

APPENDIX

A

CORRESPONDENCE RECORD

Notice of Public Information Centre #1 - Logistics Memo



MEMO

TO: Jeffrey Reid, C.E.T., Halton Region
FROM: Katherine Jim, P.Eng.
SUBJECT: Steeles Avenue Municipal Class EA Study from Tremaine Road to Industrial Drive
Notice of Study Commencement
DATE: July 19, 2017

The following summarizes the notification of the Notice of Study Commencement for the Steeles Avenue Municipal Class EA Study from Tremaine Road to Industrial Drive:

1. Halton Region provided WSP with the final Notice of Study Commencement on May 26, 2017.
2. The Region placed the Notice of Study Commencement in two editions of the local newspaper, **Milton Champion – June 1 and June 8, 2017** [Per Halton Region email dated May 26, 2017.]
3. The Region notified Halton Region Councillors, Milton Councillors, and senior Regional staff about the Notice of Study Commencement.
4. The Region contacted MOECC regarding consultation with Indigenous Communities via letter dated June 5, 2017. MOECC to confirm Indigenous Communities to be contacted on this EA Study.
5. The Region posted the Notice of Study Commencement on the Region's study website.
6. The Notice of Study Commencement was provided to the following project mailing lists (see attached) by WSP via mail on **Thursday, June 1, 2017**:
 - Technical Agencies (Federal, Provincial and Municipal agencies), including Feedback Form
 - Utilities, including Feedback Form
 - Property owners within the study area (mailing list as provided by Halton Region on May 26, 2017)

NOTICE OF STUDY COMMENCEMENT

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY Steeles Avenue (Regional Road 8) Transportation Corridor Improvements Tremaine Road (Regional Road 22) to Industrial Drive, Town of Milton PR-3131A

Study

Halton Region is initiating a Municipal Class Environmental Assessment (MCEA) Study for Steeles Avenue (Regional Road 8) from Tremaine Road (Regional Road 22) to Industrial Drive, in the Town of Milton. The need for additional capacity in the Steeles Avenue Corridor was identified in the Region's Transportation Master Plan – The Road to Change.

To 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.

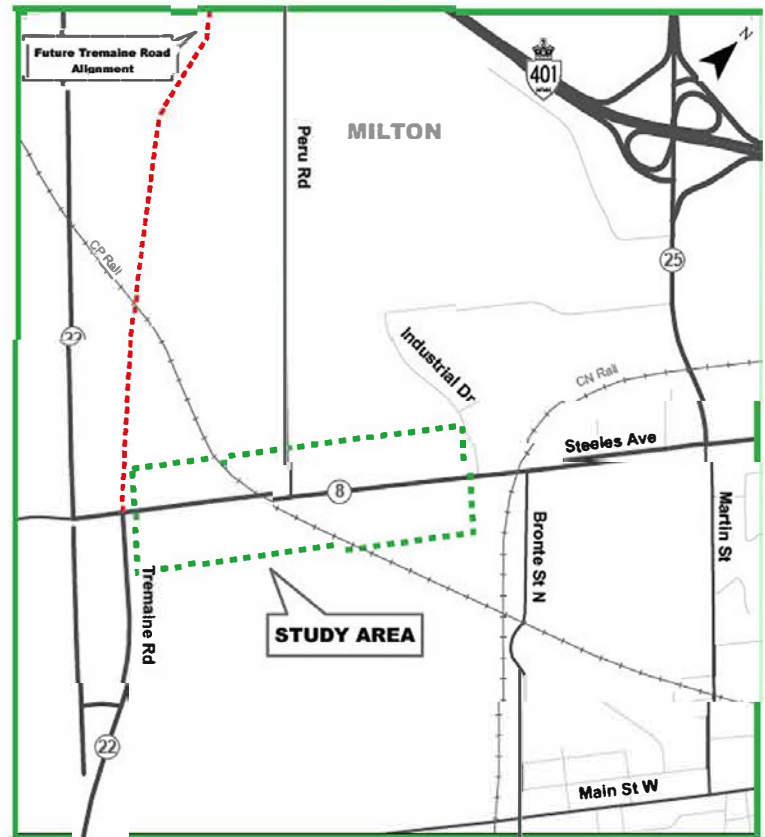
Process

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

Public and review agency consultation is a key element of the MCEA process and input will be sought throughout this study. Details regarding the forthcoming Public Information Centre (PIC) will be advertised as the study progresses. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and placed on the public record for a minimum 30-day review period. The document will detail the planning and consultation process and the preferred alternative.

Comments

Comments received through the course of the study will be considered and documented in the MCEA Study Report. Additional information related to the study and consultation process may be obtained through the website: halton.ca/EAprojects



The map shows the approximate limits of the study area.

Please contact either of the following project team members listed below if you have questions or would like to provide comments on this Study.

Mr. Jeffrey Reid, C.E.T., LET
Project Manager
Halton Region
1151 Bronte Road
Oakville, Ontario L6M 3L1
Phone: 905-825-6000 ext.7920
Email: jeffrey.reid@halton.ca

Mr. Neil Ahmed, P. Eng.
Project Manager
WSP|MMM Group
610 Chartwell Road, Suite 300
Oakville, Ontario L6J 4A5
Phone: 905-829-6241
Email: AhmedN@mmm.ca

This notice first issued June 1, 2017.



June 1, 2017

Chief Stephen Tanner
Chief of Police
Halton Regional Police Service
1151 Bronte Road,
Oakville, ON L6M 3L1

**RE: Halton Region
Steeles Avenue Municipal Class Environmental Assessment Study
Tremaine Road to Industrial Drive
Notice of Study Commencement**

Dear Chief Tanner,

Halton Region is initiating a Municipal Class Environmental Assessment (MCEA) Study for Steeles Avenue (Regional Road 8) from Tremaine Road (Regional Road 22) to Industrial Drive, in the Town of Milton. The need for additional capacity in the Steeles Avenue Corridor was identified in the Region's Transportation Master Plan – The Road to Change (2011). To 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. WSP|MMM Group has been retained to complete the Municipal Class EA and preliminary design assignment, in partnership with Halton Region.

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

Public and review agency consultation is a key element of the MCEA process and input will be sought throughout this study. Details regarding the forthcoming Public Information Centre (PIC) will be advertised as the study progresses. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and placed on the public record for a minimum 30-day review period. The document will detail the planning and consultation process and the preferred alternative.

Additional information and a key plan of the study area are provided on the attached notice that will be posted on the Region's website starting on June 1, 2017 and will appear in the Milton Champion on Thursday, June 1 and 8, 2017.

If your agency has any initial interests or comments regarding this project, please return the attached Response Form by June 21, 2017. It is recognized that this project may not impact your agency mandate or programs. Should this be the case, we would appreciate you advising appropriately using the attached Response Form.

We thank you for your co-operation.



If you have any questions, or wish to obtain additional information about the project or provide input at any point during the study, please contact Katherine Jim, Consultant Deputy Project Manager at Jimk@mmm.ca, or the following team members:

Jeffrey Reid, HBA, C.E.T., LET
Halton Region Project Manager
1151 Bronte Road
Oakville, Ontario L6M 3L1
905-825-6000, ext. 7920 | 1-866-442-5866
Jeffrey.Reid@halton.ca

Neil Ahmed, P. Eng.
Consultant Project Manager
WSP|MMM Group
610 Chartwell Road, Suite 300
Oakville, Ontario L6J 4A5
905-829-6241
AhmedN@mmm.ca

Yours truly,
WSP

A handwritten signature in black ink, appearing to read 'Neil Ahmed'.

Neil Ahmed, P.Eng.
Manager, Transportation Planning

Encl:

Cc: Jeffrey Reid, Halton Region Project Manager

Halton Region Steeles Avenue Class EA						
Agency and Utility Mailing List						
Current as of May 2017						
GROUP	TITLE	FIRST NAME	LAST NAME	JOB TITLE	DEPARTMENT NAME	AGENCY
Municipal	Chief	Stephen	Tanner	Chief of Police		Halton Regional Police Service
Municipal	Sergeant	Paul	Davies	Traffic Services		Halton Region Police Service
Municipal	Chief	Greg	Sage	Director of Land Ambulance Services		Halton Region - Health
Municipal	Mr.	Frederick	Thibeault	Administrator, Planning & Assessment		Halton Catholic District School Board
Municipal	Ms.	Lucy	Veerman	Superintendent of Business Services		Halton District School Board - Transportation Planning
Municipal	Mr.	Domenico	Renzella	Senior Manager of Planning		Halton District School Board
Municipal	Ms.	Karen	Lacroix	General Manager		Halton Student Transportation Services
Municipal	Ms.	Sandra	Morgan	Manager of Transportation		Halton Student Transportation Services
Municipal	Chief	Dave	Pratt	Fire Chief		Town of Milton Fire Department
Municipal	Mr.	Paul	Cripps, P.Eng.	Commissioner, Engineering Services		Town of Milton
Municipal	Ms.	Barb	Koopmans	Commissioner, Planning and Development		Town of Milton
Municipal	Mr.	John	Brophy, P.Eng.	Director, Infrastructure		Town of Milton
Municipal	Mr.	Tony	D'Alessandro	Coordinator, Transit		Milton Transit
Municipal	Ms.	Paul	Bond	Coordinator, Environmental Planning		Conservation Halton
Provincial	Ms.	Kim	Peters	Senior Strategic Advisor		Niagara Escarpment Commission
Provincial	Ms.	Jackie	Burkart	District Planner Aurora District		Ministry of Natural Resources and Forestry
Provincial	Mr.	Paul	Heeney	District Manager	Ministry of Natural Resources and Forestry	Ministry of Natural Resources and Forestry
Provincial	Ms.	Aurora	McAllister	Senior District Planner	Ministry of Natural Resources and Forestry	Ministry of Natural Resources and Forestry
Provincial	Mr.	Darryl	Lyons	Manager	Ministry of Municipal Affairs and Housing	Ministry of Municipal Affairs and Housing
Provincial	Ms.	Solange	Desautels	Supervisor, Project Coordination		Ministry of the Environment and Climate Change
Provincial	Ms.	Kathleen	Hedley	Director - Environmental Branch		Ministry of the Environment and Climate Change
Provincial	Mr.	Dan	Minkin	Heritage Planner		Ministry of Tourism, Culture and Sport
Provincial	Ms.	Jackie	Van de Valk	Rural Planner	Environmental and Land Use Policy	Ministry of Agriculture, Food and Rural Affairs
Provincial	Ms.	Lisa	Myslicki	Environmental Specialist	Realty Services, Environmental Services	Infrastructure Ontario
Rail	Ms.	Jennifer	Benedict	Manager Public Works - Eastern Region	CPR	CPR



June 1, 2017

Darlene Presley
Planning Co-ordinator
TransCanada Pipelines c/o MHBC
442 Brant Street, Suite 204
Burlington, ON L7R 2G4

**Re: Utility Information Request
Steeles Avenue Municipal Class Environmental Assessment Study
Tremaine Road to Industrial Drive
Notice of Study Commencement**

Dear Darlene Presley,

Halton Region is initiating a Municipal Class Environmental Assessment (MCEA) Study for Steeles Avenue (Regional Road 8) from Tremaine Road (Regional Road 22) to Industrial Drive, in the Town of Milton. The need for additional capacity in the Steeles Avenue Corridor was identified in the Region's Transportation Master Plan – The Road to Change (2011). To 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. WSP|MMM Group has been retained to complete the Municipal Class EA and preliminary design assignment, in partnership with Halton Region.

This Study is being conducted in compliance with Schedule C of the *Municipal Class Environmental Assessment* (October 2000, amended 2007, 2011 and 2015), which is approved under the *Ontario Environmental Assessment Act*.

Additional information and a key plan of the study area are provided on the attached notice that will be posted on the Region's website starting on June 1, 2017 and will appear in the Milton Champion on Thursday, June 1 and 8, 2017.

The purpose of this letter is to request utility information. One of the key study activities is to identify potential impacts to existing and future utilities as the result of any improvements proposed as part of this study. We would appreciate if you could provide us with plans (preferable digital) indicating the description and location (including type, size, depths, clearances, offsets from roadway or property line, etc.) of all existing underground and aboveground utilities within the project limits that should be considered. Please find attached a Response Form to facilitate your response to our request. Additionally, please also identify any planned future facilities within the study area.

We would greatly appreciate receiving your feedback by June 21, 2017. If this study falls under the jurisdiction of another representative of your office, please forward this letter to them, and advise us at your earliest convenience. Thank you for your assistance.



If you have any questions, or wish to obtain additional information about the project or provide input at any point during the study, please contact Katherine Jim, Consultant Deputy Project Manager at Jimk@mmm.ca, or the following team members:

Jeffrey Reid, HBA, C.E.T., LET
Halton Region Project Manager
1151 Bronte Road
Oakville, Ontario L6M 3L1
905-825-6000, ext. 7920 | 1-866-442-5866
Jeffrey.Reid@halton.ca

Neil Ahmed, P. Eng.
Consultant Project Manager
WSP|MMM Group
610 Chartwell Road, Suite 300
Oakville, Ontario L6J 4A5
905-829-6241
AhmedN@mmm.ca

Yours truly,
WSP

A handwritten signature in black ink, appearing to read 'Neil Ahmed'.

Neil Ahmed, P.Eng.
Manager, Transportation Planning

Encl:

Cc: Jeffrey Reid, Halton Region Project Manager

Halton Region Steeles Avenue Class EA							
Agency and Utility Mailing List							
Current as of May 2017							
GROUP	TITLE	FIRST NAME	LAST NAME	JOB TITLE	DEPARTMENT NAME	AGENCY	ADDRESS 1
Utilities							
Utilities		Darlene	Presley	Planning Co-ordinator	TransCanada Pipelines c/o MHBC	TransCanada Pipelines c/o MHBC	442 Brant Street
Utilities	Mr.	Enzo	Greco		Union Gas	Union Gas	4450 Paletta Court
Utilities	Mr.	Dave	Gadbois	Construction Project Manager	Union Gas	Union Gas	918 South Service Road
Utilities	Mr.	Alfred	Roth, C.E.T.		Union Gas	Union Gas	360 Strathearne Avenue N.
Utilities	Mr.	Brian	McCormick	Manager, Environmental Services and Approvals Department	Hydro One Networks Inc.	Hydro One Networks Inc.	483 Bay Street
Utilities	Mr.	Greg	Johnston	GIS Specialist	Allstream	Allstream	50 Worcester Road
Utilities	Mr.	Satish	Kumar Korpai	Coordinator - Crossings And Facilities	Trans-Northern Pipelines Inc.	Trans-Northern Pipelines Inc.	45 Vogell Road
Utilities	Mr.	Jack	Hicks	Manager	Inter Provincial Pipeline Ltd.	Inter Provincial Pipeline Ltd.	801 Upper Canada Drive
Utilities	Ms.	Linda	Lundstrom-Collins		Milton Hydro Distribution	Milton Hydro Distribution	200 Chisholm Ave
Utilities	Mr.	Frank	Lasowski	President and CEO	Milton Hydro Distribution	Milton Hydro Distribution	8069 Lawson Road
Utilities	Ms.	Marion	Wright	OPE Coordinator - GTA West	Rogers Cable Communications Inc.	Rogers Cable Communications Inc.	3573 Wolfedale Road
Utilities	Mr.	Steve	Andrews	System Planner/Designer	Rogers Cable Communications Inc.	Rogers Cable Communications Inc.	3573 Wolfedale Road
Utilities	Mr.	Jason	Slusarczyk	Principal	Air Quality Assessment	Novus Environmental	150 Research Lane



**Halton Region
Steeles Avenue Class Environmental Assessment
Notice of Study Commencement
Agency and Utility Response Form**

Agency Name & Division/Branch	
Name:	
Address:	
Phone:	
Email:	

COMMENTS:

1. Does your organization wish to participate in this project? ☐ YES ☐ NO
2. Delete from contact list? ☐ YES ☐ NO
3. Please identify any initial interests or comments your agency may have at this time.

Please return this form by June 21, 2017 to:

Neil Ahmed, P. Eng.
Consultant Project Manager
WSP|MMM Group
610 Chartwell Road, Suite 300
Oakville, Ontario L6J 4A5
Email: AhmedN@mmm.ca



Public Works
Infrastructure Planning and Policy
1151 Bronte Road
Oakville, ON L6M 3L1
Fax: 905-825-2379

June 5, 2017

Ministry of the Environment and Climate Change
2 St. Clair Avenue West, Floor 12 A
Toronto, ON
M4V 1L5

Attention: Trevor Bell, Environmental Resource Planner and EA Coordinator
Environmental Approvals Branch

**Re: Municipal Class Environmental Assessment Study
Notice of Study Commencement and Indigenous Consultation Confirmation
Steeles Avenue Transportation Corridor Improvements
Tremaine Road (Regional Road 22) to Industrial Drive**

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:

- Mississaugas of the New Credit First Nation
- Six Nations of the Grand River
- Haudenosaunee Confederacy Chiefs Council

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 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.

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.

The Regional Municipality of Halton

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.

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.

Should you have any questions or require additional information, please contact the undersigned by phone (905) 825-6000, ext. 7920 or email jeffrey.reid@halton.ca

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeffrey Reid".

Mr. Jeffrey Reid, C.E.T., LET
Project Manager, Halton Region

Enclosure: Notice of Study Commencement
Project Backgrounder

cc: Jake Noordhof, Senior Advisor – Indigenous Relations, MOECC Operations Division

NOTICE OF STUDY COMMENCEMENT

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY Steeles Avenue (Regional Road 8) Transportation Corridor Improvements Tremaine Road (Regional Road 22) to Industrial Drive, Town of Milton PR-3131A

Study

Halton Region is initiating a Municipal Class Environmental Assessment (MCEA) Study for Steeles Avenue (Regional Road 8) from Tremaine Road (Regional Road 22) to Industrial Drive, in the Town of Milton. The need for additional capacity in the Steeles Avenue Corridor was identified in the Region's Transportation Master Plan – The Road to Change.

To 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.

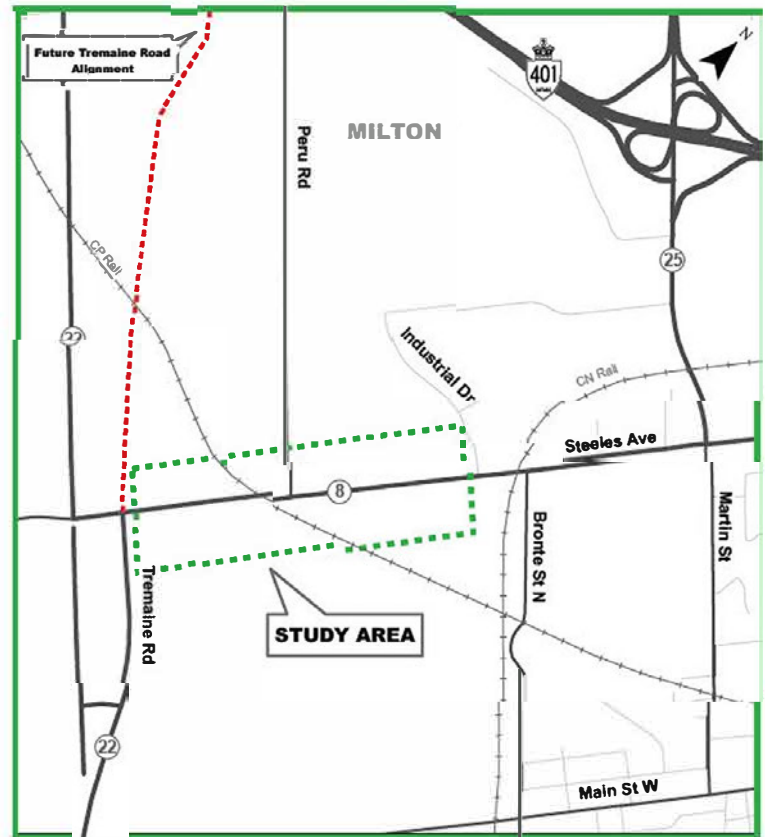
Process

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

Public and review agency consultation is a key element of the MCEA process and input will be sought throughout this study. Details regarding the forthcoming Public Information Centre (PIC) will be advertised as the study progresses. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and placed on the public record for a minimum 30-day review period. The document will detail the planning and consultation process and the preferred alternative.

Comments

Comments received through the course of the study will be considered and documented in the MCEA Study Report. Additional information related to the study and consultation process may be obtained through the website: halton.ca/EAprojects



The map shows the approximate limits of the study area.

Please contact either of the following project team members listed below if you have questions or would like to provide comments on this Study.

Mr. Jeffrey Reid, C.E.T., LET
Project Manager
Halton Region
1151 Bronte Road
Oakville, Ontario L6M 3L1
Phone: 905-825-6000 ext.7920
Email: jeffrey.reid@halton.ca

Mr. Neil Ahmed, P. Eng.
Project Manager
WSP|MMM Group
610 Chartwell Road, Suite 300
Oakville, Ontario L6J 4A5
Phone: 905-829-6241
Email: AhmedN@mmm.ca

This notice first issued June 1, 2017.



**Halton Region
Municipal Class Environmental Assessment Study
Steeles Avenue (Regional Road 8)
Transportation Corridor Improvements
Tremaine Road (Regional Road 22) to Industrial Drive
Town of Milton**

Project Backgrounder

June 5, 2017

Prepared by Halton Region

1.0 Introduction

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.

The anticipated duration of the Study is approximately 18 months.

