



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

Agency Name & Division/Branch	HALTON REGION PARAMEDIC SERVICES
Name:	CHIEF GREG SAGE
Address:	1179 BRONTE RD OAKVILLE, ON L6M 4G3
Phone:	905-825-6000 x7091
Email:	greg.sage@halton.ca

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

Zaman, Tasfia

To: Ahmed, Neil
Subject: RE: Class EA Steeles Ave Transportation Corridor

From: Galliher, Sarah [<mailto:GalliherS@hcdsb.org>]
Sent: June-16-17 11:14 AM
To: Ahmed, Neil <AhmedN@mmm.ca>; jeffrey.reid@halton.ca
Cc: Thibeault, Frederick <ThibeaultF@hcdsb.org>; Dougal, Cathleen <DougalC@hcdsb.org>
Subject: Class EA Steeles Ave Transportation Corridor

Hi Neil and Jeffrey

Thank you for circulating the notice of study commencement pertaining to the above noted file. While we don't necessarily have any particular concerns identified at this time, we would like to remain on the contact list and continue to be circulated with information as the study proceeds.

Thank you,
Sarah

Sarah Galliher

Planning Officer | Planning Services
Halton Catholic District School Board

802 Drury Lane, Burlington, ON L7R 2Y2
(905) 632-6314 | ext.134 | galliherS@hcdsb.org

Achieving Believing Belonging www.hcdsb.org

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

Agency Name & Division/Branch	Zayo
Name:	Ian Fleming
Address:	
Phone:	
Email:	Utility.Circulations@Zayo.com

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.

Zayo has no existing plant in the area indicated in your submission. No markup and no objection. Thank you.
Please send all future communications to Utility.Circulations@Zayo.com. Thank you.

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



Halton Region
Steeles Avenue Class Environmental Assessment
Notice of Study Commencement
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Agency Name & Division/Branch	NIAGARA ESCARPMENT COMMISSION
Name:	KIM PETERS
Address:	232 A GUELPH ST. GEORGETOWN, ON L7G 4B1
Phone:	905-877-6425
Email:	Kim.peters@ontario.ca

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.

Study Area is partially within the Escarpment Protection Area designation of the NEP.
Review of the EA/ESR is necessary to ensure policy under the NEP is met.
A Development Permit from the NEC will also be required.

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



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

Agency Name & Division/Branch	Town of Milton - Planning and Development Department
Name:	Chris Lupis
Address:	150 Mary Street Milton, ON
Phone:	905-878-7252 x 2305
Email:	christian.lupis@milton.ca

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.

Planning approvals for dwellings fronting onto Steeles Avenue west of Penn Road and potential creek realignment south of CP Rail at Steeles Avenue
Potential connection to Town-owned Escarpment View Lands on the south side of Steeles Avenue ↳ potential for active transportation connection - multi-use trail.

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

**Ministry of Tourism,
Culture and Sport**

Heritage Program Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel: 416 314 3108
Fax: 416 212 1802

**Ministère du Tourisme,
de la Culture et du Sport**

Unité des programmes patrimoine
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314 3108
Télé: 416 212 1802



June 20, 2017 (EMAIL ONLY)

Mr. Neil Ahmed
Project Manager
WSP MMM Group
610 Chartwell Road, Suite 300
Oakville, ON L6J 4A5
E: AhmedN@mmm.ca

RE: MTCS file #: 0006873
Proponent: Halton Region
Subject: Notice of Commencement
Steeles Avenue (RR8) Transportation Corridor Improvements
Tremaine Road to Industrial Drive
Location: Milton, Ontario

Dear Mr. Ahmed:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement for your project. MTCS's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. The recommendations below are for a Schedule C Municipal Class EA project, as described in the notice of study commencement. If any municipal bridges may be impacted by this project, we can provide additional screening documentation as formulated by the Municipal Engineers Association in consultation with MTCS.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Archaeological Resources

Your EA project may impact archaeological resources and you should screen the project with the MTCS [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at archaeology@ontario.ca. If your EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the OHA, who is responsible for submitting the report directly to MTCS for review.

Built Heritage and Cultural Heritage Landscapes

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether your EA project may impact cultural heritage resources. The Clerk/s for the Town of Milton can provide information on property registered or designated under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist

If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS and the Town of Milton for review, and make it available to local organizations or individuals who have expressed interest in review.

Environmental Assessment Reporting

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank-you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Laura Hatcher
Heritage Planner
laura.e.hatcher@Ontario.ca

Copied to: Jeffrey Reid, Project Manager, Halton Region

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

Sirianni, Stefan

From: Noordhof, Jake (MOECC) [<mailto:jake.noordhof@ontario.ca>]
Sent: Monday, July 31, 2017 2:55 PM
To: Reid, Jeffrey; Bell, Trevor (MOECC)
Cc: Green-Battiston, Melissa; Scattolon, Walter
Subject: RE: Steeles Avenue MCEA - Notice of Study Commencement & Indigenous Consultation Confirmation

Hi Jeff.

First off, thanks for the detailed project information. This type of information is really helpful in determining both whether consultation is required and who to consult.

The three Indigenous communities you have listed are the only ones who should be consulted on the project.

Jake

From: Reid, Jeffrey [<mailto:Jeffrey.Reid@halton.ca>]
Sent: July-28-17 10:15 AM
To: Bell, Trevor (MOECC)
Cc: Noordhof, Jake (MOECC); Green-Battiston, Melissa; Scattolon, Walter
Subject: RE: Steeles Avenue MCEA - Notice of Study Commencement & Indigenous Consultation Confirmation
Importance: High

Hi Trevor,

Halton Region is again following-up with our request regarding Indigenous Consultation for the Steeles Avenue MCEA Study. Can you please respond at your earliest convenience.

Thanks,
Jeff

From: Reid, Jeffrey
Sent: Tuesday, July 04, 2017 8:53 AM
To: 'Bell, Trevor (MOECC)'
Cc: 'jake.noordhof@ontario.ca'; Green-Battiston, Melissa; Scattolon, Walter
Subject: RE: Steeles Avenue MCEA - Notice of Study Commencement & Indigenous Consultation Confirmation

Hi Trevor,

As a friendly reminder, I am following-up with my previously sent email from June 5th (below).

