Region. As required by this Plan; or*
- c) Similar studies based on terms of reference accepted by the Region."*

The requirements of the EIA are outlined in Halton Region's Environmental Impact Assessment Guideline. A copy of this guideline is available at the following link: <https://www.halton.ca/Repository/Environmental-Impact-Assessment-Guideline-2020>.

Please note that planning matters such as land use designation are not part of the MCEA process. We would suggest that the Town of Milton would best be able to advise you on any development related matters. From Halton's planning perspective, additional information on land use designation considerations can be obtained by contacting Laurielle Natyway, Manager, Community Planning North, Legislative & Planning Services, copied on this email.

The documentation and mapping associated with the Natural Environment Assessment is being finalized and will be documented in the Environmental Study Report which we anticipate being completed and available in its entirety for review by late Spring 2022. We have attached for your information, a copy of the existing conditions Natural Environment mapping that was presented at Public Information Centre #1 in November 2019.

If you have any further questions, let me know. However, also free to reach out to Jessica Dorgo for any specific questions related to the MCEA study.

Thank you,

Andrew