2.0 Background to the Municipal Class EA Study

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 that the improvements required for Steeles Avenue within the study area could include a combination of the following:

- Widening the existing two lane roadway to four through lanes;
- Addition of on-road and off-road active transportation facilities;
- Improvements to the Canadian Pacific Railway crossing including a potential grade separation;
- Improvements at all intersections within the study area; and
- Improvements to vertical and horizontal alignments where necessary, including structural improvements/widening.

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.

3.0 Study Area and Potential Impacts

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.

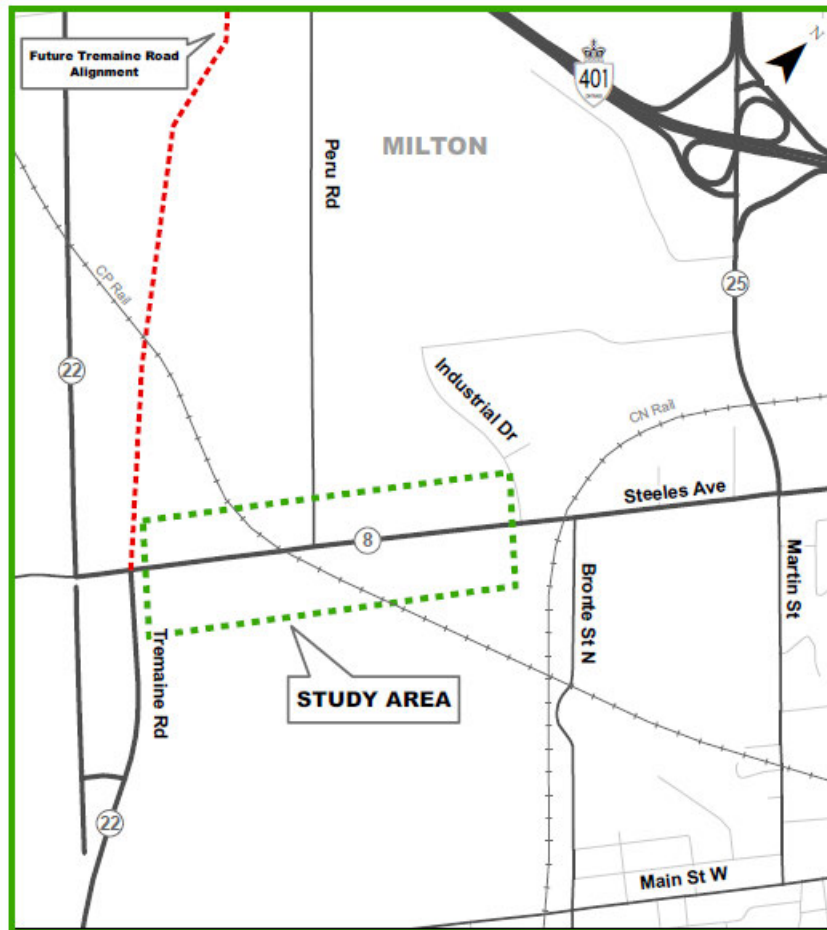


Figure 1 – Study Area

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.

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

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 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.

4.0 Indigenous Community Consultation Approach

Consultation with Indigenous communities is an integral part of the Municipal Class EA Study process.

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.

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:

- Any preliminary comments or concerns that the communities may have on the proposed project;
- The level of interest in the project from the communities for further engagement; and,
- The best methods to communicate with their communities.

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.

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.

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.

5.0 Study Contacts

If you would like more information on the project or have any questions or comments, please contact:

Jeffrey Reid, C.E.T., LET
Project Manager, Infrastructure Planning & Policy
Public Works
Halton Region
1151 Bronte Road
Oakville, Ontario L6M 3L1

Tel: 905-825-6000 ext. 7920
Fax: 905-825-2379
E-mail: jeffrey.reid@halton.ca

Property Owner Mailing List Removed

Public Information Centre #1 - Logistics Memo



MEMO

To: Jeffrey Reid, C.E.T., LET
Halton Region

Date: November 15, 2019

From: Katherine Jim, P.Eng., M.Eng.
Jim Dowell, P.Eng.

Job No.: 17M-00979-00

Subject: Steeles Avenue (Regional Road 8) Transportation Corridor Improvements
Tremaine Road (Regional Road 22) to Industrial Drive
Municipal Class EA Study
Notice of Public Information Centre (PIC) #1 Mailing Logistic Memo

The following summarizes the Notice of Public Information Centre #1 notification timing and mailing logistics for the above-noted study.

1. The final Notice was provided by Halton Region via email on **November 1, 2019**.
2. An updated property owner mailing list and associated key plan showing the coverage area were provided Halton Region via email on **November 4, 2019**. Mailing list is on file with Halton Region.
3. The technical agency and utility mailing lists were updated based on recent Technical Agency Meeting (October 21, 2019) notification. See attached mailing list.
4. Halton Region arranged for the Notice of PIC #1 to be published in the **Thursday, November 7, 2019**, and **Thursday, November 14, 2019** editions of the *Milton Champion*.
5. WSP notified relevant Halton Region staff via email on **November 7, 2019**.
6. WSP sent the Notice of PIC #1 to all property owners within the defined catchment area (attached) via mail on **November 6, 2019**.
7. Some property owners and members of the public only have an email address on file. WSP sent the Notice of PIC #1 via email on **November 7, 2019**.
8. WSP sent the Notice of PIC #1 to Technical Agencies on **November 6, 2019** via mail and on **November 7, 2019** via email (attached).
9. WSP sent the Notice of PIC #1 to Utility Companies on **November 6, 2019** via mail and on **November 7, 2019** via email (see attached mailing list).
10. Halton Region sent the Notice of PIC #1 to Indigenous Communities via courier mail on **November 11, 2019** (see attached mailing list).

NOTICE OF PUBLIC INFORMATION CENTRE #1

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

Steeles Avenue (Regional Road 8) Transportation Corridor Improvements
Tremaine Road (Regional Road 22) to Industrial Drive
Town of Milton
Our File: PR-3131A

Study

Halton Region has initiated a Municipal Class Environmental Assessment (MCEA) Study for Steeles Avenue (Regional Road 8) from Tremaine Road (Regional Road 22) to Industrial Drive, in the Town of Milton. The MCEA Study will consider a wide range of road improvement alternatives as well as intersection improvements, active transportation and overall traffic operations. The impact of road improvements on social, cultural, economic and natural environments will also be evaluated and assessed during the study.

Process

The study is being conducted in compliance with Schedule C of the Municipal Class Environmental Assessment (October 2000, amended 2007, 2011 and 2015), which is approved under the *Ontario Environmental Assessment Act*.

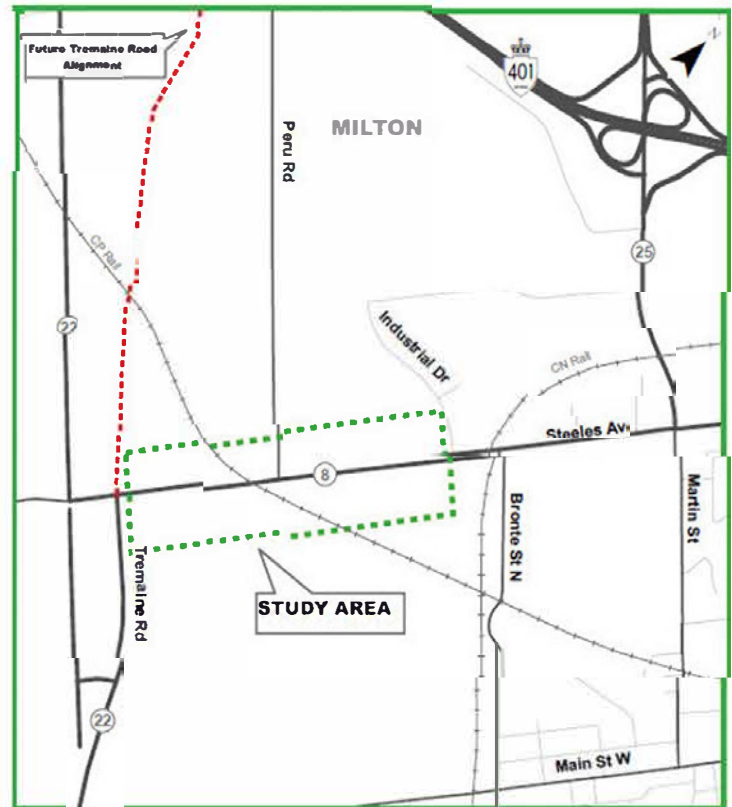
A key component of the study will be consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres. The first Public Information Centre has been arranged for:

Date: Thursday, November 21, 2019
Time: Drop-in between 6:30 and 8:30 p.m.
Location: Milton Town Hall, Milton Room
150 Mary Street, Milton, ON L9T 6Z5

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

Comments

If you are unable to attend the Public Information Centre and would like to provide comments, please forward them by Friday, December 6, 2019 to either project team member. For more information on this project, please visit the project website at halton.ca



The map shows the approximate limits of the study area.
This notice first issued November 7, 2019.

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Property Owner Mailing List Labels Removed

Steeles Avenue (Regional Road 8) Transportation Corridor Improvements Municipal Class Environmental Assessment Study

**Tremaine Road (Regional Road 22)
to Industrial Drive
Town of Milton**

Welcome

**Public Information Centre #1
November 21, 2019**

Members of the Project Team are available to discuss
and answer any questions you may have.

Please Sign In



Study Area Overview

Halton Region is carrying out a Municipal Class Environmental Assessment (Class EA) Study for improvements to Steeles Avenue (Regional Road 8) Transportation Corridor from Tremaine Road (Regional Road 22) to Industrial Drive in the Town of Milton to address future growth and travel demand to 2031.

- ❖ Steeles Avenue is a Regional **Major Arterial Road** serving both local and inter-Regional trips
- ❖ It is a **key east-west road connection with future access to Highway 401 via the future Tremaine Road extension and interchange**
- ❖ Study area extends from Tremaine Road to Industrial Drive
- ❖ Existing road character is generally rural
- ❖ Largely within the **Sherwood Survey Secondary Plan area** (future development)
- ❖ Includes **existing at-grade CP railway crossing** located west of Peru Road
- ❖ Includes Sixteen Mile Creek and Tributary Crossing



Purpose of Public Information Centre #1

The purpose of this Public Information Centre (PIC) is to present and discuss the work completed to date and collect public input on:

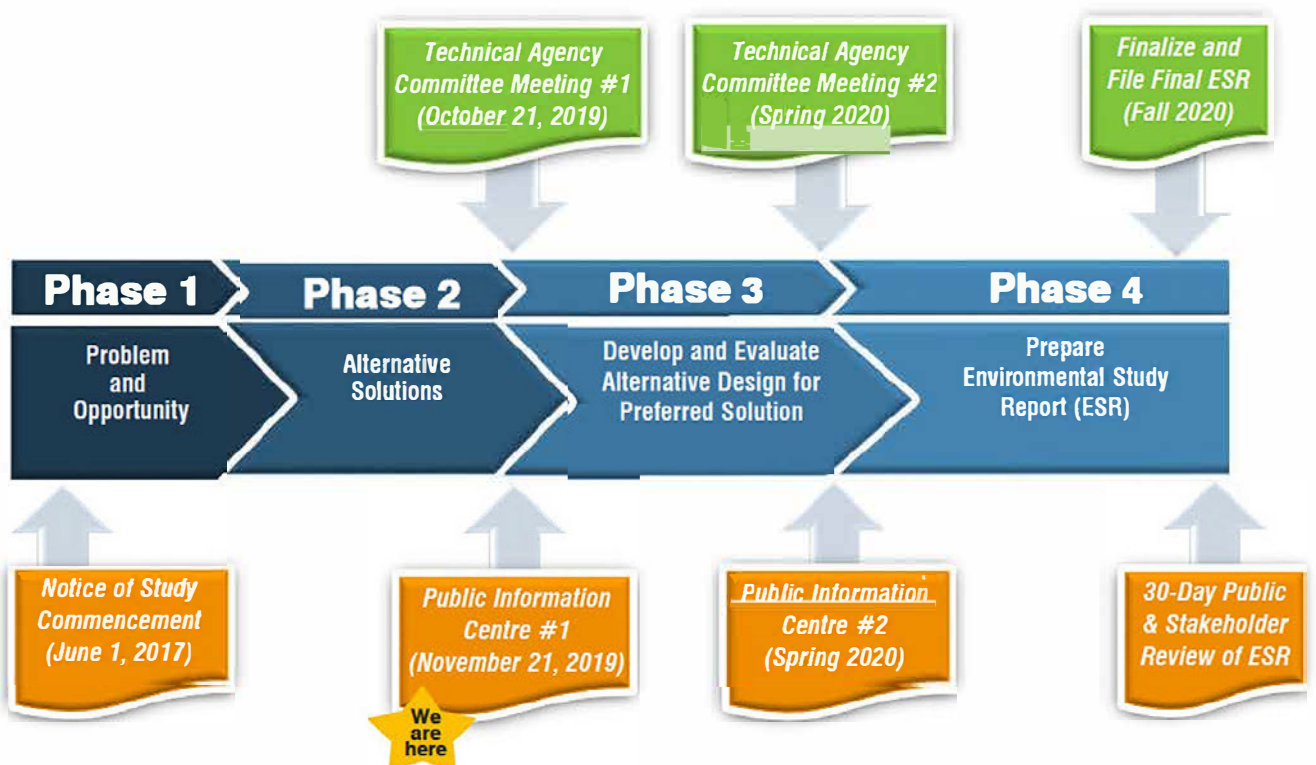
- ❖ Study Process and Schedule
- ❖ Background Information and Existing Conditions
- ❖ Problem and Opportunities
- ❖ Alternative Solutions
- ❖ Corridor Concepts and Evaluation
- ❖ Next Steps

Comment sheets are available and we encourage you to fill one out at the PIC or submit to the Project Team by

Friday, December 6, 2019.



Study Schedule

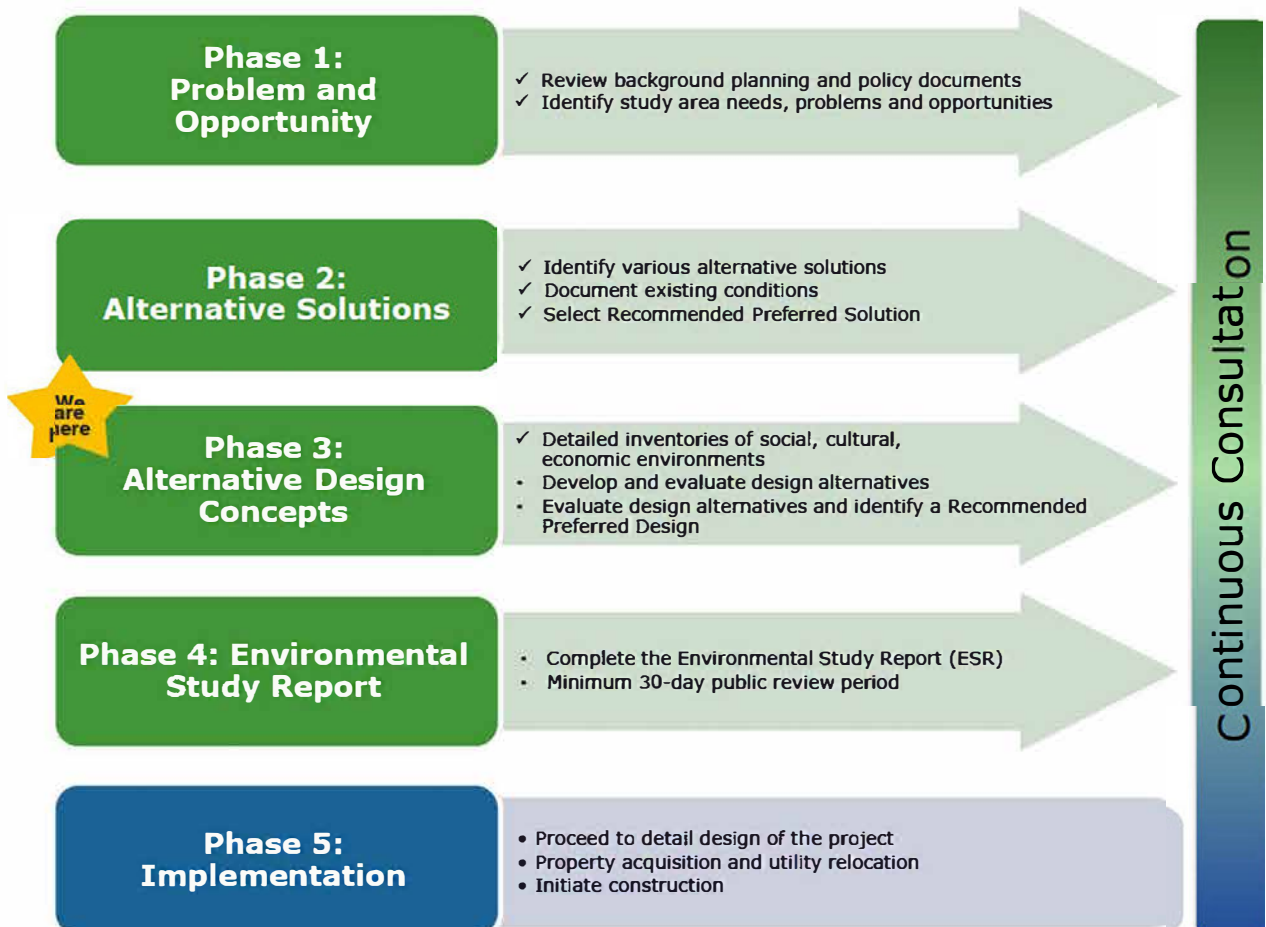


Study Organization



Study Process

- ❖ The Municipal Class EA process frames the planning and implementation of municipal infrastructure.
- ❖ Social, cultural and natural environments are considered as well as community interests, agency requirements and unique project issues.
- ❖ This study is identified as a 'Schedule C' and will follow Phases 1 to 4 of the Municipal Class EA process.



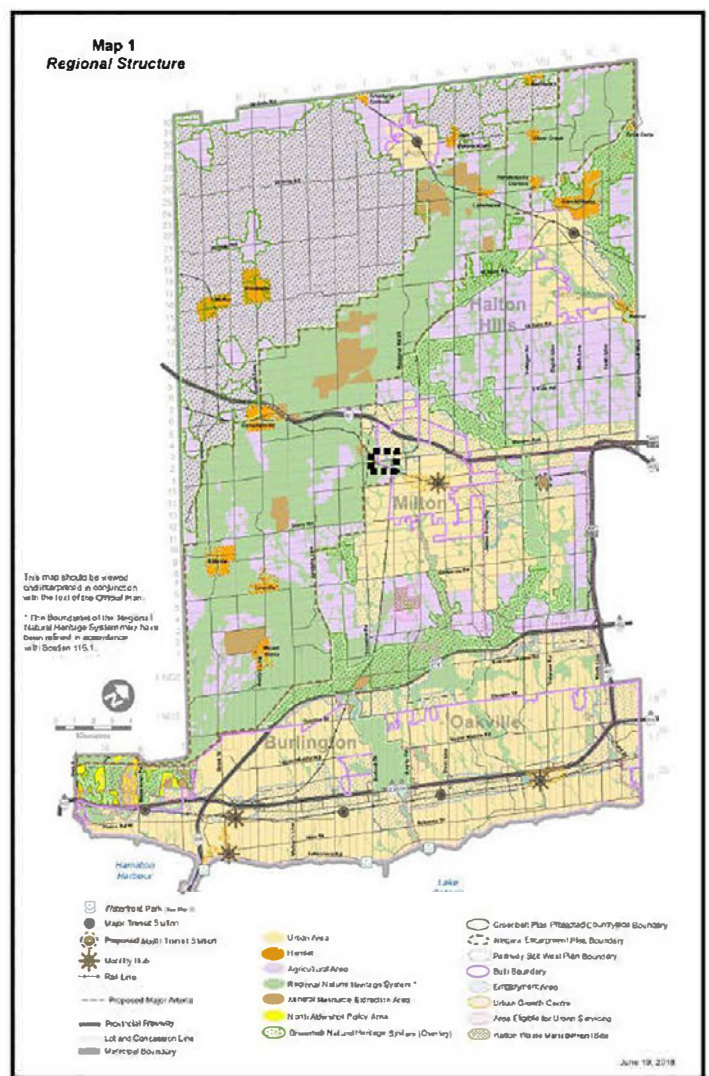
Existing Conditions Overview



Existing Conditions - Land Use

Halton Regional Official Plan (Office Consolidation June 2018)

- ❖ Steeles Avenue crosses the Niagara Escarpment Plan (NEP) area boundary, which generally follows the rail line across the study area. NEP designations are: Escarpment Protection Area and Rural Area.
- ❖ **Regional Natural Heritage System** designation encompasses natural areas associated with watercourse valleys, riparian areas and wetlands.
- ❖ **Urban Area and Employment Lands** are designated within existing and planned growth areas, mainly north of Steeles Avenue.
- ❖ **Existing agricultural areas** south of Steeles Avenue, within the NEP area, are designated Prime Agricultural Areas.