Thanks,
Jeff

From: Reid, Jeffrey
Sent: Monday, June 05, 2017 10:37 AM
To: 'Bell, Trevor (MOECC)'
Cc: 'jake.noordhof@ontario.ca'; Green-Battiston, Melissa; Scattolon, Walter
Subject: Steeles Avenue MCEA - Notice of Study Commencement & Indigenous Consultation Confirmation

Hi Trevor,

Halton Region has initiated the Steeles Avenue Municipal Class Environmental Assessment (MCEA) Study from Tremaine Road to Industrial Drive, within the Town of Milton.

Please see attached letter pertaining to the Notice of Study Commencement and Indigenous Consultation Confirmation.

We look forward to your response.

Thanks,
Jeff

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



halton.ca 311

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Falcone, Olivia

From: Paul Bond <pbond@hrca.on.ca>
Sent: November-20-17 3:53 PM
To: Jim, Katherine
Cc: Ahmed, Neil; Melissa.Green-Battiston@halton.ca; Jakaitis, Alicia (Alicia.Jakaitis@halton.ca); Reid, Jeffrey
Subject: RE: Steeles Ave EA - Sept 8, 2017 CH/NEC Meeting Minutes
Attachments: 2017-09-12 Completed EA Checklist.docm

Hi Katherine,

Appended is the CH EA Check List for this project to help you identify CH issues in preparing the EA.

Cheers,

Paul.

Paul Bond | Coordinator/Environmental Planner
Regional Infrastructure Team



2596 Britannia Road West
Burlington, Ontario L7P 0G3
905-336-1158 ext. 2257 | FAX 905-336-6684 | pbond@hrca.on.ca
www.conservationhalton.ca

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From: Jim, Katherine [mailto:Katherine.Jim@wsp.com]
Sent: October-10-17 11:26 AM
To: Paul Bond; Holly Anderson; tawnia.martel@hrca.on.ca; kim.peters@ontario.ca; Clark, Richard; Jason.Elliott@halton.ca; stirring.todd@halton.ca
Cc: Green-Battiston, Melissa; Scatolon, Walter; Reid, Jeffrey (Jeffrey.Reid@halton.ca); Alicia.Jakaitis@halton.ca; Ahmed, Neil; Sirianni, Stefan; Drost, Heather; Drost, Alden
Subject: Steeles Ave EA - Sept 8, 2017 CH/NEC Meeting Minutes

Hi All,

Please find attached minutes re: Steeles Avenue EA, September 8, 2017 meeting with Conservation Halton and Niagara Escarpment Commission for your file.

The presentation handout and ecology summary as presented at the meeting are also attached in this email.

Regards,

Katherine

Katherine Jim, M.Eng., P. Eng.
Project Manager | Transportation Planning



610 Chartwell Road, Suite 300
Oakville, ON Canada L6J 4A5
Direct: +1 289-835-2511
Phone: +1 905-823-8500
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New email: Katherine.Jim@wsp.com
wsp.com

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Environmental Assessment Checklist

The following list identifies the areas of interest or concern that Conservation Halton may have with the subject EA:

**File: MPR 711 (PR3131A) Steeles Ave. EA – Tremaine Rd. to Industrial Drive, Milton
September 2017**

Ontario Regulation 162/06

- ☒ Staff note that the study area contains a section of Sixteen Mile Creek. Conservation Halton regulates the erosion and flooding hazards associated with the creek which includes a 15m allowance. Ontario Regulation 162/06 requires that a Permit be obtained from Conservation Halton prior to development, interference with wetlands or alterations to shorelines and watercourses. A copy of Ontario Regulation 162/06 and the associated Policy document, *Policies and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning Policy Document* can be found at www.conservationhalton.ca. Please ensure that the EA contains sufficient information to allow Conservation Halton staff to determine whether a Permit could be issued at detailed design.
- ☒ The EA should identify areas where Permits pursuant to Ontario Regulation 162/06 will be required and include such Permits as future commitments in the ESR. Some details related to future Permits may not be deferred to detailed design. Please review the requirements of Policy 3.51 (Public Infrastructure – Utilities, Trails and Transportation) of Conservation Halton's *Policies and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning Policy Document* (see enclosed).
- ☒ Please survey all drainage features, watercourse ditch lines, culverts, etc.
- ☒ Please plot all areas regulated by Conservation Halton on drawings. ARL mapping may be utilized if more detailed study is not required at this time, however, please ensure that drawings indicate that limits shown are an approximation of the regulated area. Staff has enclosed Approximate Regulation Limit (ARL) mapping for your information.
- ☒ A Data Request Form is required for all digital information requests. This form and additional information on data holdings can be found in the "GIS & Mapping" section of Conservation Halton's website: www.conservationhalton.ca. Staff notes that the following modeling is available for the study area:
 -
- ☒ It is recommended that 'potential impacts to natural hazards' (flooding and erosion hazards) should be one of the evaluation criteria. At a minimum, a proposed alternative must have no negative impacts on flooding and erosion hazards in order for Conservation Halton to issue a future approval under Ontario Regulation 162/06. Opportunities to improve any deficiencies with respect to flooding and erosion should be investigated.

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- ☒ The EA should assess all flood plain impacts associated with each alternative including consideration of any change in storage, velocity and up and down stream water levels for a variety of flow conditions.
- ☐ Please identify any potential areas of unstable bedrock, karst or unstable soils within the study area. These areas are regulated by Conservation Halton pursuant to Ontario Regulation 162/06.
- ☒ A hydrologic and/or hydraulic analysis may be required in the Environmental Study Report with respect to the CP Rail grade separation.
- ☒ Please consider MTO's flooding criteria, guidelines and/or the municipal engineering standards for flooding along/over roads. At a minimum, safe access & egress as defined in the MNR's 2002 *Technical Guide: River & Stream Systems – Flooding Hazard Limit*, should be provided.
- ☒ If a roadway is considered by the Province or local municipality to be an Emergency Route then there should be no overtopping of the road with flood waters.
- ☒ A fluvial geomorphological assessment is required to assess erosion hazards in the Environmental Study Report. MNRF guidelines should be followed.
- ☒ A fluvial geomorphological assessment is required to verify that crossing designs have adequately allowed for natural channel migration, fish/terrestrial passage, and sediment transport, as well as minimizes the risk to infrastructure.
- ☐ Please contact staff to arrange a site visit to stake the (*Physical Top of Bank/Wetland*). An OLS must be present during this site visit.
- ☐ A geotechnical assessment of slope stability (*is required/may be required*) in the Environmental Study Report. MNRF guidelines should be followed. Please consult staff before the geotechnical assessment is initiated to establish a Terms of Reference.
- ☐ A hydrologic evaluation (*is required/may be required*) to determine if there is an impact to the hydrological functions of the wetland as a result of the proposed works.
- ☐ A geotechnical and coastal engineering report (*is required/may be required*) to identify soil properties to determine the long term stable slope allowance associated with the Lake Ontario shoreline.
- ☒ A topographic survey is required to identify the lands impacted by the flooding hazard associated with Sixteen Mile Creek and its tributaries.
- ☐ Other: _____