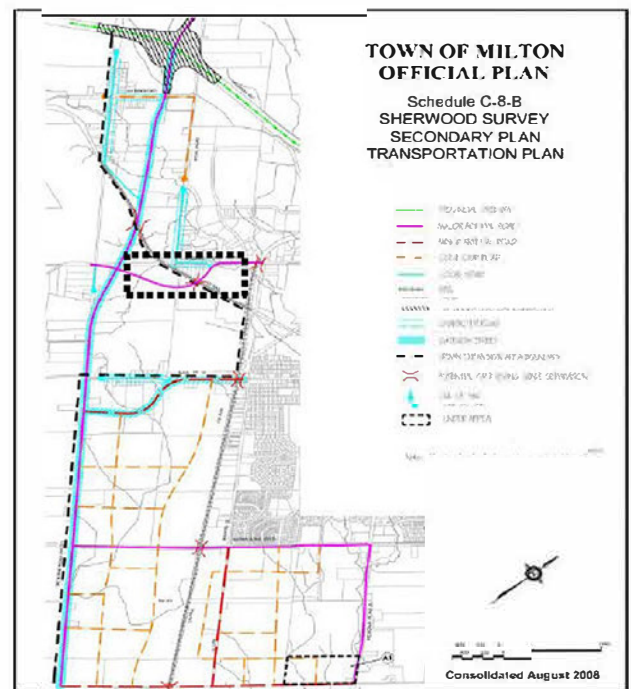
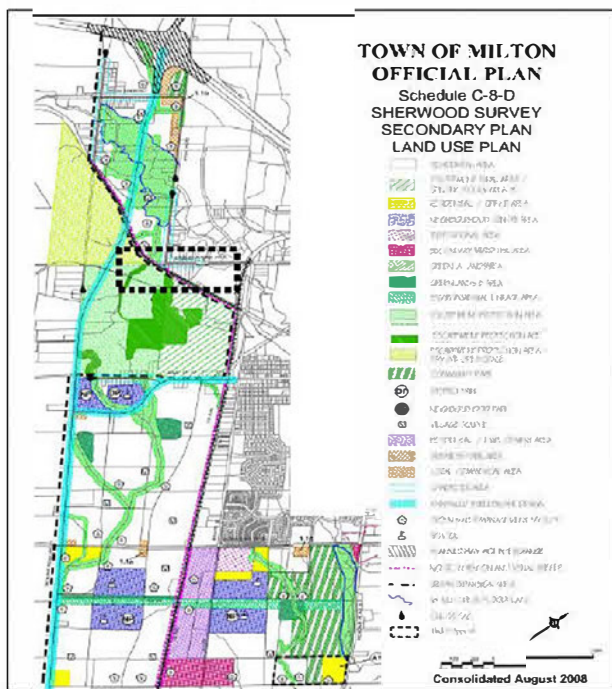


Existing Conditions – Land Use

Town of Milton Official Plan - Sherwood Survey Secondary Plan (2008)

The Secondary Plan provides more detailed planning for land use in east Milton. With respect to the Steeles Avenue study area:

- ❖ Steeles Avenue crosses the Niagara Escarpment Plan area and Town of Milton Urban Expansion boundary.
- ❖ **Residential and Business Park** areas are planned north of Steeles Avenue; Greenlands are also identified.
- ❖ **Escarpment Protection and Escarpment Rural Areas** are identified south of Steeles Avenue.
- ❖ The Plan envisioned a future southerly alignment of Steeles Avenue.
- ❖ Refers to Peru Road **Character Area**.



Existing Conditions - Cultural Heritage

Built Cultural Heritage and Cultural Heritage Landscapes

- ❖ A Cultural Heritage Assessment Report is being prepared for the Municipal Class EA Study.
- ❖ There are no Ontario Heritage Act designated properties present within the study area.
- ❖ 12 properties within the historic hamlet of Peru (Peru Road Character Area) that are registered on the Town of Milton Heritage List.
- ❖ Cultural Heritage Landscapes are associated with Peru Road and Steeles Avenue within the historic hamlet of Peru.



3198 Steeles Avenue West



3216 Steeles Avenue West



3220 to 3230 Steeles Avenue West

Archaeological Resources

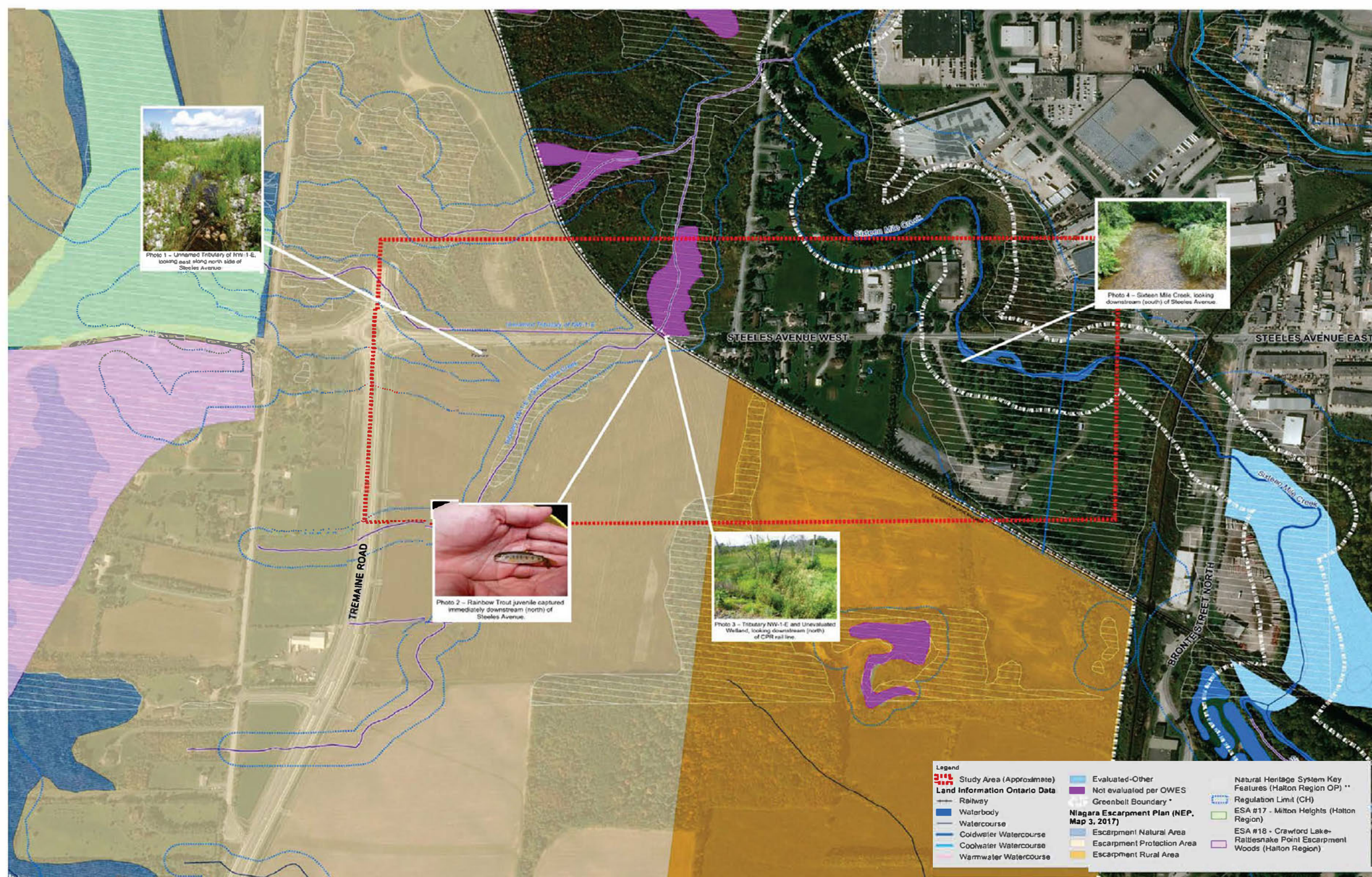
- ❖ A Stage 1 Archaeological Assessment has been completed.
- ❖ Given the presence of watercourses, portions of the study area have high potential for archaeological resources.
- ❖ Previously disturbed areas along Steeles Avenue and at the former brickworks have limited archaeological potential.

Existing Conditions - Natural Environment

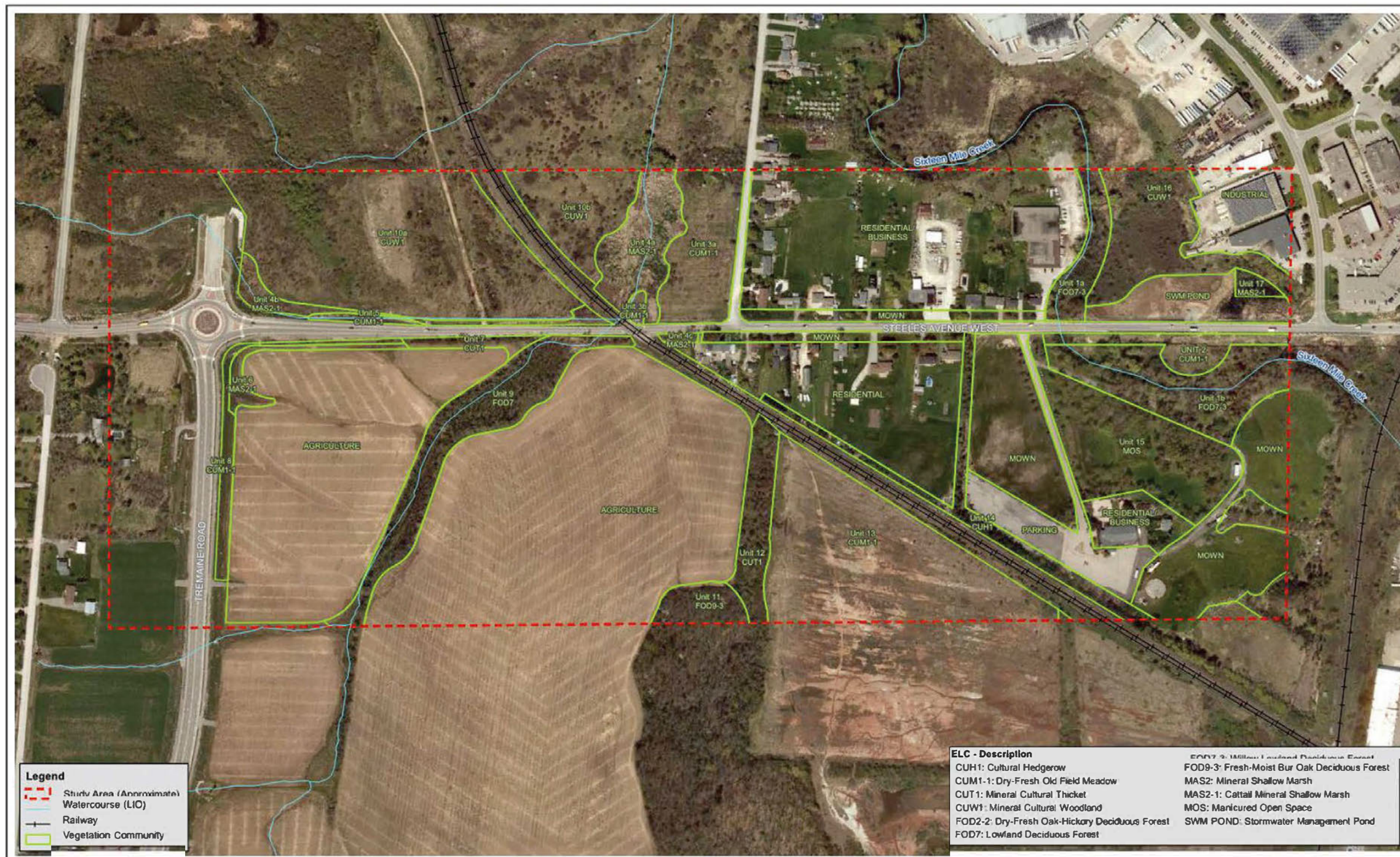
- ❖ Natural areas have been identified as part of the Regional Natural Heritage System and designated as Greenlands in the Secondary Plan.
- ❖ Key natural features are associated with Sixteen Mile Creek and the Sixteen Mile Creek Tributary.
- ❖ These areas contain a variety of habitats including meadow, wetland (swamp and marsh), thicket and deciduous forest.
- ❖ A large wetland associated with the Sixteen Mile Creek Tributary occupies the area bound by the CP Rail line, Steeles Avenue and Peru Road.
- ❖ Sensitivity and Significance of natural features in this area has been examined as part of this Municipal Class EA Study and has been previously studied during the Sherwood Survey Secondary Plan and Subwatershed Study.
- ❖ Species at Risk or their habitat have been identified in some areas.



Existing Conditions - Natural Environment



Existing Conditions - Ecological Land Classification



Existing Conditions - Drainage

- ❖ The study area is located within Sub-catchment 2 of Sixteen Mile Creek Subwatershed. The portion north of Steeles Avenue between CPR and Peru Road falls in Phase 2 SIS Area 4.
- ❖ Within the study area, there are three culverts (C1, C3 and C4) and a bridge over Sixteen Mile Creek. Culvert C2 is located at CPR immediately downstream of Culvert C1.



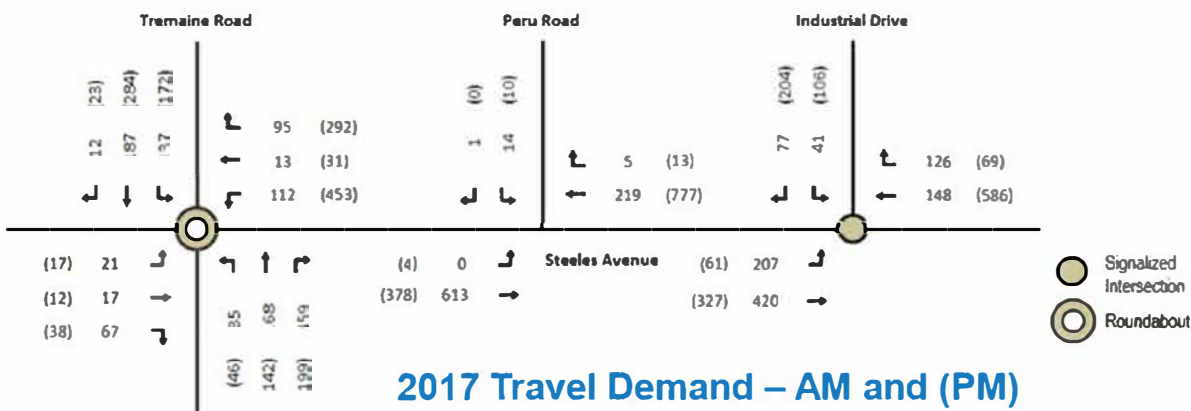
❖ Existing Conditions:

- Sixteen Mile Creek overtops Steeles Avenue under Regional storm event.
- Further hydraulic analysis and investigation will be undertaken



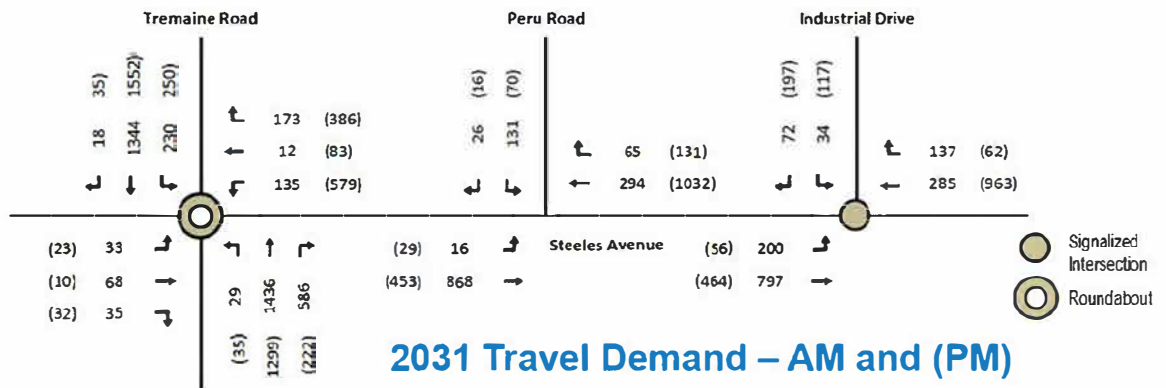
Existing Conditions - Transportation

- ❖ Within the study area, Steeles Avenue is a 2-lane rural road with a posted speed of 60 km/h.
- ❖ At the west study limit, Tremaine Road has been realigned and intersects Steeles Avenue at a roundabout.
- ❖ Steeles Avenue was recently widened from 2 to 4 lanes, east of Industrial Drive.
- ❖ Daily, approximately 17 to 22 freight trains cross the at-grade CP Rail crossing, west of Peru Road, resulting in traffic delays.
- ❖ Limited provision for cyclists and pedestrians – partially paved shoulders only.
- ❖ Daily travel demand ranges between 400 and 800 vehicles, in the peak hours.

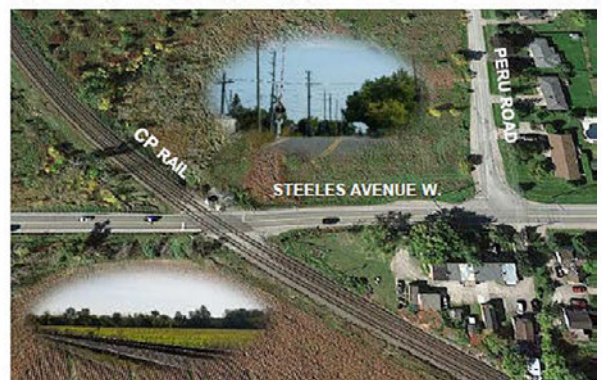


Future Needs - Transportation

- ❖ A traffic assessment was carried out to examine forecasted future travel demand for Steeles Avenue.
- ❖ Travel demand on Steeles Avenue is expected to exceed existing capacity by 2031, therefore additional road capacity will be required on Steeles Avenue.



- ❖ Active transportation facilities such as on-road bike lanes (each way) and multi-use paths (both sides of road) will be provided, consistent with the Active Transportation Master Plan.
- ❖ Steeles Avenue is a Major Arterial Road which provides safe connections between communities. A road/rail grade separation is proposed to provide safe and convenient travel on Steeles Avenue.



Problem and Opportunities

- ❖ Without improvements, Steeles Avenue is expected to experience delays during peak periods as travel demand continues to grow by 2031.
- ❖ To support future growth and travel demand, improvements to the Steeles Avenue corridor are required.
- ❖ A grade separation at CP Railway between Tremaine Road and Peru Road is recommended.
- ❖ The improved corridor should support all modes of transportation (i.e. active transportation) and provide safety for all road users.

Therefore, Halton Region is carrying out this study to address these requirements in accordance with the Municipal Class EA Study process.

Alternative Solutions Evaluation Summary

Improvements to Steeles Avenue are required to support existing and future transportation needs while respecting the social, cultural and natural environment.