Natural Heritage

While Conservation Halton recognizes that Environmental Assessments are not subject to and/or limited to the policies outlined in the Provincial Policy Statement (PPS), we do believe that the PPS provides Provincial direction on how natural resources should be managed in Ontario. Furthermore, it is useful for identifying some of the key natural heritage features, water resources, and natural hazards that should be considered when evaluating any sort of development proposal. As such, some PPS related items have been outlined below, as we believe these items should be acknowledged and addressed as part of the EA study.

- ☒ When undertaking any fieldwork and/or when making recommendations related to natural heritage and/or natural hazards, staff recommend that reference be made to the following guidelines prepared by the Ministry of Natural Resources and Forestry (MNRF): *Natural Heritage Reference Manual for Natural Heritage Policies of the Provincial Policy Statement, 2005, 2nd Edition, 2010; Significant Wildlife Habitat Technical Guideline*, and *Natural Hazards Technical Guide and Understanding Natural Hazards*.
- ☒ The study area may contain or pass between natural features. As per Policy 2.1.2 of the Provincial Policy Statement, the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and groundwater features. Where applicable, the use of ecopassages or other measures to facilitate wildlife movement should be evaluated.
- ☒ As noted above, the study area contains some unevaluated wetland features. As per Policy 2.1.3 of the Provincial Policy Statement, development and site alteration shall not be permitted in significant wetlands or significant coastal wetlands.
- ☒ The study area may contain the habitat of Endangered or Threatened species. As per Policy 2.1.7 of the Provincial Policy Statement, development and site alteration shall not be permitted in the habitat of endangered species and threatened species, except in accordance with provincial and federal requirements. The provincial *Endangered Species Act* and/or federal *Species at Risk Act* may also apply. Please contact the Ministry of Natural Resources and Forestry (MNRF) at esa.aurora@ontario.ca for further information on Endangered Species Act requirements.
- ☐ The study area contains the (*name*) area of natural and scientific interest (ANSI). As per Policy 2.1.5 of the Provincial Policy Statement, development and site alteration shall not be permitted in an ANSI unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions. Please contact the MNR for further information on ANSI's.
- ☐ The study area may contain significant wildlife habitat. As per Policy 2.1.5 of the Provincial Policy Statement, development and site alteration shall not be permitted in significant wildlife habitat unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions. Please refer to the Ministry of Natural

Resource's *Significant Wildlife Habitat Technical Guidelines*.

- ☐ The study area contains a significant valleyland (*Bronte/Sixteen/Grindstone*). As per Policy 2.1.5 of the Provincial Policy Statement, development and site alteration shall not be permitted in significant valleylands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.
- ☐ The study area contains a Candidate Significant Woodland. As per Policy 2.1.5 of the Provincial Policy Statement, development and site alteration shall not be permitted in significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River) unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions. Please contact the (*Region of Halton/City of Hamilton/Mississauga/County of Wellington*) for further information on significant woodlands.
- ☒ Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in Policies 2.1.4, 2.1.5 and 2.1.6 of the Provincial Policy Statement unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions. The Ministry of Natural Resources' Natural Heritage Reference Manual for Natural Heritage Policies of the Provincial Policy Statement 2005, Second Edition (2010) considers adjacent lands to be within 120 metres.
- ☐ The study area contains the (*name*) ESA. The Environmental Study Report must address impacts to the ESA. Please contact the (*Region of Halton/City of Hamilton/County of Wellington/City of Mississauga*) for further information on the ESA.
- ☒ Please use Ecological Land Classification to map natural and semi-natural features to vegetation type and identify protection/mitigation measures. ELC data sheets are required with the ESR submission (please include digital species spreadsheets).
- ☒ Please refer to Conservation Halton's *Guidelines for Ecological ~~Studies-Environmental Impact-Study-Guidelines-Studies~~* for information on general study requirements, impact assessment and appropriate timing and protocols for surveys. These guidelines can be found at www.conservationhalton.ca.
- ☒ Conservation Halton's *Landscape Guidelines* should be consulted at detailed design. These guidelines can be found at www.conservationhalton.ca.
- ☐ Other: _____

Fish Habitat

- ☒ As per Policy 2.1.6 of the Provincial Policy Statement, development and site alteration shall

not be permitted in fish habitat except in accordance with provincial and federal requirements.

Staff note that there is a local drainage feature/hydrologic connection within the study area. Please be advised that although this drainage feature is not regulated under Ontario Regulation 162/06, future development may be subject to review or approvals under the Fisheries Act.

Staff note that a fisheries setback of (15/30) metres from the high water level applies for (coldwater/warmwater) creeks.

Other: _____

Groundwater

- ☒ Please identify groundwater recharge/discharge areas. Please identify recommended mitigation measures for groundwater impacts and if appropriate, any opportunities to improve infiltration.
- ☒ Please identify hydrological impacts.
- ☐ Please complete a water balance assessment to determine any infiltrative deficit. If a deficit is identified, all potential impacts should be identified and assessed.
- ☐ All proposed works should consider Policies 2.2.1 and 2.2.2 of the Provincial Policy Statement regarding Water (*highlight specific policy elements where relevant*).
- ☐ Other: _____

Stormwater Management/Drainage

- ☒ Please discuss quality/quantity/erosion controls within the Stormwater Management Section of the Environmental Study Report. Please examine the potential to combine SWM with adjacent development, where possible.

- ☒ As per the MOECC SWM Manual and the Sherwood Survey SWS ? Check with Sabrina on this please be advised that the quality requirements are Enhanced (Level 1). Please discuss the mitigation of thermal impacts, where possible.

As per the Sherwood Survey SWS (SIS Areas 1, 2&4) please be advised that the quantity requirements are:

- ☒ ☐ 25 Year Stage – 166 m³/impervious ha at controlled flow rate of 0.0094 m³/s/development ha
- ☒ ☐ 100 Year Stage - 85 m³/impervious ha at controlled flow rate of 0.0155 m³/s/development ha
- ☒ ☐ Total Flood Control Storage – 251 m³/impervious ha.

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[Check with Sabrina on this](#)

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As per ~~the~~ (Sherwood Survey SWS (SIS Areas 1, 2&4)²) please be advised that the erosion control requirements should be based on an impervious hectare basis (315m³/imp. ha) and flow control rate for the development area (0.0011 m³/s/development area) ~~are~~ Check with Sabrina on this

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Please identify existing vs. proposed drainage areas. Every effort should be taken to maintain existing drainage divides. Any proposed diversions must be clearly identified and the potential impacts fully assessed as part of the project's evaluation.



Other: _____

Other

Recommendations and requirements from the following Watershed/Subwatershed Studies should be followed:



- **Sherwood Survey SWS and SIS 1, 2 & 4 (Rand Engineering/Beacon Environmental, October 2013)**

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Conservation Halton owns (*name of landholding*) within the study area. Please identify any potential impacts to Conservation Halton landholdings (direct – adjacent to, and indirect – road closures, detours etc.). Any questions regarding Conservation Halton landholdings should be directed to (*name*).



Is infrastructure proposed within existing easements/r-o-w or are there additional property requirements? Please assess the impacts of utility relocation (i.e. telephone poles, union gas, etc.) on natural heritage features, natural hazard areas and fish habitat. This should not be left to detailed design as the relocation can have a significant impact on natural heritage features.



Please note that Conservation Halton staff do not screen on behalf of MNRF for *Lakes and Rivers Improvement Act* implications. We recommend you contact the MNRF to determine if this Act will apply to the proposed works.



The Province and Crown Corporations do not require permits from Conservation Halton under Ontario Regulation 162/06. We do however appreciate any efforts that the Province and these Corporations can take to meet the requirements of our Regulation and to address areas of provincial interest.



In order to allow sufficient time to review the Draft Environmental Study Report, staff would appreciate it if a review timeline of two 2 weeks could be incorporated into the project schedule. We would like to request four (4) hard copies of the ESR for review.



Please provide a figure with proposed works and/or alternatives overlaid on an airphoto.

☐ Other: _____

BLANK PAGE 7 - END OF CHECK LIST

Falcone, Olivia

From: Jakaitis, Alicia <Alicia.Jakaitis@halton.ca>
Sent: November-27-17 8:10 AM
To: Jim, Katherine
Cc: Sirianni, Stefan
Subject: FW: Steeles Ave. EA - Tremaine Rd to Industrial Drive
Attachments: Message from "RNP002673D063F6"

FYI.

Alicia Jakaitis

Project Manager II

Infrastructure Planning & Policy

Public Works

Halton Region

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



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From: Paul Bond [mailto:pbond@hrca.on.ca]
Sent: Thursday, November 23, 2017 3:39 PM
To: Jakaitis, Alicia
Subject: Steeles Ave. EA - Tremaine Rd to Industrial Drive

Hi Alicia,

Further to our recent telephone conversation on the Steeles Ave. EA, I'm appending a copy of the 2003 CH comments on the Towns Transportation Master Plan. The fourth bullet on page 3 is what I was referencing in our conversation.

The Sherwood Survey Secondary Plan has identified the road locations shown on the schedules as "conceptual" and to be finally determined upon completion of an EA. I've appended an excerpt of the Towns OP and refer you to item C.8.4.1.

As discussed, when considering the various options for alignment, CH will be asking that the EA include a hydraulic analysis and detailed discussion of the southerly alignment through the floodplain to determine the impact on floodplain storage and risk to upstream/downstream properties. This is an issue that cannot be deferred to future detailed design. While CH staff will certainly discuss, review and consider all options that the Region puts forward, it is our preference to avoid any new road construction through the floodplain here.

We anticipate further discussion on this issue and are looking forward to a future on-site meeting with you and your team.

Cheers,

Paul.

Paul Bond | Coordinator/Environmental Planner
Regional Infrastructure Team



Conservation
Halton

2596 Britannia Road West
Burlington, Ontario L7P 0G3
905-336-1158 ext. 2257 | FAX 905-336-6684 | pbond@hrca.on.ca
www.conservationhalton.ca

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Sirianni, Stefan

From: cjgohm@arch-research.com
Sent: March-27-19 11:22 AM
To: Sirianni, Stefan; Jim, Katherine
Subject: FW: ENTERED INTO REGISTER: Archaeological Report for P089-0101-2018 / *
Attachments: ENTERED INTO REGISTER_ Archaeological Report for P089-0101-2018.pdf

Hi Stefan,

The Steeles Ave Stage 1 report has been accepted by the MTCS, and the letter of entry is attached. The final version of the report was sent to you on March 12th, so you are all set!

Thanks very much,

Chris

From: pastport <pastport@ontario.ca>
Sent: March 27, 2019 10:56 AM
To: dknight@arch-research.com
Cc: jeffrey.reid@halton.ca; katherine.jim@wsp.com; PastPort@ontario.ca
Subject: ENTERED INTO REGISTER: Archaeological Report for P089-0101-2018 / *

Dear Dean Knight,

The Original report for PIF P089-0101-2018, submitted by you as a condition of your licence, has been entered into the *Ontario Public Register of Archaeological Reports* without technical review. Please refer to the attached letter.

Note: the ministry makes no representation or warrant as to the completeness, accuracy or quality of reports in the register.

Development proponents and approval authorities: the Ontario Ministry of Tourism, Culture and Sport has copied you on this email as you have been identified by the consultant archaeologist as either the proponent or approval authority for this project.

Please **do not** reply to this e-mail. The message will be undeliverable and we are unable to respond from this address.