The following Planning Alternatives have been considered:

Alternatives	Description	Evaluation Summary	Recommendation
Do Nothing	<ul style="list-style-type: none"> Status quo; only planned improvements to 2031 will be in place, including the widening of Regional Road 25 and the Tremaine Road realignment (with interchange) 	<ul style="list-style-type: none"> Does not address the needs within the study area. 	Do not carry Forward (for comparison purposes only)
Limit Development	<ul style="list-style-type: none"> Limit development within the Town of Milton 	<ul style="list-style-type: none"> Future projections have been based on currently approved Official Plans in Halton Region and Town of Milton. 	Do not carry forward
Improvements to Other Roadways	<ul style="list-style-type: none"> Widen Regional roadways in the immediate study area to planned 2031 improvements (e.g. Regional Road 25 and Tremaine Road) 	<ul style="list-style-type: none"> Part of the Region's overall transportation strategy (Transportation Master Plan). 	Carry forward as part of overall Region and Town transportation strategies
Transportation Demand Management (TDM)	<ul style="list-style-type: none"> Measures to manage travel demand by encouraging carpooling; shifting travel demand to off-peak hours through flexible work hours, telecommute, etc. 	<ul style="list-style-type: none"> On their own, TDM measures do not fully address the transportation needs and are part of Region's overall transportation strategy. 	Carry forward as part of overall Region and Town transportation strategy
Improve Transit Infrastructure/ Other Modes of Transportation	<ul style="list-style-type: none"> Continue to support transit infrastructure improvement and provide facilities for active transportation use to accommodate pedestrians and cyclists. 	<ul style="list-style-type: none"> On their own, these measures do not fully address the problem, while part of the Region's overall transportation strategy. 	Carry forward as part of overall Region and Town transportation strategy
Operational Improvements	<ul style="list-style-type: none"> Enhance traffic operations of roadway through minor improvements including intersection improvements (traffic signals, provision of turning lanes), access management and other measures. 	<ul style="list-style-type: none"> On their own, do not fully address the problem while part of the Region's overall transportation strategy. 	Carry forward within overall Project strategy
Improvements to Steeles Avenue	<ul style="list-style-type: none"> Improve Steeles Avenue, by widening to 4 lanes, providing active transportation (on-road bike lanes and multi-use paths) and planning for a new grade separation at the CP Rail line. 	<ul style="list-style-type: none"> Needs identified in Halton Region Transportation Master Plan and Active Transportation Master Plan to support future growth. 	Carry forward within overall Project strategy

Steeles Avenue Design Considerations

In developing the design alternatives for Steeles Avenue, a number of key constraints and design elements need to be considered:

Steeles Avenue

❖ Natural Environment:

- Niagara Escarpment and policy areas
- Watercourse crossings of Sixteen Mile Creek and its tributaries
- Stormwater conveyance, management and outlets

❖ Socio-Economic Environment:

- Impacts to businesses and residential properties
- Existing and future communities

❖ Cultural Environment:

- Built heritage features and archaeology resources

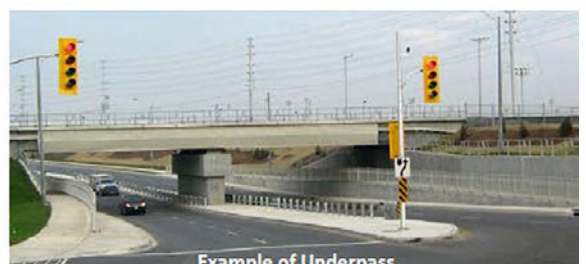
❖ Geometric Design:

- Planned overall road right-of-way width of 35m, consistent with Region's Transportation Master Plan
- Provision of a high-quality pedestrian and cycling environments to encourage active transportation, consistent with the Regional Active Transportation Master Plan



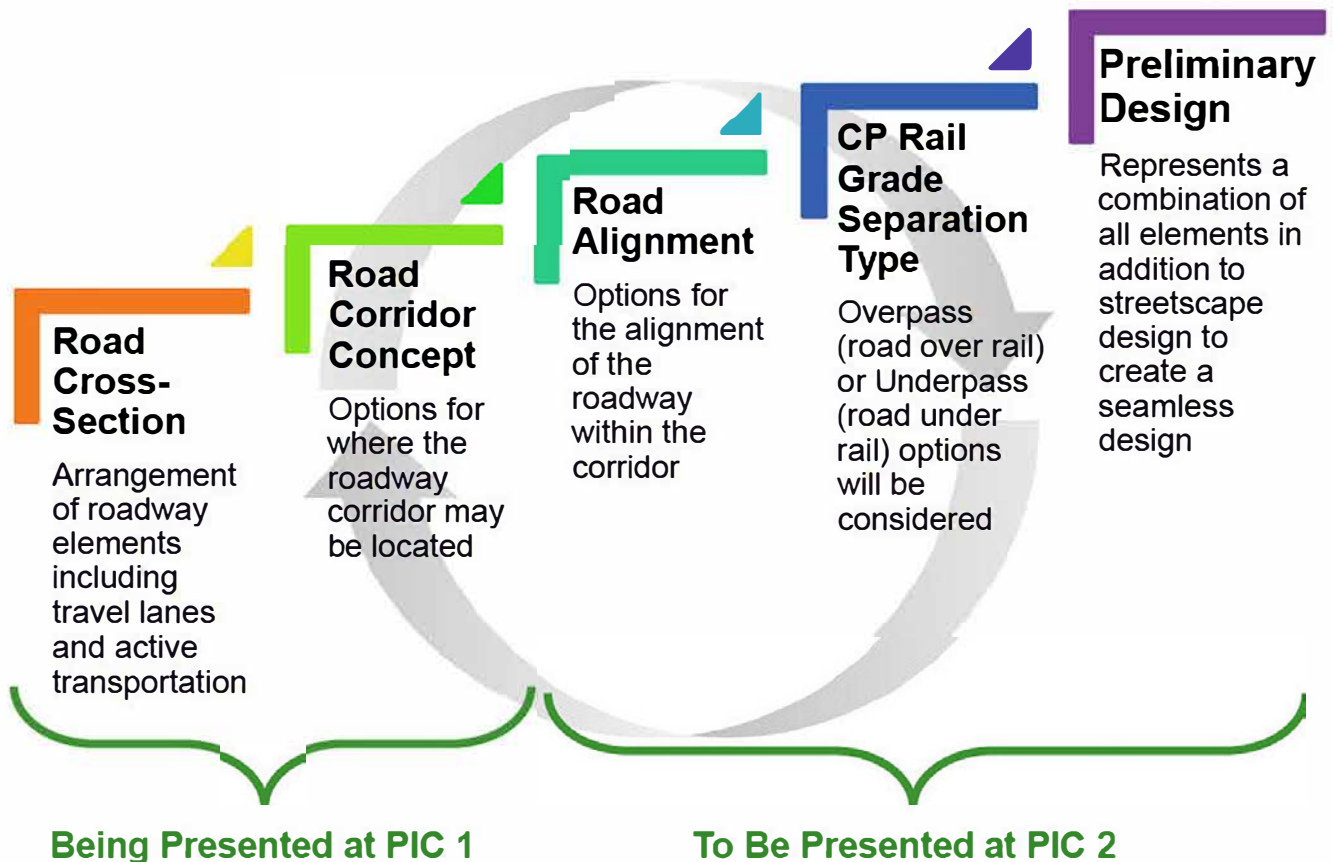
CP Rail Grade Separation

- ❖ Structure Type (Overpass or Underpass)
- ❖ Design requirements (clearance, drainage, access, accommodation for active transportation)
- ❖ Construction staging and rail detour requirements
- ❖ Visual aesthetics relative to the Niagara Escarpment Plan area and surrounding community



Steeles Avenue Design Components

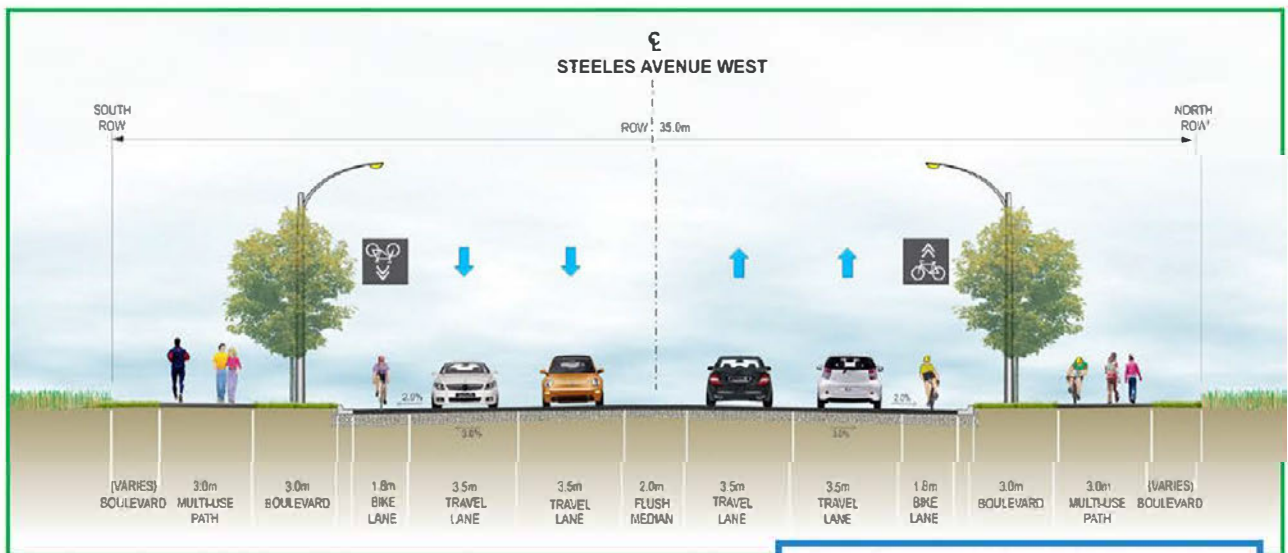
As the design progresses and our knowledge of conditions and constraints evolve, there may be design iterations.



Proposed Typical Section

The typical cross-section for the proposed 4-lane Steeles Avenue have been developed based on:

- ❖ Planned overall road right-of-way width of 35 m, consistent with Halton Region Transportation Master Plan and Official Plan
- ❖ Provision of two 3.5 m travel lanes in each direction
- ❖ Provision of a 1.8 m on-road bike lane (each way) and 3.0 m multi-use path (both directions) to accommodate cyclists and pedestrians



Factors for Analysis and Evaluation

Design Alternatives will be developed within the preferred road corridor concept and evaluated using the factors below, and based on comments received from agencies, stakeholders and members of the public.

Socio-Economic Environment



- Consistency with Land Use Plans and Policies
- Supports future planned growth
- Potential property requirements
- Impacts to residents and business operations (direct impacts and access)
- Local community character and mobility
- Provision for pedestrians and cyclists
- Noise and Air Quality

Cultural Environment



- Archeological Resources
- Cultural Heritage Resources
- Peru Road Character Area

Natural Environment



- Niagara Escarpment Plan area and associated policies
- Designated natural features and environmentally sensitive areas
- Potential impacts to terrestrial and aquatic species and habitats (including opportunity for mitigation)
- Potential impacts to Species at Risk and their habitat

Surface Water and Groundwater



- Management of road runoff
- Protection of surface water features and watercourse crossings
- Floodplain storage
- Protection of groundwater resources

Transportation & Technical



- Addresses future capacity requirements
- Consistency with transportation planning and policy documents
- Improves multi-modal network connectivity
- Improves traffic operations
- Road design requirements and construction constraints/complexity
- CP Rail grade separation design requirements

Preliminary Cost Estimate



- High level cost estimate for comparative purposes only

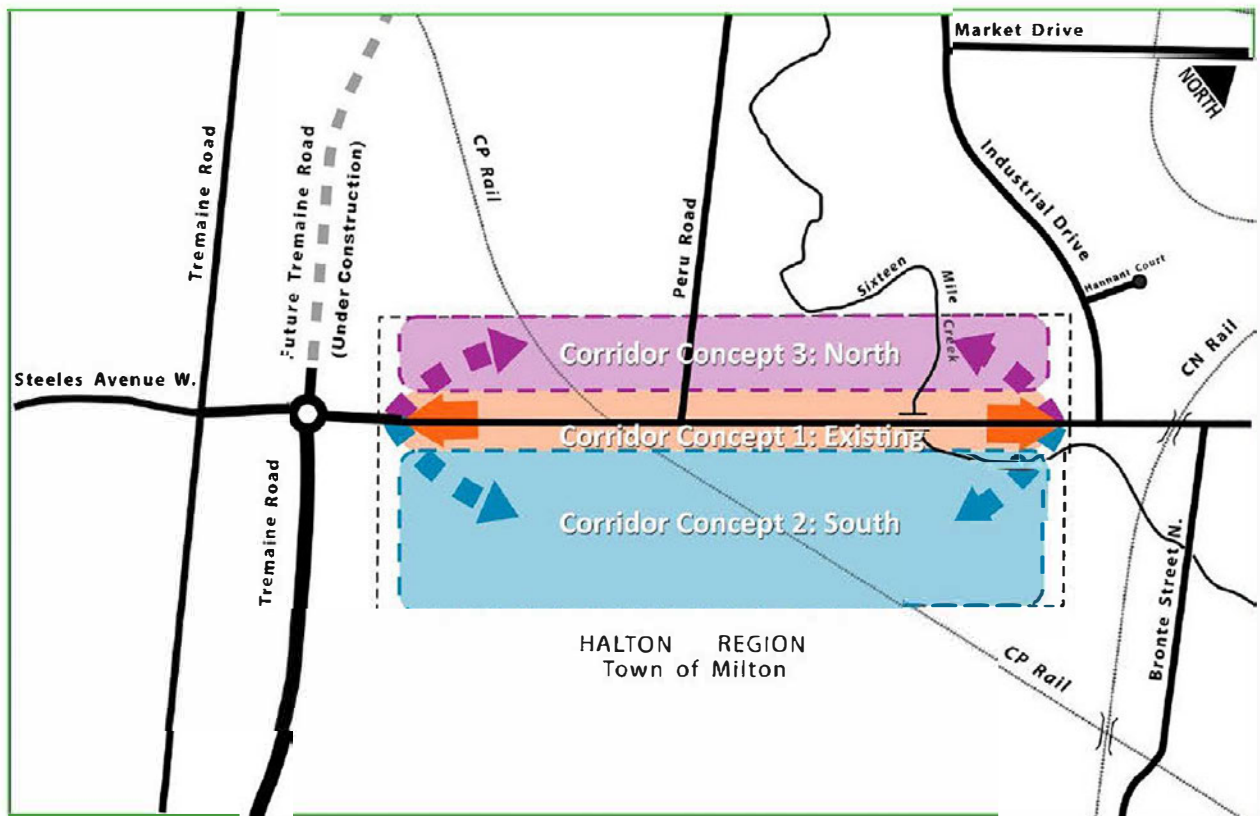
Road Corridor Concept Alternatives

Based on the typical road cross-section, three road corridor alternatives are being considered:

Corridor Concept 1: Improvements along the **existing** right-of-way

Corridor Concept 2: New corridor to the **south** of existing right-of-way

Corridor Concept 3: New corridor to the **north** of existing right-of-way



Road Corridors - Preliminary Analysis Summary

CATEGORY	CONCEPT 1 Widening Existing Steeles Avenue	CONCEPT 2 New Corridor to the South	CONCEPT 3 New Corridor to the North
Socio-Economic Environment 	<ul style="list-style-type: none"> - Not consistent with Town's Official Plan. - Impacts to frontage of existing properties along Steeles Avenue. - Substantial visual intrusion if grade separation is an overpass. 	<ul style="list-style-type: none"> - Consistent with Town's Official Plan. - Possible impacts to properties on south side of Steeles Avenue. - Visual intrusion if grade separation is an overpass. 	<ul style="list-style-type: none"> - Not consistent with Town's Official Plan. - Significant impacts to existing properties on north side of Steeles Avenue. - Substantial visual intrusion if grade separation is an overpass.
Cultural Environment 	<ul style="list-style-type: none"> - Edge impacts to numerous registered properties on Steeles Avenue and Peru Road, within the Peru Road Character Area. - Stage 2 Archaeological Assessment required beyond disturbed areas. 	<ul style="list-style-type: none"> - Preserves the historic hamlet of Peru and Character Area. - Some potential for impacts to built heritage resources. - Potential for archaeological finds in undisturbed areas, particularly near water crossings. Stage 2 Archaeological Assessment required beyond disturbed areas. 	<ul style="list-style-type: none"> - Significant impacts to the historic hamlet of Peru and Character Area. - Several registered heritage properties would be directly impacted. - Potential for archaeological finds in undisturbed areas, particularly near water crossings. Stage 2 Archaeological Assessment required beyond disturbed areas.
Natural Environment 	<ul style="list-style-type: none"> - May limit opportunities to mitigate impacts to Niagara Escarpment Protection (NEP) areas. - Generally has less impact to natural features than a new corridor. - Utilizes existing Sixteen Mile Creek crossing location. - Relatively lower impacts to potential bat habitat, but will impact barn swallows at CP Rail culvert. 	<ul style="list-style-type: none"> - New corridor within NEP areas. - Potentially greater impact on natural environment and wildlife habitat. - Creates new crossings, including Sixteen Mile Creek, lowland deciduous riparian forest and cultural thicket communities. - However, crossings of natural features are discreet with opportunity for mitigation to maintain ecological functions. 	<ul style="list-style-type: none"> - Least impact to NEP areas. - Results in substantial removal of riparian wetland. - Creates a new crossing of Sixteen Mile Creek. - Opportunities for mitigation may be limited by other constraints (technical, socio-economic).
Surface Water and Groundwater 	<ul style="list-style-type: none"> - A potential CP Rail overpass would result in substantial fill within regulated area. - A potential CP Rail underpass would require a major creek realignment. - Limited potential at Sixteen Mile Creek bridge to improve overtopping of Steeles Avenue under Regional storm event. 	<ul style="list-style-type: none"> - New watercourse crossings including Sixteen Mile Creek and tributary – opportunities to mitigate flooding concerns through design. - Opportunity for perpendicular crossing of Sixteen Mile Creek. 	<ul style="list-style-type: none"> - A potential CP Rail overpass would result in substantial fill within regulated area. - A potential CP Rail underpass would require a major creek realignment and may require a permanent pumping station. - Deficiencies at Sixteen Mile Creek bridge downstream could impact design of a new upstream crossing.
Transportation & Technical 	<ul style="list-style-type: none"> - Addresses future growth and travel demand to 2031; opportunities for active transportation limited. - Substantial disruption and lengthy closures during construction. Highly complex traffic staging, utility relocation, etc. - CP Rail grade separation challenging with potentially significant impacts. - Existing Peru Road / Steeles Avenue intersection would likely be realigned. 	<ul style="list-style-type: none"> - Addresses future growth and travel demand to 2031, including active transportation. - Significantly simpler to construct and stage within greenfield. - Greater separation between CP Rail line and watercourses simplifies design. - Existing Steeles Avenue would serve local access only. 	<ul style="list-style-type: none"> - Addresses future growth and travel demand to 2031, including active transportation. - Construction is complicated by impacts to properties, utilities, drainage, etc. - CP Rail grade separation challenging with potentially significant impacts. - Existing Steeles Avenue would serve local access only.
Preliminary Cost Estimate 	<ul style="list-style-type: none"> - Greater capital cost to construct 	<ul style="list-style-type: none"> - Lower overall capital cost to construct 	<ul style="list-style-type: none"> - Greater overall capital cost to construct

Corridor Concept 2 (South) is Preferred

Next Steps

After this Public Information Centre, the following tasks will be carried out:

- ❖ Review and respond to feedback and comments received from Agencies and members of the public
- ❖ Confirm preferred solution and corridor concept
- ❖ Develop and evaluate design alternatives
- ❖ Identify preliminary preferred design alternative
- ❖ Consult with technical agencies and stakeholder group
- ❖ Public Information Centre #2 (anticipated in Spring 2020)

Visit the study website at:

halton.ca

Please complete a comment sheet. Completed comment sheets can either be dropped in the comment boxes or submitted by mail or email to either of the following Project Team members:

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Email: jeffrey.reid@halton.ca

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Please submit your comments by

Friday, December 6, 2019

Thank you for attending!



Public Information Centre #2 - Summary Report



Steeles Avenue Corridor Study
from Tremaine Road to Industrial Drive
Municipal Class Environmental Assessment Study

VIRTUAL PUBLIC INFORMATION CENTRE #2
SUMMARY REPORT (DRAFT)

April – May 2021





TABLE OF CONTENTS

1. INTRODUCTION.....	1
2. PURPOSE OF PUBLIC INFORMATION CENTRE (PIC) #2	1
3. PIC FORMAT, PUBLICATION DATE & PUBLICATION LOCATIONS	2
4. NOTIFICATION.....	2
5. DISPLAY MATERIALS, SURVEY AND ENGAGEMENT STATISTICS	3
6. SUMMARY OF COMMENTS.....	5
7. NEXT STEPS.....	6

APPENDICES

Appendix A Notice of PIC #2

Appendix B PIC #2 Display Boards

Appendix C Property Owner Mailing List

Appendix D Stakeholder Cover Email and Mailing List

Appendix E TAC Cover Email and Mailing List

Appendix F Indigenous Community Cover Letter and Mailing List

Appendix G Cover Letter to the Property Owners of 3156 Steeles Avenue West

Appendix H Presentation Video Transcript

1. INTRODUCTION

The Regional Municipality of Halton is undertaking a Schedule 'C' Municipal Class Environmental Assessment (MCEA) Study for Steeles Avenue (Regional Road 8) between Tremaine Road (Regional Road 22) to Industrial Drive, in the Town of Milton (Figure 1). The MCEA Study will consider a wide range of road improvements along the corridor, including improvements to intersections, active transportation and overall traffic operations.

Figure 1: Study Area



Steeles Avenue is an existing Regional Major Arterial Road that serves both local and inter-Regional trips. It is a key east-to-west road connection with a proposed future access to Highway 401 via the planned Tremaine Road extension and interchange. The affects of the road improvements on social, cultural, economic and natural environments will also be evaluated and assessed during the study.

This report documents the second Public Information Centre (PIC), which was posted on Halton Region's website on Thursday, April 15, 2021.

2. PURPOSE OF PUBLIC INFORMATION CENTRE (PIC) #2

Public Information Centres (PICs) are informal meetings where area residents, interested stakeholders, agencies, and Indigenous Communities are provided an opportunity to review project information, identify concerns, and provide input to the Project Team. The purpose of this second PIC was to present and obtain public input on the design components and evaluation process as the well the preliminary preferred design.

The key topics presented at PIC #2 included the following:

- Review the study area and study process;
- Provide an overview of existing conditions;
- Summarize key materials presented at the first PIC and the public feedback received;
- Review the design components and evaluation process;
- Present the preliminary preferred design;
- Identify next steps in the study; and,
- Obtain community feedback.

3. PIC FORMAT, PUBLICATION DATE & PUBLICATION LOCATIONS

Due to the COVID-19 pandemic, Public Information Centre (PIC) #2 was held exclusively online to adhere to Ontario Public Health recommendations.

The PIC presentation materials were published and available in two digital formats:

1. A PDF of the PIC display boards; and,
2. Four (4) video presentations of the display boards with narration. Each video presented a section of the PIC display boards outlined below:
 1. Introduction
 2. Background
 3. Road alignment alternatives
 4. Preliminary preferred design and next steps

The digital materials for PIC #2 was published as noted below:

Date Posted	Thursday, April 15, 2021
Project Webpage	https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Steeles-Avenue-Municipal-Clas
Videos Publication URL Address	https://www.halton.ca/For-Residents/Opportunities-to-Participate/Online-consultation-Steeles-Avenue-Municipal-Clas
Display Panels Publication URL Address	https://www.halton.ca/getmedia/16e7ddc9-1ba1-4142-80af-582fbbc29549/PW-Steeles-Ave-PIC-2-AODA-FINAL.aspx

For details on the display materials and the video presentation, please refer to Section 5 of this Summary Report.

4. NOTIFICATION

Details of the notification is provided in the section below. A copy of the Notice of PIC #2 is included in Attachment A.