If you have any questions about this report email us at: Archaeology@ontario.ca

Thank you,

Jessica Marr

Jessica.Marr@ontario.ca

Ministry of Tourism, Culture and Sport

Archaeology Programs Unit
Programs and Services Branch
Culture Division
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Archaeology@ontario.ca

Ministère du Tourisme, de la Culture et du Sport

Unité des programmes d'archéologie
Direction des programmes et des services
Division de culture
401, rue Bay, bureau 1700
Toronto ON M7A 0A7
Archaeology@ontario.ca



Mar 26, 2019

Dean Knight (P089)
New Directions Archaeology Ltd.
219 - 900 Guelph Kitchener ON N2H 5Z6

RE: Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "Stage 1 Archaeological Assessment of Steeles Avenue – Tremaine Road to Industrial Drive Municipal Class EA, on Parts of Lot 1 Concessions 1 and 2, in the Geographic Township of Esquesing, and Part of Lot 15 Concession 2, in the Geographic Township of Trafalgar, former Halton County, Town of Milton, Regional Municipality of Halton", Dated Mar 12, 2019, Filed with MTCS Toronto Office on N/A, MTCS Project Information Form Number P089-0101-2018, MTCS File Number 0010408

Dear Dr. Knight:

The above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18, has been entered into the Ontario Public Register of Archaeological Reports without technical review.¹

Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require further information, please do not hesitate to send your inquiry to Archaeology@Ontario.ca

cc. Archaeology Licensing Officer
Katherine Jim, WSP Canada Group Inc.
Jeffrey Reid, Halton Region

¹In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.

From: [Matt Howatt](#)
To: [Thompson, Gillie](#); [Ekaterina Sapozhnikova](#); [Holly Anderson](#)
Cc: [Jim, Katherine](#); [Jim, Katherine](#); [Baral, Madhav](#); [Reid, Jeffrey](#)
Subject: RE: Steeles Avenue MCEA Study - SWM/Modelling Meeting with CH
Date: October 4, 2019 4:52:52 PM
Attachments: [image001.png](#)

Hi Gillie,

Thank you for the notes. We've completed our review and do not have any edits to propose.

In regard to the CH action items, we offer the following in response:

1. Based on our review, the appropriate model for the hydraulic assessment of the new crossing at the Main Reach of West Branch of Sixteen Mile Creek is the Urbantech model. While it will need to be modified and extended accordingly, it is more recent and georeferenced.
2. Due to the substantial drainage area of Tributary NW-1-A, HEC-RAS modeling is required for the introduction of any new crossing.
3. In regard to availability of topographic information, CH has access to a LiDAR dataset however, under our current licencing agreement, we are a user and cannot share as an owner. We understand that the dataset is available at a discount from the vendor, Airborne Imaging.

If there are any follow up questions or concerns regarding the above, please contact me.

Regards,
Matt

Matt Howatt
Coordinator, Regional Infrastructure Team

Conservation Halton
2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2311 | Fax 905.336.6684 | mhowatt@hrca.on.ca
conservationhalton.ca

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From: Thompson, Gillie [<mailto:Gillian.Thompson@wsp.com>]
Sent: September 26, 2019 9:32 AM
To: Matt Howatt; Ekaterina Sapozhnikova; Holly Anderson
Cc: Jim, Katherine; Jim, Katherine; Baral, Madhav; Reid, Jeffrey
Subject: Steeles Avenue MCEA Study - SWM/Modelling Meeting with CH

Good morning,

Please find the Discussion Notes from our September 17, 2019 'working group' to discuss drainage and SWM. We note there are a couple of key action items for CH to confirm models.

If you have any comments or edits, please let me know by October 4, 2019.

Also included in this package are: 1) the design criteria handout; 2) the excerpt from the Bronte Street MCEA; 3) previous CH correspondence on the Bronte Street MCEA.

Thank you
Gillie

Gillian Thompson, B.Sc., MCIP, RPP
Senior Planner / Project Manager
Transportation Planning



Direct + 1 289-835-2620
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610 Chartwell Road, Suite 300
Oakville, Ontario
L6J 4A9 Canada

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LAEmHhMzdJz8ITWfa4Hqs7pbKl

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Falcone, Olivia

From: Leite, Christopher <Christopher.Leite@halton.ca>
Sent: October 21, 2019 11:03 AM
To: Jim, Katherine
Subject: Declined: FW: Steeles Avenue EA - TAC Meeting #1

Hi Katherine,

Thank you for the invitation. Halton Emergency Management's focus on this project is more about mitigation strategies in-place during the construction phase and what Regional emergency resources might be expected/required during a site-based emergency. These are concerns that at this stage would be addressed by our planning and permitting representatives.

I look forward to being kept abreast of this project as it moves forward, but I will not be attending today.

Cheers,
Chris

Falcone, Olivia

From: Jim, Katherine
Sent: March 6, 2020 8:14 AM
To: Falcone, Olivia
Cc: Thompson, Gillie
Subject: FW: Steeles Avenue MCEA Study - Sixteen Mile Creek Hydraulic Modelling

From: Matt Howatt [mailto:mhowatt@hrca.on.ca]
Sent: March 5, 2020 4:38 PM
To: Baral, Madhav <Madhav.Baral@wsp.com>; Joseph Asztalos <jasztalos@hrca.on.ca>
Cc: Jim, Katherine <Katherine.Jim@wsp.com>; Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Subject: RE: Steeles Avenue MCEA Study - Sixteen Mile Creek Hydraulic Modelling

Good afternoon Madhav,

Further to my email below, Joe has completed his review of the models and we offer the following feedback:

Note: Proposed conditions models will need to be refined alongside the EA report & any figures/drawings that are prepared moving forward.

Preliminary Comments

1. At the CNR crossing, please review if the length of the crossing is being modeled appropriately. The existing culverts are 70-80m in length, whereas the deck width is only set to be 35m. Given the geometry of the crossing and rail tracks, it may be more appropriate to use the culvert function of HEC-RAS rather than modeling it like a bridge.
2. At the CNR crossing, as you refine the design please review if the internal cross-sections should be more rectangular in shape similar to how Bridge #1 (River STA 12.3255) and Bridge #2 (River STA 12.6445) are modelled.
3. It's noted that at this stage, the new Steeles Avenue bridge is not included in the model. We assume it will be included in future iterations as the vertical & horizontal alignment is refined.
4. Was height of the CNR crossing also evaluated alongside width? The 20m span scenario has the top elevation at 204.00m, whereas the 25m and 30m scenario has it at 203.00m
5. Due to the larger CNR crossing, the water velocity at upstream sections have increased for more frequent storm events (i.e. 2-, 5-, and 10-year). The velocities return to existing conditions near River Station 13.63. It's suggested that the EA document include a commitment to monitor this area for any erosion concerns.