General Public

Halton Region notified general members of the public of the online PIC by way of advertisement in the *Milton Champion* on April 8, 2021 and April 15, 2021. The City also posted the Notice of Public Information Centre on the TMP/EA Study webpage which was on the City's website on April 8, 2021.

Property Owners Within the Study Catchment Area

WSP distributed the Notice of Public Information Centre #2 to all property owners within the defined catchment area via mail on April 12, 2021. The mailing list for the property owners are included in **Attachment C** for the City's reference only.

Stakeholders

WSP distributed the Notice of Public Information Centre #2 to stakeholders (i.e. individuals who have previously requested to be on the mailing list) via email on April 13, 2021. See **Attachment D** for a copy of the email template and the mailing lists.

Agencies and Utility Companies

WSP distributed the Notice of Public Information Centre #2 to Technical Agencies and Utility Companies and via email on April 13, 2021. See **Attachment E** for a copy of the email template and the mailing lists.

Indigenous Communities

WSP distributed the Notice of Public Information Centre #2 to the appropriate Indigenous Communities and organizations, as confirmed by the Ministry of Environmental, Conservation and Parks (MECP), via registered mail on April 12, 2021. See **Attachment F** for a copy of the email template and the mailing lists.

Property Owners at 3156 Steeles Avenue West, Milton

The property at 3156 Steeles Avenue West, Milton, will be directly impacted by the preferred improvements identified through the Steeles Avenue MCEA Study. WSP distributed an invitation to the property owners to meet with Project Team, the Notice of Public Information Centre #2 and associated plans via registered mail on April 12, 2013. See **Attachment G** for the invitation, Notice of PIC #2 and associated plans that were mailed to the property owners.

5. DISPLAY MATERIALS, SURVEY AND ENGAGEMENT STATISTICS

PIC Displays

The information for the Steeles Avenue Corridor Improvement between Tremaine Road and Industrial Drive was presented to the public through a series of display panels which were presented.

There were a total of 26 display boards that contained information about the Region's policies, the EA process, evaluation of road alignment alternatives, the preliminary preferred design, and next steps. The display boards (attached in **Appendix B**) were divided into (4) four sections for the narrated video presentation. A summary of the PIC #2 presentation is provided in Exhibit 2.

Exhibit 2: Summary of PIC #2 Presentation Video Views/Interaction

SLIDE NUMBER	SLIDE TITLE
Section 1 – Introduction	
1	Steeles Avenue (Regional Road 8) Transportation Corridor Improvements Municipal Class Environmental Assessment Study (<i>Title Slide</i>)
2	Purpose of Public Information Centre (PIC) 2
3	Study Area
4	Existing Conditions
5	Study Process and Schedule
Section 2 – Background	
6	Steeles Avenue Municipal Class Environmental Assessment Study PIC 2 Video 2 – Background (<i>Title Slide</i>)
7	Public Information Centre 1 Summary
8	Roadway Design Components
9	Typical Road Cross-Section
10	Road Corridor Concepts
11	What We Heard at PIC 1
Section 3 – Road Alignment Alternatives	
12	Steeles Avenue Municipal Class Environmental Assessment Study PIC 2 Video 3 – Road Alignment Alternatives (<i>Title Slide</i>)
13	Road Design Components
14	Factors for Analysis and Evaluation
15	Road Alignment Alternatives
16	Road Alignment – Alternative A
17	Road Alignment – Alternative B
18	Road Alignment – Alternative C
19	Road Alignment Alternatives – Evaluation
20	CP Rail Grade Separation Alternatives
Section 4 – Preliminary Preferred Design and Next Steps	
21	Steeles Avenue Municipal Class Environmental Assessment Study PIC 2 Video 4 – Preliminary Preferred Design and Next Steps (<i>Title Slide</i>)
22	Preliminary Preferred Design Summary
23	Photo Renderings
24	Photo Renderings
25	Preliminary Mitigation Measures
26	Next Steps

Halton Region published the Public Information Centre #2 videos, video transcripts and static display boards (PDF) on the project website April 15, 2021. Given that the PIC was being held online, the display boards were compliant with the *Accessibility for Ontarians with Disabilities Act* (AODA). Halton Region indicated that the Region would be able to provide physical copies of the PIC #2 materials upon request should an individual or group require it; no requests were received. A copy of the transcripts for the narrated videos is attached in Appendix H.

The URL address to the location of the published materials are provided in Section 3 of this Summary Report.

Survey

A public survey was prepared and published by Halton Region on the project website; the survey was made available to the public during the comment period, from April 15 to May 17, 2021. The purpose of the survey was to gather feedback from the public regarding the preliminary preferred design. A copy of the survey questions are provided below:

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?
☐ Yes
☐ No
 Comments:
3. Alternative B is being carried forward as the preliminary preferred road alignment. Does this recommendation seem reasonable based on the factors considered?
☐ Yes
☐ No
 Comments:
4. Please share any other questions or comments you may have.

6. SUMMARY OF COMMENTS

Video Engagement Statistics

As of June 1, 2021, the videos of the PIC presentation reported the following audience interaction:

Exhibit 3: Summary of PIC #2 Presentation Video Views/Interaction

	Video 1 Introduction	Video 2 Background	Video 3 Road Alignment Alternatives	Video 4 Preliminary Preferred Design and Next Steps
Views	150	150	108	93
Likes	1	1	0	1
Dislikes	0	0	0	0

Comments Received

Halton Region's survey and comment form was available on the project website from April 15 to May 17, 2021. A summary of the number of comments and survey responses received following PIC #2 are provided in Exhibit 4.

Exhibit 4: Summary of Comments Received Following PIC #2

	Survey	Mail	Email	Total
Comments	72	1	2	74*

* One of the received email responses was a copy of a response received via mail and was counted as one comment in the total.

A summary of the key comments received during PIC #2 by comments and survey is provided below:

Support

- General support for the improvements and Alternative B
- Support of a potential roundabout
- Support for Alternative C

Concerns and Inquiries

- Concerns regarding general and specific property impacts
- Inquiries regarding widening the existing Steeles Avenue alignment
- Concerns regarding construction
- Inquiries regarding the Tremaine Road connection to Highway 401
- Concerns regarding safety and traffic congestion
- Inquiries regarding the timing of construction
- Support for Active Transportation facilities
- Concerns regarding a potential roundabout

Opposition

- General opposition to the Study

7. NEXT STEPS

All comments received will be reviewed and considered as the design progresses, and individuals will be added to the study mailing list and kept informed of study updates. In addition, responses will be sent to all individuals who submitted a comment as required.



Appendix A

Notice of Public Information Centre #2

NOTICE OF PUBLIC INFORMATION CENTRE #2 - ONLINE

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

Steeles Avenue (Regional Road 8) Transportation Corridor Improvements
Tremaine Road (Regional Road 22) to Industrial Drive
Town of Milton | Our File: PR-3131A

Study

Halton Region is undertaking a Municipal Class Environmental Assessment (MCEA) Study for Steeles Avenue (Regional Road 8) from Tremaine Road (Regional Road 22) to Industrial Drive, in the Town of Milton. The MCEA Study is considering a wide range of road improvement alternatives, as well as intersection improvements, active transportation and overall traffic operations. The impact of road improvements on social, cultural, economic and natural environments are also being evaluated and assessed during the study.

Process

The study is being conducted in compliance with Schedule C of the Municipal Class Environmental Assessment (October 2000, amended 2007, 2011 and 2015), which is approved under the *Ontario Environmental Assessment Act*.

A key component of the study is consultation with interested stakeholders (members of the public and regulatory agencies) through Public Information Centres (PICs). The first PIC was held on November 21, 2019.

The purpose of the second and final PIC is to present and obtain public input on the design components and evaluation process, as well as the preliminary preferred design.

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

Date: April 15, 2021
Virtual: halton.ca/For-Residents/Opportunities-to-Participate

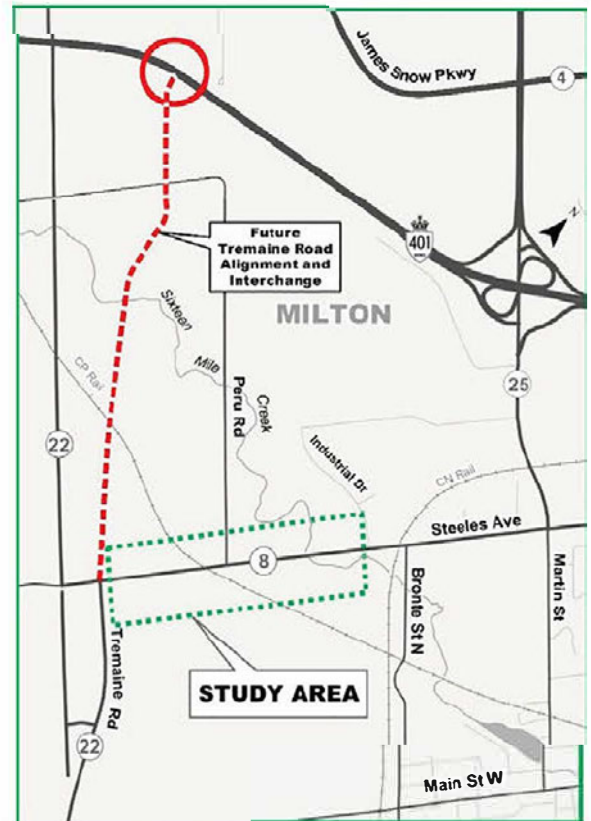
We ask that specific feedback related to this PIC be submitted by **May 17, 2021** using the online form.

Comments

If you are unable to review the PIC material online or require this information in an alternate format, please contact a Project Team member below. For more information on this project, please visit the project website at halton.ca.

Ms. Jessica Dorgo, P. Eng.
Project Manager
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1
905-825-6000 ext. 7556
SteelesMCEA@halton.ca

Ms. Katherine Jim, M.Eng., P.Eng.
Project Manager
WSP
610 Chartwell Road, Suite 300
Oakville, ON L6J 4A5
289-835-2511
katherine.jim@wsp.com



The map shows the approximate limits of the study area.

This notice first issued April 8, 2021.





Appendix B

Public Information Centre #2 Display Boards



Steeles Avenue (Regional Road 8) Transportation Corridor Improvements Municipal Class Environmental Assessment Study

**Tremaine Road (Regional Road 22) to Industrial Drive
Town of Milton**

Public Information Centre 2 – Online

April 15 to May 17, 2021



Purpose of Public Information Centre (PIC) 2

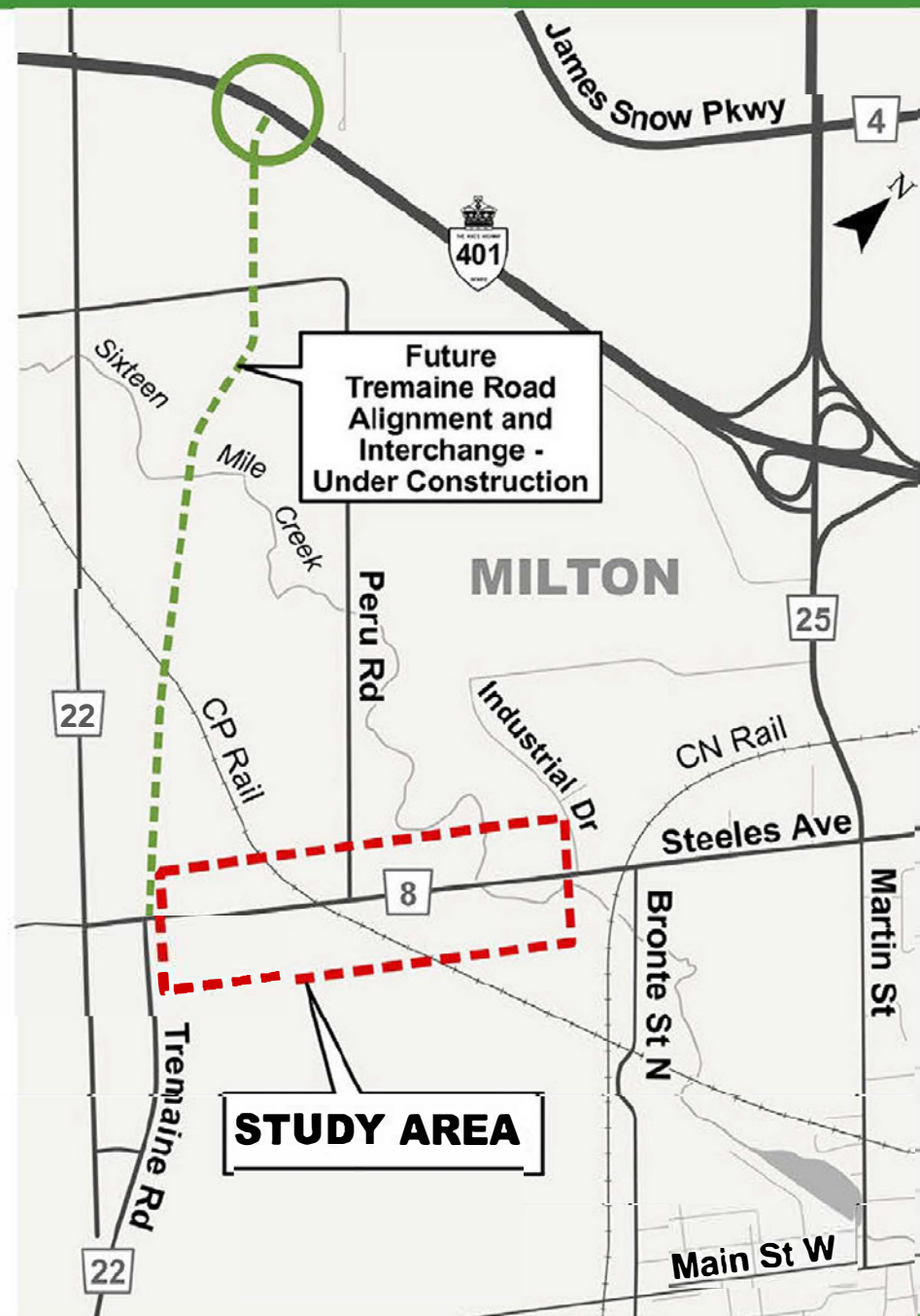
- Review the study area and study process
- Provide an overview of the existing conditions
- Summarize key materials presented at the first PIC and public feedback received
- Review the design components and evaluation process
- Present the preliminary preferred design
- Identify next steps in the study
- Obtain community feedback



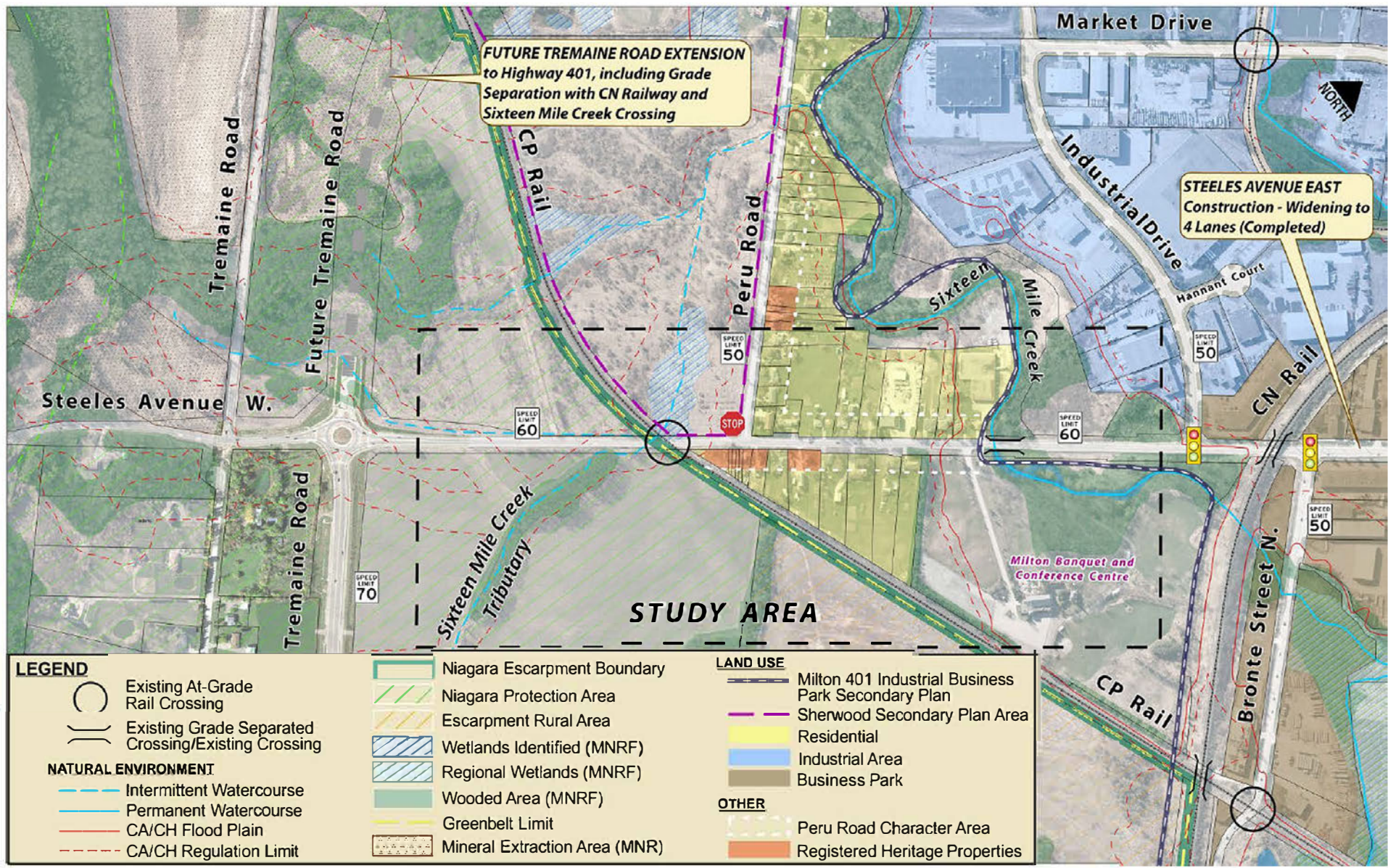
**Go to the Municipal Class
Environmental Assessment
Studies page on halton.ca
to learn more about the
[Steeles Avenue Corridor Study](#)**

Study Area

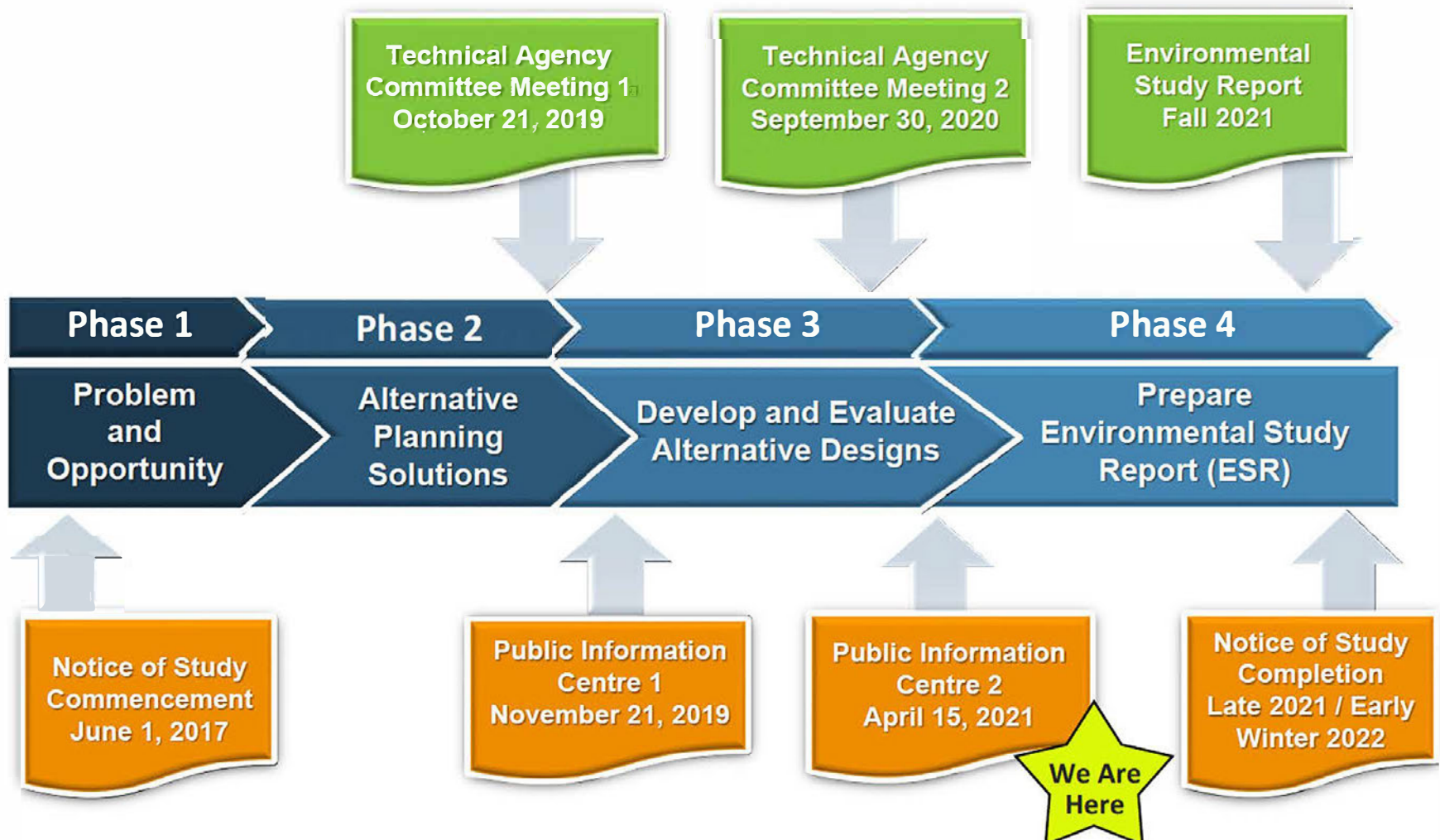
- Steeles Avenue is a Halton Region Major Arterial serving both local and regional trips
- It is a key east-west road connection with future access to Highway 401 via the future Tremaine Road extension and interchange
- The study area extends from Tremaine Road to Industrial Drive
- Steeles Avenue is adjacent to the Sherwood Survey Secondary Plan area (future development)



Existing Conditions



Study Process and Schedule



Steeles Avenue Municipal Class Environmental Assessment Study PIC 2

Video 2 – Background

Public Information Centre 1 Summary

PIC 1 was held on November 21, 2019 to present information and obtain public feedback on:

- Existing conditions including land use, cultural heritage, natural environment, transportation and drainage conditions
- Transportation problems and opportunities and the need for improvements on Steeles Avenue
- The preferred planning solution to widen Steeles Avenue
- Design components including the proposed typical road cross-section and alternative corridor concepts

Roadway Design Components

Road Cross-Section

Arrangement of roadway elements including travel lanes and active transportation

Road Corridor Concept

Options for where the roadway corridor may be located

Road Alignment

Options for the alignment of the roadway within the corridor

CP Rail Grade Separation

Overpass (road over rail) or Underpass (road under rail) options will be considered

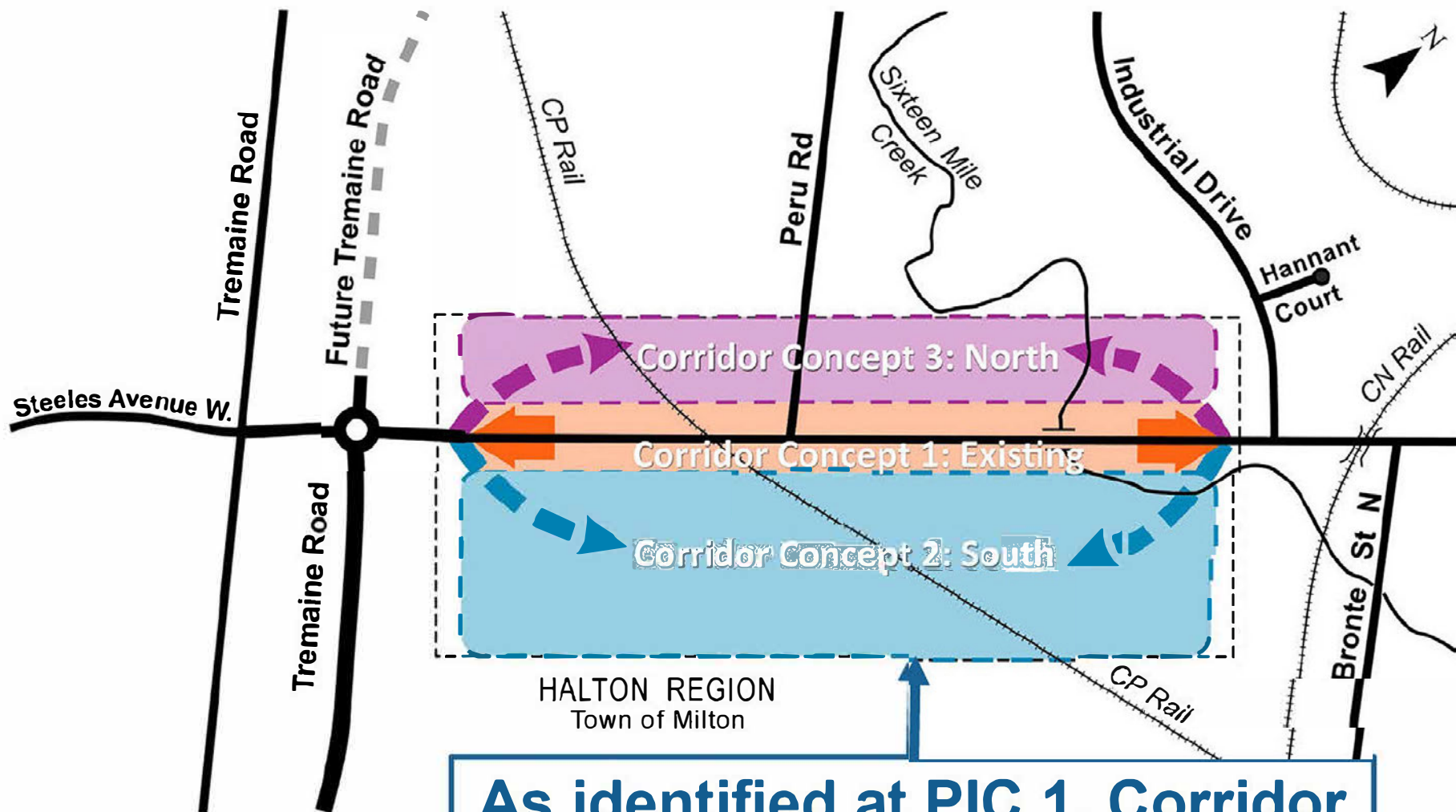
Preliminary Design

Represents a combination of all components in addition to streetscape design to create a seamless plan

Presented at PIC 1



Road Corridor Concepts



As identified at PIC 1, Corridor Concept 2 – South is Preferred

What We Heard at PIC 1

- Support for a new corridor south of existing Steeles Avenue and for the proposed grade separation at the Canadian Pacific (CP) Rail line.
- Questions about:
 - specific property impacts to residents
 - future land use and access for development
 - timing of Tremaine Road connection to Highway 401
 - potential traffic impacts through neighbourhood of Peru and improvement timing

Steeles Avenue Municipal Class Environmental Assessment Study PIC 2

Video 3 – Road Alignment Alternatives

Roadway Design Components

Typical Road Cross-Section

Arrangement of roadway elements including travel lanes and active transportation

Road Corridor Concept

Options for where the roadway corridor may be located

Road Alignment

Options for the alignment of the roadway within the corridor

CP Rail Grade Separation

Overpass (road over rail) or Underpass (road under rail) options considered

Preliminary Design

Represents a combination of all components in addition to streetscape design to create a seamless plan

Presented at PIC 1

Focus of PIC 2

Factors for Analysis and Evaluation



Socio-Economic Environment

- Property and access
- Community fabric / character
- Noise and air quality
- Parks and recreational facilities
- Government plans and policies
- Land use
- Agriculture and operations



Cultural Environment

- Archeological resources
- Cultural heritage resources (including Peru Road Character Area)



Natural Environment

- Niagara Escarpment Plan area and associated policies
- Designated natural features and environmentally-sensitive areas
- Fish and aquatic habitat
- Wetlands
- Woodlands and other upland vegetation
- Wildlife habitats and linkages
- Species at Risk



Surface Water and Groundwater

- Fluvial geomorphology
- Drainage and stormwater management
- Groundwater



Transportation & Technical

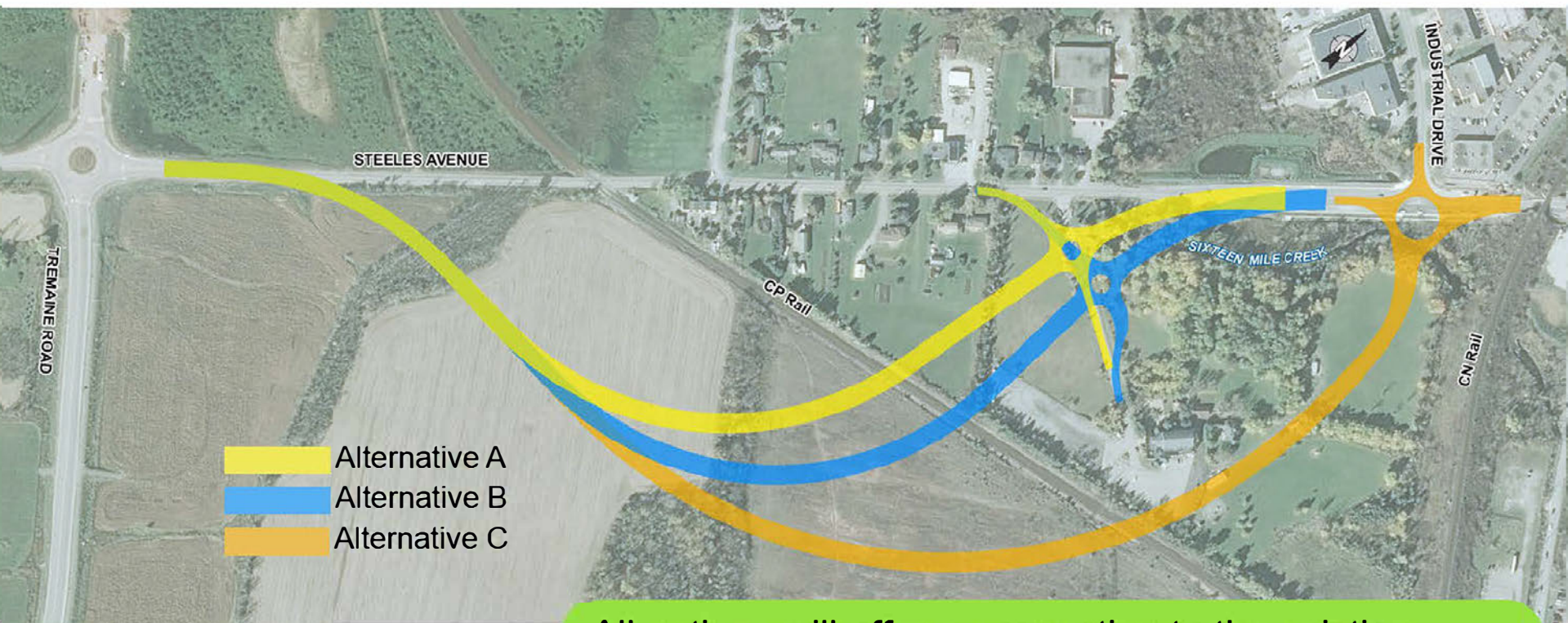
- Transportation network
- Emergency services
- Multi-modal transportation
- Geometric design standards
- Constructability issues
- Utilities



Preliminary Cost Estimate

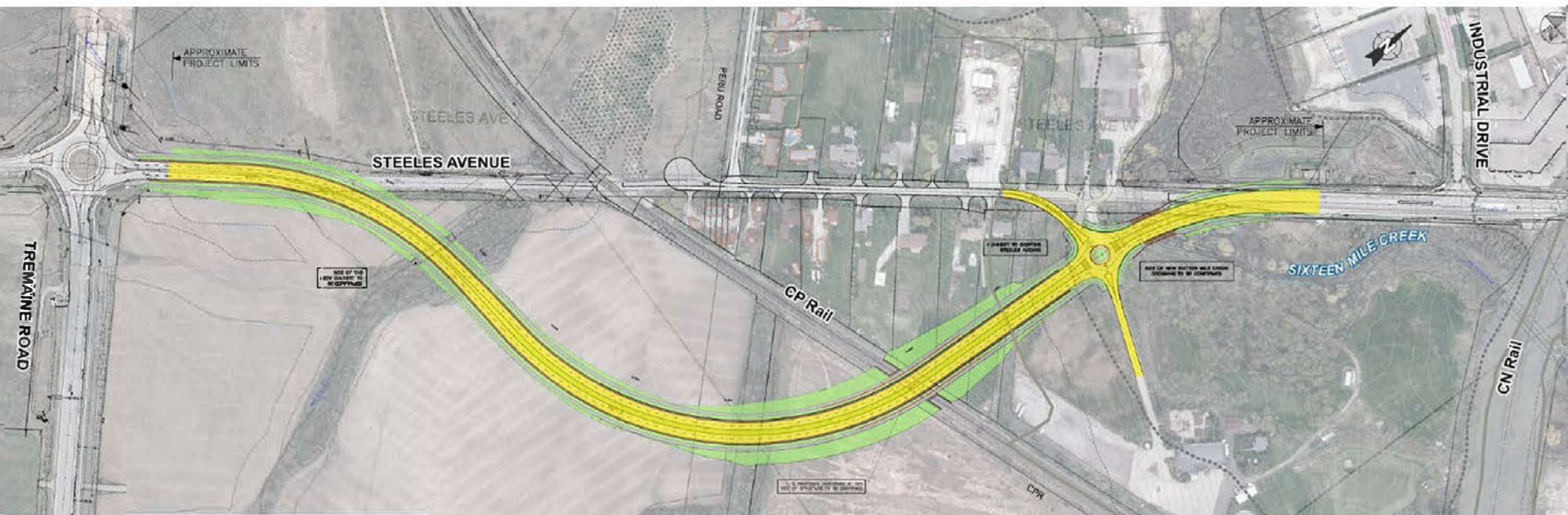
- High-level cost estimate for comparative purposes only

Road Alignment Alternatives



All options will offer a connection to the existing Steeles Avenue and Peru Road. While the connection is depicted as a roundabout on this schematic, a signalized intersection is also being considered. The roundabout is shown here, since it has a larger footprint compared to the signalized intersection.

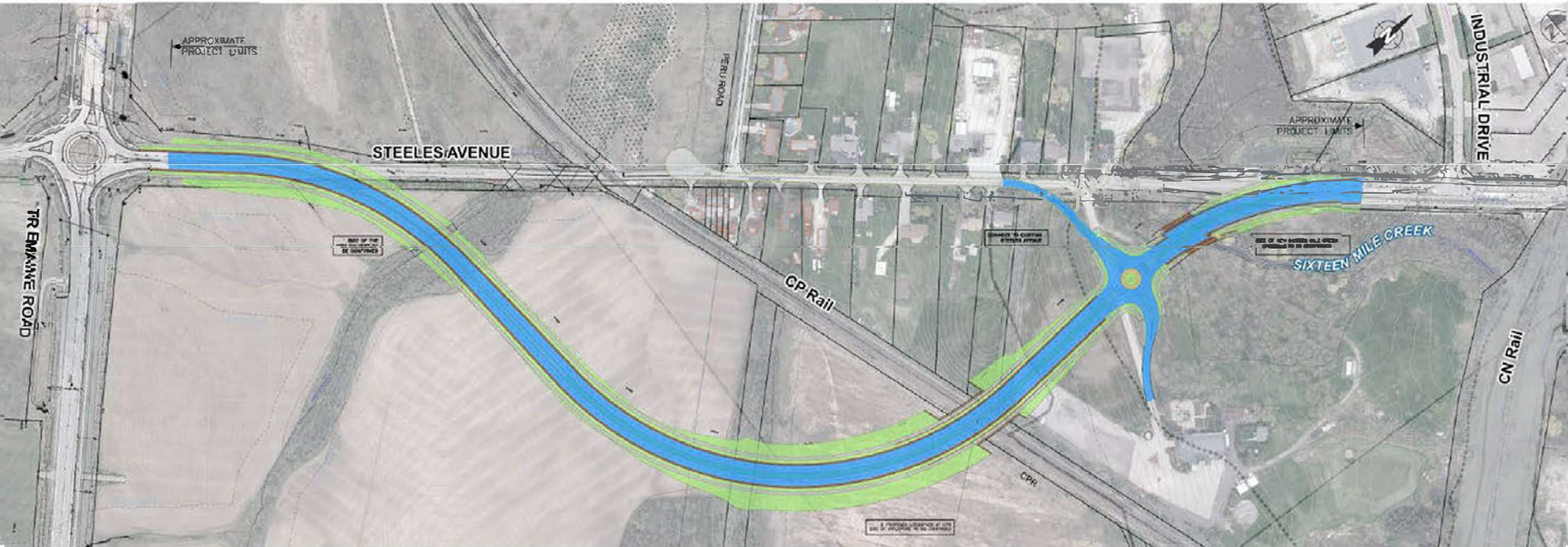
Road Alignment - Alternative A



- Shortest length
- Greatest impacts to residential backyards
- Crossing location at Sixteen Mile Creek is not ideal

All options will offer a connection to the existing Steeles Avenue and Peru Road. While the connection is depicted as a roundabout on this schematic, a signalized intersection is also being considered.

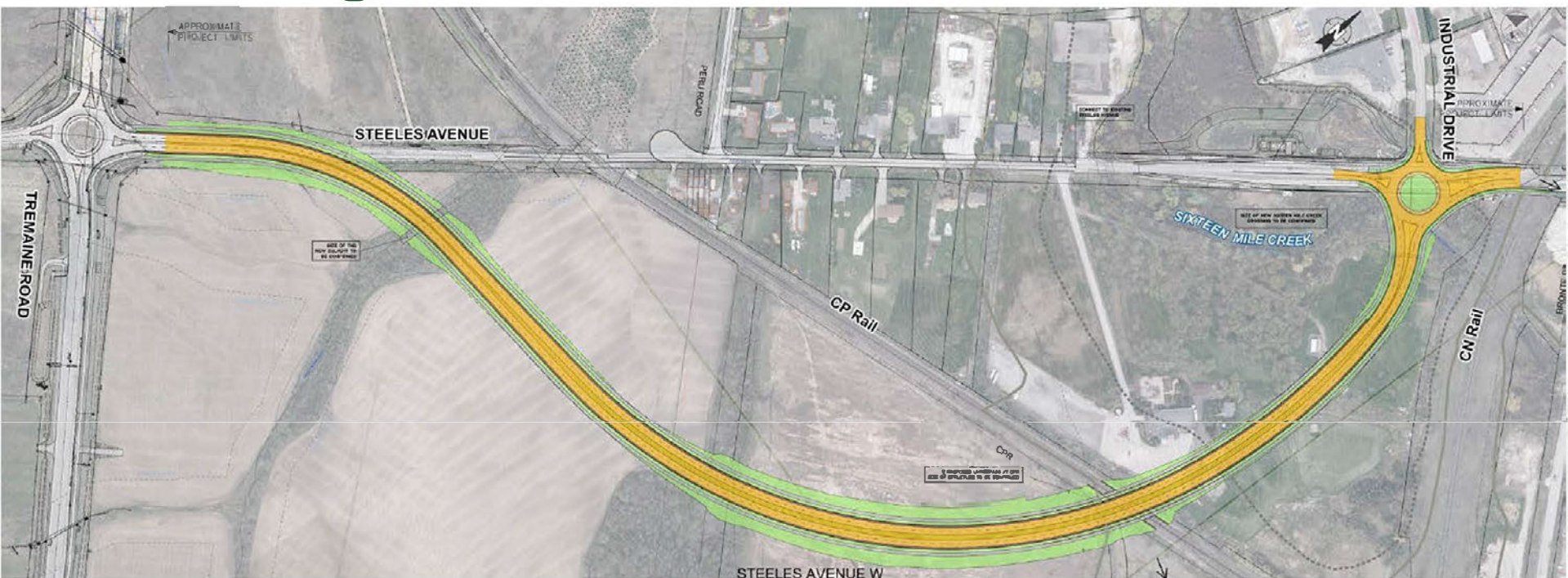
Road Alignment - Alternative B



- Best crossing angle at CP Rail line
- Best crossing location at Sixteen Mile Creek
- Fewer impacts to residential backyards compared to Alternative A

All options will offer a connection to the existing Steeles Avenue and Peru Road. While the connection is depicted as a roundabout on this schematic, a signalized intersection is also being considered.

Road Alignment - Alternative C



- Does not meet flood protection design criteria
- Greatest impact to Sixteen Mile Creek and other natural features
- Greatest impact to local business

All options will offer a connection to the existing Steeles Avenue and Peru Road. While the connection is depicted as a roundabout on this schematic, a signalized intersection is also being considered.

Road Alignment Alternatives - Evaluation

Factors	Alternative A	Alternative B	Alternative C
Socio-Economic	Less Preferred	More Preferred	Less Preferred
Natural Environment	More Preferred	Moderately Preferred	Less Preferred
Surface Water and Groundwater	Moderately Preferred	More Preferred	Less Preferred
Cultural Environment	More Preferred	More Preferred	Moderately Preferred
Transportation	More Preferred	More Preferred	Moderately Preferred
Technical Considerations	More Preferred	More Preferred	Less Preferred
Estimated Capital Costs	More Preferred	More Preferred	Less Preferred
Overall Summary	Moderately Preferred <ul style="list-style-type: none"> Alternative A is slightly less preferred than Alternative B, although these are ranked similar under Cultural Environment, Transportation Considerations and Costs. Results in greater impacts to residential backyards compared to Alternative B. Slightly more preferred under natural environment; however, this is offset by the poor crossing location of Sixteen Mile Creek and greater valley impacts. Achieves flood protection design criteria. 	Most Preferred <ul style="list-style-type: none"> Alternative B is most preferred because it achieves flood protection design criteria and has a much better Sixteen Mile Creek crossing location than Alternatives A and C. Has fewer impacts to residential backyards than Alternative B. Ranked similar to Alternative A under Cultural Environment, Transportation Considerations and Costs. 	Least Preferred <ul style="list-style-type: none"> Alternative C is least preferred because it does not achieve flood protection design criteria. Involves much greater impact to Sixteen Mile Creek valley and other natural features. Greater impact to local business. Less efficient transportation network given the tie-in to existing Steeles Avenue and the longer route. Poor crossing angle at CP Rail. Higher cost.