At this stage, we have no major concerns with the proposed conditions models. We will continue to provide support and feedback as the design progresses.

Please contact Joe or I with any questions or to discuss further.

Regards,
Matt

From: Matt Howatt
Sent: February 28, 2020 9:58 AM
To: Baral, Madhav; Joseph Asztalos
Cc: Jim, Katherine; Reid, Jeffrey
Subject: RE: Steeles Avenue MCEA Study - Sixteen Mile Creek Hydraulic Modelling

Good morning Madhav,

Thank you for providing the modelling for our review. I'm writing to confirm receipt and that we're working to provide our feedback during the week of March 9. We'll keep you and the team up to date on our progress recognizing that time is of the essence.

Regards,
Matt

Matt Howatt
Coordinator, Regional Infrastructure Team

Conservation Halton
2596 Britannia Road West, Burlington, ON L7P 0G3
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From: Baral, Madhav [<mailto:Madhav.Baral@wsp.com>]
Sent: February 25, 2020 3:12 PM
To: Joseph Asztalos; Matt Howatt
Cc: Jim, Katherine; Reid, Jeffrey
Subject: RE: Steeles Avenue MCEA Study - Sixteen Mile Creek Hydraulic Modelling

Hi Matt and Joseph,
Good Day!

As discussed in the last meeting, I have attached a zip file of proposed conditions hydraulic model that includes options for CNR crossing.

The Zip file includes 4 models (one existing model and three options for replacement of CNR crossing):

- Approved Existing Conditions Model: 16MileCreek_Upper_Ex_Rev.prj
- CNR Crossing with 25 m span (clear) Bridge: 16MileCreek_Upper_Pr4.prj
- CNR Crossing with 30 m span (clear) Bridge: 16MileCreek_Upper_Pr5.prj
- CNR Crossing with 20 m span (clear) Bridge: 16MileCreek_Upper_Pr6.prj

For all three options of CNR crossing, Bronte Street crossing is modelled as **19.6 m clear span** bridge (21 m span centre to centre of abutments) with updated/raised Road profile.

As you know, Bronte Street is currently in detailed design phase and a 21m span C/C bridge is being proposed for this crossing.

I have also attached summary and comparison of hydraulic modelling results.

Please let me know if you have any questions.

Thank you.

Regards,

Madhav Baral, M.A.Sc., P.Eng.
Project Manager, Water Resources



T+ **1 289 825 0206**

From: Joseph Asztalos <jasztalos@hrca.on.ca>
Sent: January 29, 2020 2:48 PM
To: Baral, Madhav <Madhav.Baral@wsp.com>; Matt Howatt <mhowatt@hrca.on.ca>
Cc: Jim, Katherine <Katherine.Jim@wsp.com>; Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Subject: RE: Steeles Avenue MCEA Study - Sixteen Mile Creek Hydraulic Modelling

Hi Madhav,

Thank you for forwarding the existing conditions model and your summary of the updates/findings. I've gone through the model and have no concerns with it being used to begin working on design alternatives for the proposed conditions. Please proceed with using the model with the slightly lower flow volumes at cross-section **13.94** (16MileCreek_Upper_Ex_Rev.prj). I agree that it is better to avoid the unusual drop in water elevation at cross-section **13.795** for the 100-year simulation.

If you have any questions or concerns please don't hesitate to contact me.

Regards,

Joe Asztalos, P.Eng.
Water Resources Engineer, Regional Infrastructure Team

Conservation Halton
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905.336.1158 ext. 2265 | Fax 905.336.6684 | jasztalos@hrca.on.ca
<https://www.conservationhalton.ca/>

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From: Baral, Madhav <Madhav.Baral@wsp.com>
Sent: January 29, 2020 1:06 PM
To: Matt Howatt <mhowatt@hrca.on.ca>; Joseph Asztalos <jasztalos@hrca.on.ca>
Cc: Jim, Katherine <Katherine.Jim@wsp.com>; Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Subject: RE: Steeles Avenue MCEA Study - Sixteen Mile Creek Hydraulic Modelling

Hi Matt and Joseph,
Good day!

As discussed in the last meeting, I have made a zip file of the updated existing conditions HEC-RAS model and attached with this email for your review.
Following revisions are considered in the model:

- Sections 13.385, 13.32 and 13.27 are revised based on the survey information received from CNR.
- Sections 13.24, 13.23, 13.21 and 13.22 are revised/added based on the channel survey information carried out for Bronte Street Detail design project.
- Extension of cross sections outside of the channel is based on the available contour information.
- Inverts, sizes and lengths of CNR twin culvert are updated based on the finding per January 17, 2020 email.
- Flows used in the model are based on the Tremaine Road model.

Please find the zip file which includes two models (HEC-RAS version 4.1.0):

16MileCreek_Upper_Ex_Rev.prj (as discussed in the meeting)

16MileCreek_Upper_Ex_Rev1.prj (revising flow values at Section 13.94)

I checked the flows at Section 13.94 in both Bronte Street Model and Tremaine Model:

Flow Based on Bronte Street EA Model

Steady Flow Data - Hec2 File Foak9.dat

File Options Help

Enter/Edit Number of Profiles (25000 max): Reach Boundary Conditions ... Apply Data

Locations of Flow Data Changes

River: Add Multiple...

Reach: River Sta.: Add A Flow Change Location

Flow Change Location				Profile Names and Flow Rates					
	River	Reach	RS	Reg	100yr	50yr	25yr	10yr	5yr
1	RIVER-1	Reach-1	18.43	337.38	63.81	56.03	46.51	36.12	28.92
2	RIVER-1	Reach-1	16.854	332.69	63.41	55.96	46.26	35.79	28.56
3	RIVER-1	Reach-1	14.72	340.97	64.53	56.85	46.98	36.31	28.97
4	RIVER-1	Reach-1	13.94	339.88	63.31	55.8	46.21	35.94	28.78

Flows based on Tremaine Road Model:

Steady Flow Data - Imported FOAK9 Flows

File Options Help

Description :

Enter/Edit Number of Profiles (32000 max): Reach Boundary Conditions ...

Locations of Flow Data Changes

River: Add Multiple...