CP Rail Grade Separation Alternatives

Underpass (road under rail) and overpass (road over rail) alternatives were evaluated. The underpass is preferred because it:

- has less property impact;
- is more consistent with Niagara Escarpment Plan policies that help protect escarpment views;
- has less visual intrusion and reduced traffic noise to the nearby neighbourhood; and
- is more attractive to pedestrians, cyclists and users of mobility devices since the multi-use path is raised above the roadway, under the bridge.



Example of Underpass

Steeles Avenue Municipal Class Environmental Assessment Study PIC 2

Video 4 – Preliminary Preferred Design and Next Steps

Preliminary Preferred Design Summary

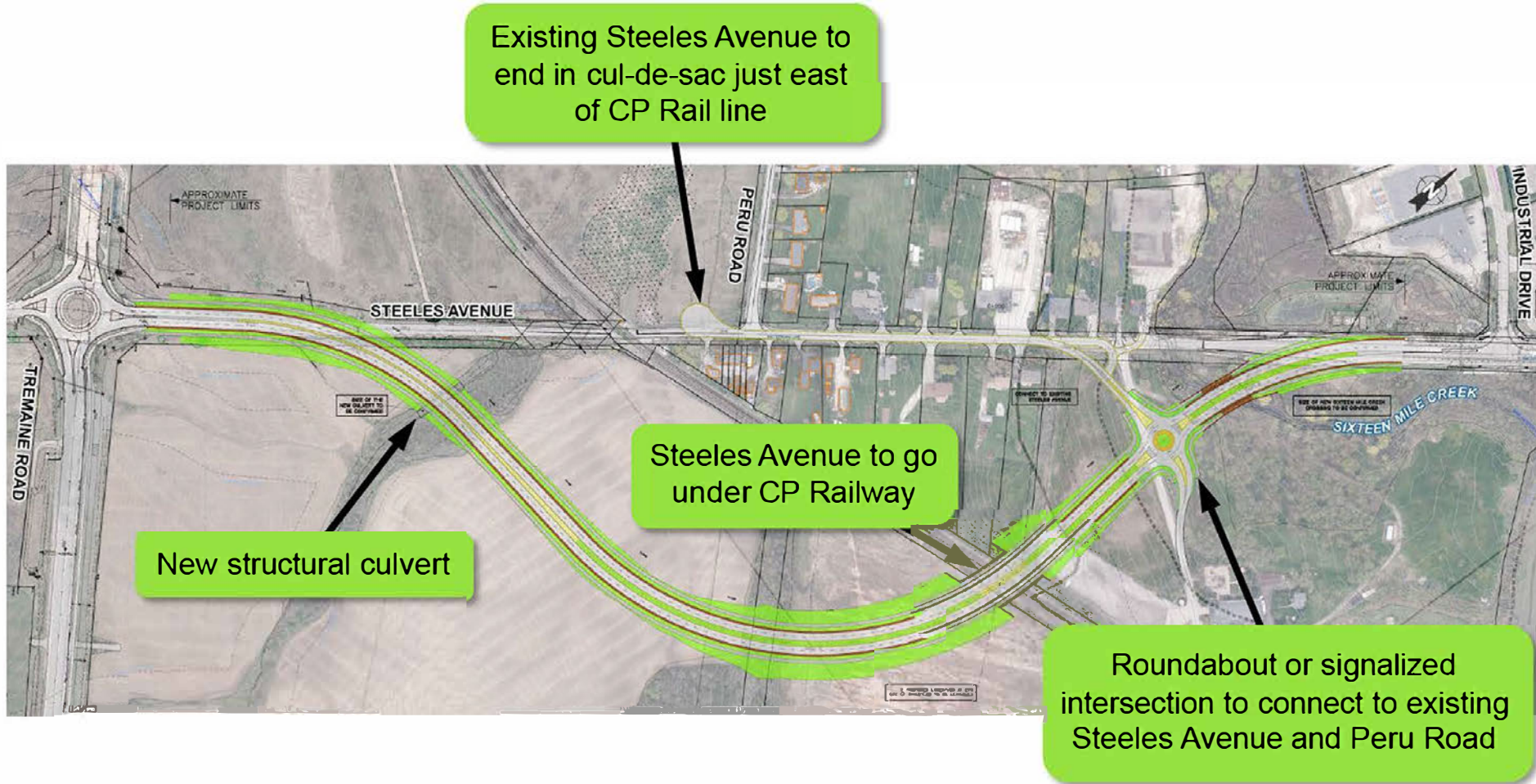


Photo Renderings



This visual depicts a potential roundabout intersection at Steeles Avenue. You can see the underpass shown in the top left of the rendering.

The connection to existing Steeles Avenue will either be a roundabout or a signalized intersection. The intersection type will be confirmed in the future detailed design stage.

Photo Renderings



A connection to the existing Steeles Avenue will be provided. While the connection is depicted as a roundabout here, a signalized intersection is also being considered.



Preliminary Mitigation Measures

- The preliminary preferred design will be subject to a final assessment of impacts, considering community, cultural, natural environment and socio-economic factors
- Based on the impacts, preliminary mitigation measures will be recommended in the Environmental Study Report along with commitments for future work
- These measures will be based on Halton Region policies, standards and best practices as well as regulatory agency requirements and conditions of approval
- Preliminary measures will be refined during the future detailed design phase and then implemented during and following construction, with appropriate monitoring programs in place



Example of Underpass
Tremaine Road Extension Construction Activities

Next Steps

- Review and respond to questions and comments from this 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 (ESR) documenting the decision-making process and final recommendations of the study

**Please submit your comments by
May 17, 2021
Thank you for your participation!**





Appendix C

Property Owner Mailing List

Property Owner Mailing List Removed



Appendix D

Stakeholder Cover Email and Mailing List

Falcone, Olivia

From: Falcone, Olivia
Sent: April-13-21 3:52 PM
To: Falcone, Olivia
Cc: Jim, Katherine; Dorgo, Jessica
Subject: Halton Region - Notice of Public Information Centre #2 – Steeles Avenue Transportation Corridor Improvements - Municipal Class EA Study
Attachments: Steeles Avenue Notice of Public Information Centre 2.pdf

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 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

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.

Thank you,

Olivia Falcone, B.ES
Transportation Planner

Planning | Transportation



T: +1 905 829 6250

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Oakville, Ontario
L6J 4A5 Canada

wsp.com

Please consider the environment before printing...



Appendix E

Technical Agencies and Utility Companies Cover Email and Mailing List

Falcone, Olivia

From: Falcone, Olivia
Sent: April-13-21 3:34 PM
To: paul.davies@haltonpolice.ca; greg.sage@halton.ca; GunasekaraD@hcdsb.org; negoir@hdsb.ca; gundym@hdsb.ca; thibeaultf@hdsb.ca; lacroixk@haltonbus.ca; morgans@haltonbus.ca; peter.gatto@milton.ca; barb.koopmans@milton.ca; John.brophy@milton.ca; heide.schlegl@milton.ca; stirring.todd@milton.ca; megan.lovell@milton.ca; tony.dalessandro@milton.ca; mhowatt@hrca.on.ca; kim.peters@ontario.ca; cheryl.tansony@ontario.ca; SAROntario@ontario.ca; christopher.martin@ontario.ca; aldo.ingraldi@ontario.ca; trevor.bell@ontario.ca; dan.minkin@ontario.ca; john.o'neill@ontario.ca; lisa.grbinicek@ontario.ca; Jennifer_Benedict@cpr.ca; Davor.Javorac@cn.ca; joanne.vanpanhuis@enbridge.com; brian.mccormick@hydroone.com; Utility.Circulations@Zayo.com; skumarkorpai@tnpi.ca; lindalundstrom-collins@miltonhydro.com; franklasowski@miltonhydro.com; Marion.Wright@rci.rogers.com; steve.andrews@rci.rogers.com
Cc: Jim, Katherine; Dorgo, Jessica
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More information on this project can be found at www.halton.ca.

Thank you,

Olivia Falcone, B.ES
Transportation Planner

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Please consider the environment before printing...

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Chief of Police
Halton Regional Police Service
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Oakville ON L6M 3L1

Sergeant Paul Davies
Traffic Services
Halton Region Police Service
1151 Bronte Road
Oakville ON L6M 3L1

Mr. Greg Sage
Chief/Director of Paramedic Services
Halton Region - Health
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Oakville ON L6M 3L1

Mr. Dhilan Gunasekara
Planning, Development, and Data Inquiries
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Ms. Roxana Negoï
Halton District School Board - Transportation Planning
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Burlington ON L7R 3Z2

Mr. Mitchell Gundy
Analyst
Halton District School Board
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Mr. Frederick Thibeault
Manager of Planning
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Ms. Sandra Morgan
Manager of Transportation
Halton Student Transportation Services
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Burlington ON L7N 3T1

Chief Peter Gatto
Fire Chief
Town of Milton Fire Department
405 Steeles Avenue East
Milton ON L9T 3G6

Ms. Barb Koopmans
Commissioner, Planning and Development
Town of Milton
150 Mary Street
Milton ON L9T 6Z5

Mr. John Brophy
Acting Commissioner, Engineering Services
Town of Milton
150 Mary Street
Milton ON L9T 6Z5

Ms. Heide Schlegl
Manager, Traffic
Town of Milton
150 Mary Street
Milton ON L9T 6Z5

Mr. Stirling Todd
Senior Planner
Town of Milton
150 Mary Street
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Ms. Megan Lovell
Planner
Town of Milton
150 Mary Street
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Mr. Tony D'Alessandro
Manager, Transit
Milton Transit
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Milton ON L9T 6Z5

Ms. Matt Howatt
Coordinator, Regional Infrastructure Team
Conservation Halton
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Ms. Kim Peters
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Ms. Cheryl Tansony
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Management Biologist
Species at Risk Branch
Ministry of the Environment, Conservation and Parks
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Aurora ON L4G 3G9

Mr. Christopher Martin
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Ministry of the Environment, Conservation and Parks
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Mr. Aldo Ingraldi
Senior Planner
Ministry of Municipal Affairs and Housing
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Mr. Trevor Bell
Environmental Resource Planner & EA Coordinator
Ministry of the Environment and Climate Change
8th Floor
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Mr. Dan Minkin
Heritage Planner
Ministry of Tourism, Culture and Sport
401 Bay Street Suite 1700
Toronto ON M7A 0A7

Mr. John O'Neill
Rural Planner, Eastern and Northeastern Ontario
Environmental and Land Use Policy
Ministry of Agriculture, Food and Rural Affairs
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Elora ON N0B 1S0

Mr. Brian McCormick
Manager, Environmental Services and Approvals
Department
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483 Bay Street
Toronto ON M5G 2P5

Ms. Jennifer Benedict
Manager Public Works - Eastern Region
CPR
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Mississauga ON L5S 4R3

Mr. Davor Javorac
Engineer - Design and Construction
CN
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Concord ON L4K 1B9

Ms. Marion Wright
OPE Coordinator - GTA West
Rogers Cable Communications Inc.
3573 Wolfedale Road
Mississauga ON L5C 3T6

Mr. Steve Andrews
System Planner/Designer
Rogers Cable Communications Inc.
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Mr. Greg Johnston
GIS Specialist
Zayo Canada Inc.
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Etobicoke ON M9W 5X2

Mr. Satish Kumar Korpai
Coordinator - Crossings And Facilities
Trans-Northern Pipelines Inc.
45 Vogell Road
Suite 310
Richmond Hill ON L4B 3P6

Ms. Linda Lundstrom-Collins
Milton Hydro Distribution
200 Chisholm Ave
Milton ON L9T 5E7

Mr. Frank Lasowski
President and CEO
Milton Hydro Distribution
200 Chisholm Ave
Milton ON L9T 5E7

Mr. John Brophy
Acting Commissioner, Engineering Services
Town of Milton
150 Mary Street
Milton ON L9T 6Z5





Appendix F

Indigenous Community Cover Letter and Mailing List



Infrastructure Planning and Policy
Public Works
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1

April 12, 2021

Fawn Sault
Consultation Manager
Mississauga of the Credit First Nation
4065 Hwy 6
Hagersville, ON, N0A 1H0

RE: Steeles Avenue (Regional Road 8) Transportation Corridor Improvements
Tremaine Road (Regional Road 22) to Industrial Drive Municipal Class Environmental
Assessment Study
Notice of Public Information Centre #2 – Online

Dear Ms. Sault:

The Regional Municipality of Halton is undertaking a Municipal Class Environmental Assessment (MCEA) study for proposed transportation corridor improvements on Steeles Avenue (Regional Road 8) from Tremaine Road (Regional Road 22) to Industrial Drive in the Town of Milton. This study is being carried out in accordance with Schedule C of the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 & 2015), which is approved under the Ontario Environmental Assessment. In order to fully assess potential impacts on First Nation community interests, and to facilitate meaningful consultation, the purpose of this letter is to update the Mississaugas of the Credit First Nation (MCFN) on the project and welcome your comments on the MCEA study.

A key component of the study is consultation with interested stakeholders through Public Information Centres (PICs). The first PIC was held on November 21, 2019. The second and final PIC is being held to present and obtain public input on the design components and evaluation process, as well as the preliminary preferred design. We have attached a copy of the Notice of Public Information Centre #2 for your information and welcome any comments or questions MCFN may have on this MCEA study.

The PIC information will be available through the online consultation webpage on **halton.ca**. There you can view pre-recorded videos about the study, provide input through an online comment form and learn more. The online PIC will be available starting on:

Date: April 15, 2021
URL: halton.ca/For-Residents/Opportunities-to-Participate

As part of the MCEA study, a Stage 1 Archaeological Assessment has been carried out to establish the archaeological significance of the study area and identify any potential

Regional Municipality of Halton

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1
905-825-6000 | Toll free: 1-866-442-5866

archaeological resources (including those of Indigenous descent) in order to minimize any potential impacts to the same prior to any future construction activities being undertaken.

The Stage 1 Archaeological Assessment was submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries for approval and has been entered into the Ontario Public Register of Archaeological Reports. Please let us know if you would like to receive a copy of the assessment, and/or any other technical reports completed as part of this project.

Following the completion of the MCEA study, a Stage 2 Archaeological Assessment will be completed as part of the project's detailed design and construction phase. Please note that the timing of implementation of improvements has not yet been confirmed, however, the Stage 2 Archaeological Assessment work will be scheduled in advance of any project activities that may have the potential to disturb archaeological resources. Prior to undertaking this Stage 2 Archaeological Assessment work, MCFN will be advised and afforded the opportunity to have field liaison representative participation.

While Halton Region will continue to keep you informed of project developments, should you or your colleagues have any questions, please do not hesitate to contact me at 905-825-6000, extension 7556. Our project team would be pleased to meet with you at any time during the study to answer your questions or respond to any concerns you may have.

Sincerely,

Jessica Dorgo

Ms. Jessica Dorgo, P.Eng.
Project Manager I
Transportation Planning
Infrastructure Planning & Policy
Public Works
Halton Region

cc. Chief Stacey Laforme (email only)
Councillor Rodger LaForme (email only)
Councillor Evan Sault (email only)
Councillor Cathie Jamieson (email only)
Councillor Veronica King-Jamieson (email only)
Councillor Erma Ferrell (email only)
Councillor Craig King (email only)
Councillor Julie Laforme (email only)



Infrastructure Planning and Policy
Public Works
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1

April 12, 2021

Matthew Jocko
Consultation Point Person
Six Nations of the Grand River
2498 Chiefswood Rd
P.O. Box #5000,
Ohsweken ON, N0A 1M0

RE: Steeles Avenue (Regional Road 8) Transportation Corridor Improvements
Tremaine Road (Regional Road 22) to Industrial Drive Municipal Class Environmental
Assessment Study
Notice of Public Information Centre #2 – Online

Dear Mr. Jocko:

The Regional Municipality of Halton is undertaking a Municipal Class Environmental Assessment (MCEA) study for proposed transportation corridor improvements on Steeles Avenue (Regional Road 8) from Tremaine Road (Regional Road 22) to Industrial Drive in the Town of Milton. This study is being carried out in accordance with Schedule C of the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 & 2015), which is approved under the Ontario Environmental Assessment. In order to fully assess potential impacts on First Nation community interests, and to facilitate meaningful consultation, the purpose of this letter is to update Six Nations of the Grand River (SNGR) on the project and welcome your comments on the MCEA study.

A key component of the study is consultation with interested stakeholders through Public Information Centres (PICs). The first PIC was held on November 21, 2019. The second and final PIC is being held to present and obtain public input on the design components and evaluation process, as well as the preliminary preferred design. We have attached a copy of the Notice of Public Information Centre #2 for your information and welcome any comments or questions SNGR may have on this MCEA study.

The PIC information will be available through the online consultation webpage on [halton.ca](https://www.halton.ca). There you can view pre-recorded videos about the study, provide input through an online comment form and learn more. The online PIC will be available starting on:

Date: April 15, 2021
URL: [halton.ca/For-Residents/Opportunities-to-Participate](https://www.halton.ca/For-Residents/Opportunities-to-Participate)

As part of the MCEA study, a Stage 1 Archaeological Assessment has been carried out to establish the archaeological significance of the study area and identify any potential

Regional Municipality of Halton

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archaeological resources (including those of Indigenous descent) in order to minimize any potential impacts to the same prior to any future construction activities being undertaken.

The Stage 1 Archaeological Assessment was submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries for approval and has been entered into the Ontario Public Register of Archaeological Reports. Please let us know if you would like to receive a copy of the assessment, and/or any other technical reports completed as part of this project.

Following the completion of the MCEA study, a Stage 2 Archaeological Assessment will be completed as part of the project's detailed design and construction phase. Please note that the timing of implementation of improvements has not yet been confirmed, however, the Stage 2 Archaeological Assessment work will be scheduled in advance of any project activities that may have the potential to disturb archaeological resources. Prior to undertaking this Stage 2 Archaeological Assessment work, SNGR will be advised and afforded the opportunity to have field liaison representative participation.

While Halton Region will continue to keep you informed of project developments, should you or your colleagues have any questions, please do not hesitate to contact me at 905-825-6000, extension 7556. Our project team would be pleased to meet with you at any time during the study to answer your questions or respond to any concerns you may have.

Sincerely,

Jessica Dorgo

Ms. Jessica Dorgo, P.Eng.
Project Manager I
Transportation Planning
Infrastructure Planning & Policy
Public Works
Halton Region

cc. Chief Mark B. Hill (email only)
Councillor Sherri Lyn Hill-Pierce (email only)
Councillor Melba I. Thomas (email only)
Councillor Audrey Powless-Bomberry (email only)
Councillor Michelle J. Bomberry (email only)
Councillor Wendelyn Johnson (email only)
Councillor Hazel Johnson (email only)
Councillor Rheva Helen Miller (email only)
Councillor Nathan M. Wright (email only)
Councillor Kerry Bomberry (email only)



Infrastructure Planning and Policy
Public Works
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1

April 12, 2021

Darlene Lent
President
Credit River Métis Council
350 Rutherford Road,
South Plaza 2, Suite 305
Brampton, ON
L6W 4N6

RE: Steeles Avenue (Regional Road 8) Transportation Corridor Improvements
Tremaine Road (Regional Road 22) to Industrial Drive Municipal Class Environmental
Assessment Study
Notice of Public Information Centre #2 – Online

Dear Ms. Lent:

The Regional Municipality of Halton is undertaking a Municipal Class Environmental Assessment (MCEA) study for proposed transportation corridor improvements on Steeles Avenue (Regional Road 8) from Tremaine Road (Regional Road 22) to Industrial Drive in the Town of Milton. This study is being carried out in accordance with Schedule C of the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 & 2015), which is approved under the Ontario Environmental Assessment. In order to fully assess potential impacts on Métis community interests, and to facilitate meaningful consultation, the purpose of this letter is to update the Credit River Métis Council (CRMC) on the project and welcome your comments on the MCEA study.

A key component of the study is consultation with interested stakeholders through Public Information Centres (PICs). The first PIC was held on November 21, 2019. The second and final PIC is being held to present and obtain public input on the design components and evaluation process, as well as the preliminary preferred design. We have attached a copy of the Notice of Public Information Centre #2 for your information, and welcome any comments or questions CRMC may have on this MCEA study.

The PIC information will be available through the online consultation webpage on [halton.ca](https://www.halton.ca). There you can view pre-recorded videos about the study, provide input through an online comment form and learn more. The online PIC will be available starting on:

Date: April 15, 2021
URL: halton.ca/For-Residents/Opportunities-to-Participate

As part of the MCEA study, a Stage 1 Archaeological Assessment has been carried out to establish the archaeological significance of the study area and identify any potential

Regional Municipality of Halton

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archaeological resources (including those of Indigenous descent) in order to minimize any potential impacts to the same prior to any future construction activities being undertaken.

The Stage 1 Archaeological Assessment was submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries for approval and has been entered into the Ontario Public Register of Archaeological Reports. Please let us know if you would like to receive a copy of the assessment, and/or any other technical reports completed as part of this project.

Following the completion of the MCEA study, a Stage 2 Archaeological Assessment will be completed as part of the project's detailed design and construction phase. Please note that the timing of implementation of improvements has not yet been confirmed, however, the Stage 2 Archaeological Assessment work will be scheduled in advance of any project activities that may have the potential to disturb archaeological resources. Prior to undertaking this Stage 2 Archaeological Assessment work, CRMC will be advised and afforded the opportunity to have field liaison representative participation.

While Halton Region will continue to keep you informed of project developments, should you or your colleagues have any questions, please do not hesitate to contact me at 905-825-6000, extension 7556. Our project team would be pleased to meet with you at any time during the study to answer your questions or respond to any concerns you may have.

Sincerely,

Jessica Dorgo

Ms. Jessica Dorgo, P.Eng.
Project Manager I
Transportation Planning
Infrastructure Planning & Policy
Public Works
Halton Region

cc. Metis Nation of Ontario Lands, Resources and Consultations (LRC) Branch (email only)



Infrastructure Planning and Policy
Public Works
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1

April 12, 2021

Hohahes Leroy Hill
Secretary
Haudenosaunee Confederacy Chiefs Council
2634 6th Line, RR2
Ohsweken ON, N0A 1M0

RE: Steeles Avenue (Regional Road 8) Transportation Corridor Improvements
Tremaine Road (Regional Road 22) to Industrial Drive Municipal Class Environmental
Assessment Study
Notice of Public Information Centre #2 – Online

Dear Mr. Hill:

The Regional Municipality of Halton is undertaking a Municipal Class Environmental Assessment (MCEA) study for proposed transportation corridor improvements on Steeles Avenue (Regional Road 8) from Tremaine Road (Regional Road 22) to Industrial Drive in the Town of Milton. This study is being carried out in accordance with Schedule C of the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 & 2015), which is approved under the Ontario Environmental Assessment. In order to fully assess potential impacts on First Nation community interests, and to facilitate meaningful consultation, the purpose of this letter is to update the Haudenosaunee Confederacy Chiefs Council (HCCC) on the project and welcome your comments on the MCEA study.

A key component of the study is consultation with interested stakeholders through Public Information Centres (PICs). The first PIC was held on November 21, 2019. The second and final PIC is being held to present and obtain public input on the design components and evaluation process, as well as the preliminary preferred design. We have attached a copy of the Notice of Public Information Centre #2 for your information and welcome any comments or questions HCCC may have on this MCEA study.

The PIC information will be available through the online consultation webpage on **halton.ca**. There you can view pre-recorded videos about the study, provide input through an online comment form and learn more. The online PIC will be available starting on:

Date: April 15, 2021
URL: halton.ca/For-Residents/Opportunities-to-Participate

As part of the MCEA study, a Stage 1 Archaeological Assessment has been 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 the same prior to any future construction activities being undertaken.

Regional Municipality of Halton

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1
905-825-6000 | Toll free: 1-866-442-5866

The Stage 1 Archaeological Assessment was submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries for approval and has been entered into the Ontario Public Register of Archaeological Reports. Please let us know if you would like to receive a copy of the assessment, and/or any other technical reports completed as part of this project.

Following the completion of the MCEA study, a Stage 2 Archaeological Assessment will be completed as part of the project's detailed design and construction phase. Please note that the timing of implementation of improvements has not yet been confirmed, however, the Stage 2 Archaeological Assessment work will be scheduled in advance of any project activities that may have the potential to disturb archaeological resources. Prior to undertaking this Stage 2 Archaeological Assessment work, HCCC will be advised and afforded the opportunity to have field liaison representative participation.

While Halton Region will continue to keep you informed of project developments, should you or your colleagues have any questions, please do not hesitate to contact me at 905-825-6000, extension 7556. Our project team would be pleased to meet with you at any time during the study to answer your questions or respond to any concerns you may have.

Sincerely,

Jessica Dorgo

Ms. Jessica Dorgo, P.Eng.
Project Manager I
Transportation Planning
Infrastructure Planning & Policy
Public Works
Halton Region

Matthew Jocko
Consultation Point Person
Six Nations of the Grand River
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Ohsweken ON N0A 1M0

Fawn Sault
Consultation Manager
Mississaugas of the Credit First Nation
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Darlene Lent
President
Credit River Métis Council
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Hohahes Leroy Hill
Secretary
Haudenosaunee Confederacy Chiefs Council
2634 6th Line, RR2
Ohsweken ON, N0A 1M0d



Appendix G

Cover Letter to the Property Owners of [REDACTED]



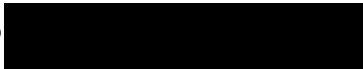
Public Works
Transportation Services
1151 Bronte Road
Oakville ON L6M 3L1
Fax: (905) 825-2379

April 12, 2021



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

Potential Property Impact to



Halton Region is undertaking a Municipal Class Environmental Assessment (MCEA) Study for improvements on Steeles Avenue between Tremaine Road (Regional Road 22) and Industrial Drive, within the Town of Milton, in order to address public safety and future (2031) travel demand. A number of road improvement alternatives have been examined as part of this MCEA Study. Road improvements, such as active transportation, and intersection operations as well as structural, drainage, cross-sectional and natural environment requirements have been assessed through the study. A previous Public Information Centre (PIC) was held on November 21, 2019. The previously presented PIC material can be found on the Halton Region website at the following link: <https://www.halton.ca/For-Residents/Roads-Construction/Municipal-Class-Environmental-Assessment-Studies/Steeles-Avenue-Corridor-Study---Tremaine-Road-to-I>.

We are writing to inform you that a preliminary preferred alternative has been identified which includes widening Steeles Avenue from 2 to 4 lanes with a realignment south of your property at 3156 Steeles Avenue West. The preliminary preferred alternative includes active transportation infrastructure (on-road bike lanes and multi-use pathways on both sides of the road). As your property would be directly affected by the preferred improvements identified through the Steeles Avenue Transportation Corridor MCEA Study, we would like to arrange a meeting with you. The intent of the meeting is to review the preliminary preferred alternative in the vicinity of your property and the potential impacts and mitigation measures proposed. Given the current Covid-19 environment, we can meet with you virtually to discuss the preliminary preferred alternative. We are attaching two plans to this letter for your reference. The first plan illustrates the preliminary preferred alternative. The second plan shows the impact of the preliminary preferred alternative on your property.

If you are interested in meeting with representatives of Halton Region please contact Jessica Dorgo, at (905) 825-6000, ext. 7556 or jessica.dorgo@halton.ca to arrange a preferred meeting time.

The preliminary preferred alternative will also be available for review at the upcoming PIC. For the second and final PIC, members of the public can visit the online consultation webpage on halton.ca to view pre-recorded videos about the study, provide input through an online comment form and learn more.

The online PIC will be available starting on:

Date: April 15, 2021

URL: halton.ca/For-Residents/Opportunities-to-Participate

The Regional Municipality of Halton

Thereafter, an Environmental Study Report (ESR) will be prepared documenting 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.

Thank you in advance for your participation. Should you have any questions or require additional information, please contact the undersigned at (905) 825-6000, ext. 7556 or jessica.dorgo@halton.ca.

Sincerely,

Jessica Dorgo

Jessica Dorgo, P.Eng.
Project Manager

Enclosures:

1. Notice of Public Information Centre #2 – Online
2. Preliminary Preferred Plan
3. Partial Preliminary Plan in the Proximity of [REDACTED]

cc: [REDACTED]



Appendix H

Presentation Video Transcript

Steeles Avenue: Introduction Video – Text Description

The following provides a text version of the audio that is included in the Introduction video.

Slide 1 (Introduction)

Hello and welcome to the second Public Information Centre, or “PIC” for short, for the Steeles Avenue Transportation Corridor Improvements Municipal Class Environmental Assessment Study (MCEA), which we will refer to as “the study” in these videos.

In this video, we will review the purpose of this PIC, the study area and existing conditions, as well as the study process and schedule.

This study is being carried out to assess and confirm the transportation demand and need for improvements on Steeles Avenue, between Tremaine Road and Industrial Drive in the Town of Milton.

The first PIC was held on November 21, 2019. If you did not attend that event, you can view the display materials by visiting the Steeles Avenue Corridor Study webpage on **halton.ca**.

Thank you for taking the time to watch this presentation and learn more about this study! Your input is valuable to us.

Slide 2 (Purpose of Public Information Centre 2)

This is the second PIC in the study. During this PIC, we will:

- review the study area and study process;
- provide an overview of existing conditions;
- summarize key materials presented at the first PIC and public feedback received;
- review the design components and evaluation process;
- present the preliminary preferred design;
- identify next steps in the study; and
- obtain community feedback.

Slide 3 (Study Area)

Steeles Avenue is a Halton Region major arterial road and a key link in the transportation network, being planned to meet multi-modal needs to 2031. In the future, Steeles Avenue will help motorists reach Highway 401 via the new Tremaine Road extension and interchange.

Our study area extends from Tremaine Road to Industrial Drive, in the northwest corner of the Town of Milton. This portion of Steeles Avenue is adjacent to future development lands in the Sherwood Survey Secondary Plan area.

Steeles Avenue was recently widened to 4 lanes between Industrial Drive and Martin Street, just east of our study area.

Slide 4 (Existing Conditions)

This map illustrates the various elements within the study area. Even though the study area limits are only 1.3 kilometres, there are many features that need to be considered in the planning process.

The neighbourhood of Peru is identified by the Town of Milton as a Character Area. Heritage properties are highlighted in orange. Other businesses and residential properties are highlighted in yellow. The Industrial Drive business park is highlighted in blue.

Steeles Avenue has an at-grade crossing with the Canadian Pacific (or CP) Rail line, just west of Peru Road.

Sixteen Mile Creek is the most prominent natural feature in the study area. The creek has an extensive floodplain that will be an important consideration in the design of the future Steeles Avenue.

The study area straddles the Niagara Escarpment Plan area and the Plan's policies will be important considerations in the planning and design of the future Steeles Avenue.

Slide 5 (Study Process and Schedule)

This slide depicts the general study process and schedule. The Steeles Avenue MCEA study started in 2017.

Phase 1 of the study identified problems and opportunities. Phase 2 looked at alternative planning solutions, which are different strategies to address the identified problems and opportunities. These were presented at the first PIC on November 21, 2019.

We are currently near the end of Phase 3 of the study, which included the development and evaluation of design alternatives for the future Steeles Avenue. At this PIC, we are presenting our findings from Phase 3 and asking for public feedback.

Following this PIC, the preliminary preferred design will be confirmed and an Environmental Study Report (ESR) will be prepared. The report will document the entire decision-making process, as well as the consultation record. We anticipate that it will be available for public review in late 2021 or early winter 2022.

Steeles Avenue MCEA: Background video – Text Description

The following provides a text version of the audio that is included in the Background video.

Slide 1 (Background video introduction)

Hello and welcome to the Background video – the second of four video presentations for the Steeles Avenue MCEA Study. In this video, we will review the findings from the first PIC.

Slide 2 (Public Information Centre 1 Summary)

The first PIC was held on November 21, 2019 to present information and obtain public feedback on:

- existing conditions, including land use, cultural heritage, natural environment, transportation and drainage conditions;
- transportation problems and opportunities, as well as the need for improvements on Steeles Avenue;
- the preferred planning solution to widen Steeles Avenue from Tremaine Road to Industrial Drive; and
- design components, which included the proposed typical road cross-section and alternative corridor concepts.

Please visit the Steeles Avenue Corridor Study webpage on halton.ca to review the materials presented at the first PIC.

Slide 3 (Roadway Design Components)

We are considering several different design components for the future Steeles Avenue.

The first component is the typical road cross-section—or the arrangement of roadway elements including vehicle travel lanes, boulevards, and active transportation facilities such as sidewalks, multi-use paths and bike lanes.

The second component is the corridor for the future Steeles Avenue where we considered options for where the roadway may be located.

These two aspects were presented at the first PIC for public feedback and are briefly summarized in the following slides. We will discuss the other design components later in the presentation.

Slide 4 (Typical Road Cross-section)

The typical road cross-section of the future Steeles Avenue is proposed as a four-lane roadway consisting of 3.5 metre vehicle travel lanes, 1.8 metre on-road bike lanes, and three-metre multi-use paths on both sides of the road that will allow for walking, cycling and use of mobility devices. A three-metre boulevard area is also provided on both sides of the road.

This design will tie into the recently constructed four-lane Steeles Avenue east of our study area.

Slide 5 (Road Corridor Concepts)

The second decision was confirming a road corridor for the future Steeles Avenue.

We considered options to locate the future Steeles Avenue to the north, to the south or along the existing corridor. Based on the evaluation, the south corridor concept was selected as the preferred option.

Slide 6 (What We Heard at PIC 1)

We heard from many local residents on the information presented at the first PIC.

There was a high level of support for locating the future Steeles Avenue to the south of the current corridor, since this would be located away from the neighbourhood of Peru. There was also support for the proposed grade separation at the CP Rail line.

There were questions around specific property impacts, other aspects of local development, timing of the Tremaine Road extension and potential traffic impacts through neighborhood of Peru as well as improvement timing.

With general public support of the key recommendations presented at the first PIC, the project team moved forward with further technical and design work.

Steeles Avenue MCEA: Road alignment alternatives – Text description

The following provides a text version of the audio that is included in the Road alignment alternatives video.

Slide 1 (Introduction)

Hello and welcome to the road alignment alternatives video—the third of four video presentations for the Steeles Avenue MCEA Study. In this video, we will review the study progress and key decisions since the first PIC in November 2019.

Slide 2 (Roadway design components)

In the previous video, we presented the road cross-section and the road corridor that were developed earlier in the study. You can learn more about these components in the Background video, which is video 2.

The preliminary preferred design combines these components with a streetscape design for the future Steeles Avenue that will address travel demand in the community to 2031.

Slide 3 (Factors for Analysis and Evaluation)

When evaluating options for each of the design components, the project team considered numerous factors to address socio-economic, natural and cultural environments, surface and groundwater aspects, technical and transportation needs and preliminary cost estimates.

Slide 4 (Road Alignment Alternatives)

Three road alignment alternatives were developed within the south corridor. We refer to these options as Alternatives A, B and C.

All options tie into the existing Tremaine Road roundabout at the west end of the study area.

At the right side of the screen, you will see that all three options will cross a branch of Sixteen Mile Creek. The options differ with respect to their crossing points of the CP Rail line and Sixteen Mile Creek. They will also have different tie-in points to the existing Steeles Avenue near Industrial Drive.

Each option has slightly different impacts on properties and therefore different implications for residents and businesses.

All options will offer a connection to the existing Steeles Avenue and Peru Road. While the connection is depicted as a roundabout on this schematic, a signalized intersection is also being considered. The roundabout is shown here, since it has a larger footprint than the signalized intersection.

The future intersection or roundabout would also provide driveway access to the Milton Banquet and Conference Centre.

The next few slides show each of the road alignment alternatives.

Slide 5 (Road Alignment – Alternative A)

Alternative A is the shortest road and ties back to the existing Steeles Avenue sooner than the other alternatives. However, this option crosses the CP Rail line on a pronounced angle, which is not ideal from a design perspective. This Alternative also has greater impact on residential backyards. The crossing of Sixteen

Mile Creek is located on a bend in the creek, which is not ideal in terms of minimizing impacts to the creek and valley.

Slide 6 (Road Alignment – Alternative A)

Alternative A is the shortest road and ties back to the existing Steeles Avenue sooner than the other alternatives. However, this option crosses the CP Rail line on a pronounced angle, which is not ideal from a design perspective. This Alternative also has greater impact on residential backyards. The crossing of Sixteen Mile Creek is located on a bend in the creek, which is not ideal in terms of minimizing impacts to the creek and valley.

Slide 7 (Road Alignment – Alternative B)

Alternative B has a slightly deeper bend than Alternative A, which swings the road alignment a little further south. This option crosses the CP Rail line at a better angle compared to the other Alternatives. The Sixteen Mile Creek crossing is less intrusive to the creek and valley because it is located on a straight section of the creek. This option also has slightly less impact on residential backyards compared to Alternative A.

Slide 8 (Road Alignment – Alternative C)

Alternative C was developed to see how the alignment would look if we moved further away from the residential area. However, this is the least direct and longest route. A large portion of the roadway lies within the Sixteen Mile Creek floodplain and therefore certain flood protection design criteria cannot be met. This Alternative has a poor crossing angle at the CP Rail line and the greatest impact on the Sixteen Mile Creek and valley due to the location of the roundabout or intersection at Industrial Drive. This option also has a much greater impact on an existing business, as the new road would be in close proximity to the building.

Slide 9 (Road Alignment Alternatives – Evaluation)

Our detailed assessment and evaluation table compares the three road alignment alternatives, considering all of the factors mentioned previously. A summary of the key factors considered is illustrated on this slide with the relative rankings/preferences among the three alternatives.

Alternative B is preferred over the other alternatives and provides the best 'balance' among all factors that were considered. Alternatives A and B are ranked similarly across Cultural Environment, Transportation, Technical Considerations and Costs. Alternative B has less impact on residential backyards than Alternative A and is therefore preferred with respect to the socio-economic factor. Alternative B provides a much better Sixteen Mile Creek crossing location and angle compared to Alternative A. This minimizes the impact on the creek and valley at the proposed new bridge site. Alternative B requires slightly more vegetation removal than Alternative A. However, this impact can be mitigated, and the impact is offset by the advantages at the Sixteen Mile Creek crossing.

Alternative C is least preferred because it does not meet flood protection design criteria and involves a much greater impact on the Sixteen Mile Creek valley and other natural features. This Alternative also has a greater impact on local business and is less efficient from a transportation network perspective given the intersection connection to existing Steeles Avenue and the longer route. The higher cost and poor crossing angle at CP Rail also make this option least preferred.

Therefore, Alternative B was selected as the preliminary preferred road alignment alternative.

Slide 10 (CP Rail Grade Separation Alternatives)

Another design component to be evaluated was the grade separation design at the CP Rail line. For this, we considered an underpass alternative, or road under rail, and an overpass alternative, or road over rail.

The underpass is preferred because it:

- has less property impact;
- is more consistent with Niagara Escarpment Plan policies that help protect escarpment views;
- has less visual intrusion to the nearby community; and
- is more attractive to pedestrians, cyclists and users of mobility devices since the multi-use path is raised above the roadway under the bridge.

Please listen to the next video to learn more about the preliminary preferred design for the Steeles Avenue MCEA Study.

Steeles Avenue MCEA: Preliminary preferred design and next steps video – Text description

The following provides a text version of the audio that is included in the Preliminary preferred design and next steps video.

Slide 1 (Introduction)

Hello and welcome to the Preliminary preferred design and next steps video of the Steeles Avenue MCEA study. In this video, we will review the overall preliminary preferred design. The design is considered preliminary until public, agency and Indigenous community feedback is received through this second PIC.

Slide 2 (Preliminary Preferred Design Summary)

In the preliminary preferred design, the future east-to-west Steeles Avenue corridor will start just east of the Tremaine Road roundabout.

A small bridge will convey a small creek under Steeles Avenue. An underpass at the CP Rail line will also be included.

A roundabout or a signalized intersection will provide a connection to existing Steeles Avenue and the neighbourhood of Peru, as well as new driveway access to the Milton Banquet and Conference Centre.

A new bridge will be constructed at Sixteen Mile Creek and the new alignment of Steeles Avenue will tie back into the existing road, just west of Industrial Drive.

The original portion of Steeles Avenue will end in a cul-de-sac just west of Peru Road, east of the CP Rail line. The section of Steeles Avenue west of the CP Rail line will also be closed.

If you are interested in more details on the preliminary preferred design, please download the PDF on the study website and you will be able to zoom in on some of the details.

Slide 3 (Photo Renderings)

We have prepared photo renderings to help you visualize how the new roadway could look.

This image provides a bird's eye view, looking northwest. The image includes the CP Rail underpass located in the left part of the image, the neighbourhood of Peru in the top centre of the image and a roundabout connecting the new Steeles Avenue to the existing Steeles Avenue, prominently in the centre of the image. The Sixteen Mile Creek valley crossing can also be seen to the right of the roundabout.

As mentioned previously, Halton Region is considering either a roundabout or a signalized intersection to connect to the existing Steeles Avenue and the Milton Banquet and Conference Centre. For illustrative purposes, we have shown the roundabout. The intersection type will be confirmed in the future detailed design stage.

Slide 4 (Photo Renderings)

This slide depicts three distinct viewpoints from the original image in the previous slide to further help you visualize how the new roadway could look:

- A. The approach to the CP Rail underpass from the west.
- B. The approach to the roundabout from the southeast.
- C. The crossing of the Sixteen Mile Creek bridge, looking west.

Slide 5 (Preliminary Mitigation Measures)

The preliminary preferred design will be subject to a final assessment of impacts, considering community, cultural, natural environment and socio-economic factors.

The Environmental Study Report (ESR) will document measures to mitigate impacts and identify commitments for future work.

These measures will be based on Halton Region policies, standards and best practices as well as regulatory agency requirements and conditions of approval.

Preliminary mitigation measures will be refined during the future detailed design phase and then implemented during and following construction, with appropriate monitoring programs in place. All appropriate permits and approvals will be obtained prior to construction.

Slide 6 (Next Steps)

We encourage you to submit any comments or questions to the project team by May 17, 2021. You can use the comment form on the PIC webpage or email us at SteelesMCEA@halton.ca.

Should you wish to provide comments in another way, please contact the Halton Region Project Manager, Jessica Dorgo, at 905-825-6000 ext. 7556.

Following this PIC, the project team will:

- review and respond to questions and comments from this PIC;
- make refinements to the preliminary preferred design in light of feedback received;
- undertake additional design review with regulatory agencies, and directly affected stakeholders; and
- prepare the ESR documenting the decision-making process and final recommendations of the study.

The ESR will be filed for a 30-day public review period.

Thank you for watching this video presentation and for your interest in the Steeles Avenue MCEA Study! We appreciate your time and interest in the study.