Reach: River Sta.: Add A Flow Change Location

Flow Change Location				Profile Names and Flow Rates							
	River	Reach	RS	FOAK9 Regional	FOAK9 100 yr	FOAK9 50 yr	FOAK9 25 yr	FOAK9 10 yr	FOAK9 5 yr	2 yr	1.5 yr
1	RIVER-1	Reach-1	18.43	337.41	63.82	56.04	46.52	36.13	28.92	18	14
2	RIVER-1	Reach-1	16.854	332.73	63.41	55.96	46.26	35.8	28.57	18	14
3	RIVER-1	Reach-1	14.72	341.01	64.54	56.86	46.98	36.31	28.98	18	14
4	RIVER-1	Reach-1	13.94	339.91	63.32	55.8	46.22	35.94	28.78	18	14

Both models used lower flow value at Section 13.94 for all events than the upstream section 14.72.

Between two models, there is no difference in the Regional Storm flow but minor changes in the 2-year to the 100-year flow.

However, it is noticed that there is an unusual drop in the 100-year WSL at Section 13.795 with the increased flow. The program selected the WSL whose main channel velocity head was the closest to previously computed cross-section to balance the energy equation, which is very unusual. Please see the attached summary sheet.

This unusual drop does not happen with lower flow value.

Since there is only a minor change in water level, I suggest to use lower flow values to avoid this unusual change in WSL at Section 13.795.

Please have look and let us know if any modification is required in the model. Please also confirm the flow values to be used in Section 13.94.

Thank you.

Regards,

Madhav Baral, M.A.Sc., P.Eng.
Project Manager, Water Resources



T+ 1 289 825 0206

From: Matt Howatt [<mailto:mhowatt@hrca.on.ca>]

Sent: January 17, 2020 11:30 AM

To: Baral, Madhav <Madhav.Baral@wsp.com>; Joseph Asztalos <jasztalos@hrca.on.ca>

Cc: Jim, Katherine <Katherine.Jim@wsp.com>; Dowell, Jim <Jim.Dowell@wsp.com>; Thompson, Gillie <Gillian.Thompson@wsp.com>; Reid, Jeffrey <Jeffrey.Reid@halton.ca>

Subject: RE: Steeles Avenue MCEA Study - Sizing of CNR twin culverts

Good morning Madhav,

Thank you for your email.

I've received Joe's input and we agree that the 14'6" (4.42m) diameter is appropriate based on your summary of findings.

If possible, could you please send a PDF of the survey so we could check the "Top of Culvert Elev."?

Thank you,
Matt

Matt Howatt
Coordinator, Regional Infrastructure Team

Conservation Halton
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From: Baral, Madhav [<mailto:Madhav.Baral@wsp.com>]

Sent: January 17, 2020 10:37 AM

To: Matt Howatt; Joseph Asztalos

Cc: Jim, Katherine; Dowell, Jim; Thompson, Gillie; Reid, Jeffrey

Subject: RE: Steeles Avenue MCEA Study - Sizing of CNR twin culverts

Hi Matt,
Good Morning!

We got recent survey information in vicinity of CNR culvert from HDR on behalf of Canadian National Railway. Unfortunately, there is no direct measurement of culvert size; however, we have estimated the culvert size based on the available survey information.

Here is the information extracted from the survey data for the CNR Twin Culverts:

Culvert	Reach	Invert Elev. (m)	Top of Culvert Elev. (m)	Rise (m) (Top El. – Invert El)	Culvert Length (m)
North Culvert	Upstream	197.248	201.776	4.528	73.2
	Downstream	197.137	201.684	4.547	
South Culvert	Upstream	197.373	201.689	4.316	72.2
	Downstream	197.188	201.536	4.348	

Assuming spherical shape (as per photos), the diameter of north pipe would be 4.5 m and south pipe would be 4.3 m.

Commercially, the larger corrugated steel plate pipes are manufactured in 6" interval (e.g. 14', 14'6", 15', 15'6", ...etc....)

If we convert into feet and inch, the dimeters of north pipe would be 14'10" and south pipe 14"3". Therefore, the installed diameter of these pipes should be either 14'6" or 15'.

Both pipes were installed in same time, therefore, I suggest using 14'6" diameter for both pipes which is exactly 4.42 m diameter.

Please note that the Bronte Street model considered 4.8 m diameter for both pipes which is close to this assumption.

Please let us know if CH agree with our suggested diameter of 14'6" (i.e. 4.42 m) for both pipes. After that, we will update existing conditions hydraulic model with updated cross-sections immediately u/s and d/s of CNR culvert based on the available survey data.

Thank you.

Regards,

Madhav Baral, M.A.Sc., P.Eng.
Project Manager, Water Resources



T+ 1 289 825 0206

From: Matt Howatt [<mailto:mhowatt@hrca.on.ca>]

Sent: January 10, 2020 3:44 PM

To: Reid, Jeffrey <Jeffrey.Reid@halton.ca>; Baral, Madhav <Madhav.Baral@wsp.com>; Joseph Asztalos <jasztalos@hrca.on.ca>

Cc: Jim, Katherine <Katherine.Jim@wsp.com>; Dowell, Jim <Jim.Dowell@wsp.com>; Thompson, Gillie

<Gillian.Thompson@wsp.com>; Larkin, Ann <Ann.Larkin@halton.ca>

Subject: RE: Steeles Avenue MCEA Study - Geo-Reference HEC-RAS Model

Hi Jeff and Madhav,

Thank you for your emails and the update. I reached out to Urbantech earlier this week but have not received a response yet.

Joe and I think it would be good to have a quick call on Monday to discuss how to move forward with the modelling given the time constraints we're under.

Joe and I are available in the morning or afternoon. Please let me know your availability and I can follow up with a meeting invite (and CH conference call information, if we'll have multiple callers involved).

Thank you,
Matt

Matt Howatt

Coordinator, Regional Infrastructure Team

Conservation Halton

2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2311 | Fax 905.336.6684 | mhowatt@hrca.on.ca
conservationhalton.ca

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From: Reid, Jeffrey [<mailto:Jeffrey.Reid@halton.ca>]

Sent: January 10, 2020 3:19 PM

To: 'Baral, Madhav'; Matt Howatt; Joseph Asztalos

Cc: Jim, Katherine; jim.dowell@wsp.com; Thompson, Gillie (Gillian.Thompson@wsp.com); Larkin, Ann

Subject: RE: Steeles Avenue MCEA Study - Geo-Reference HEC-RAS Model

Hi Everyone,

I just wanted to update you with a conference call I participated earlier this week regarding the CN Grade Separation at Steeles Avenue. While this meeting focused on the design of the grade separation, we did discuss the existing sizing of the twin (CN) culverts. During the meeting, HDR committed to providing the surveyed culverts. I anticipate receiving next week. Once received I'll forward. This information will be used to reflect existing conditions within the hydraulic model.

In addition, HDR/CN requested the hydraulic information as part of our Steeles Avenue MCEA Study. I indicated that this can be shared once CH/Region agree on the model to use and when existing conditions are confirmed. As a follow-up to Madhav's email (below), both the Region/WSP are available if CH/Urbantech would like to discuss the hydraulic model.

Thanks,
Jeff

Jeffrey Reid, HBA, C.E.T., LET

Project Manager II

Infrastructure Planning & Policy

Public Works

Halton Region

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From: Baral, Madhav <Madhav.Baral@wsp.com>
Sent: Friday, January 10, 2020 3:00 PM
To: Matt Howatt <mhowatt@hrca.on.ca>; Joseph Asztalos <jasztalos@hrca.on.ca>
Cc: Jim, Katherine <Katherine.Jim@wsp.com>; Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Subject: RE: Steeles Avenue MCEA Study - Geo-Reference HEC-RAS Model

Hi Matt,
Happy New year to you too!

I am just wondering whether CH received any update from Urbantech regarding the geo-reference of the hydraulic modelling of Sixteen Mile Creek, as mentioned below.

Thank you.

Madhav Baral, M.A.Sc., P.Eng.
Project Manager, Water Resources



T+ 1 289 825 0206

From: Matt Howatt [<mailto:mhowatt@hrca.on.ca>]
Sent: January 3, 2020 4:31 PM
To: Baral, Madhav <Madhav.Baral@wsp.com>; Joseph Asztalos <jasztalos@hrca.on.ca>
Cc: Jim, Katherine <Katherine.Jim@wsp.com>; Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Subject: RE: Steeles Avenue MCEA Study - Geo-Reference HEC-RAS Model

Good afternoon Madhav and Happy New Year!

I hope you and the team had a great holiday.

Thank you for bringing the model inconsistencies to our attention. We'll likely need clarification from Urbantech to answer your question and to confirm how they went from their HEC-RAS model to the floodplain limits. We will reach out to them and follow up as soon as possible with this clarification.

If you'd like to discuss further in the meantime, please let us know and we can arrange a call next week.

Regards,
Matt

Matt Howatt
Coordinator, Regional Infrastructure Team

Conservation Halton
2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2311 | Fax 905.336.6684 | mhowatt@hrca.on.ca
conservationhalton.ca

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From: Baral, Madhav [<mailto:Madhav.Baral@wsp.com>]
Sent: December 24, 2019 1:08 PM
To: Matt Howatt; Joseph Asztalos
Cc: Jim, Katherine; Reid, Jeffrey
Subject: RE: Steeles Avenue MCEA Study - Geo-Reference HEC-RAS Model

Hi Matt /Joseph,
Happy Holidays!

I would like to request some clarification about the Geo-reference of HEC-RAS model.
I have attached a portion of the section layout of TremaineRoad HEC-RAS model for Sixteen Mile Creek which was received from CH on Sept 5, 2018.

As per the model, all green lines are geo-referenced sections.

However;

- Although sections are noted as geo-referenced, the Coordinate of X-section lines do not match with actual ground coordinate (UTM coordinate system). For example, for Section 13.450:

			Coordinate : UTM	
Section ID 13.450	Per HEC-RAS Model		Per Actual FPM GIS	
	Easting	Northing	Easting	Northing
	52826.16667	50280.56667	588990.511	4818277.332
	52355.16667	50280.56667	588960.993	4818388.525
			588929.063	4818509.441
			588870.231	4818730.894

- The Creek line (blue line) does not look like geo-referenced.

The geo-reference model should match with the actual layout of creek and creek sections.

The GIS shape files which we received at same time for X-section cut line and the Regional Flood plain line is based on UTM coordinate system.

In the attached Flood Plain map (FPM) the river section lines are imported from GIS shape file.

Please have a look and confirm the coordinate system of cross-sections used in the HEC-RAS model.

Thank you.

Regards,

Madhav Baral, M.A.Sc., P.Eng.
Project Manager, Water Resources



T+ 1 289 825 0206

From: Matt Howatt [<mailto:mhowatt@hrca.on.ca>]
Sent: December 18, 2019 3:55 PM
To: Reid, Jeffrey (Jeffrey.Reid@halton.ca) <Jeffrey.Reid@halton.ca>; Larkin, Ann (Ann.Larkin@halton.ca) <Ann.Larkin@halton.ca>; Jim, Katherine <Katherine.Jim@wsp.com>; Dowell, Jim <Jim.Dowell@wsp.com>; Baral,

Madhav <Madhav.Baral@wsp.com>; Thompson, Gillie <Gillian.Thompson@wsp.com>

Cc: Joseph Asztalos <jasztalos@hrca.on.ca>

Subject: Steeles Avenue MCEA Study - New CH Contact Info

Good afternoon,

Thank you for meeting with CH staff this morning. We look forward to future meetings in the new year to help advance the project.

I'm writing to provide the contact information for Joe Asztalos, CH's new engineer on the Regional Infrastructure Team:

Joe Asztalos,
Engineer, Regional Infrastructure Team
Conservation Halton
905.336.1158 ext. 2265
jasztalos@hrca.on.ca

Regards,
Matt

Matt Howatt
Coordinator, Regional Infrastructure Team

Conservation Halton
2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2311 | Fax 905.336.6684 | mhowatt@hrca.on.ca
conservationhalton.ca

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J.AEmHhHzdIzBITWfa4Hqs7pbK0

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Falcone, Olivia

From: Martin, Christopher (MECP) <Christopher.Martin@ontario.ca>
Sent: October-23-20 3:02 PM
To: Jim, Katherine
Cc: Reid, Jeffrey (Jeffrey.Reid@halton.ca); Thompson, Gillie; Falcone, Olivia; Matt Howatt
Subject: RE: MCEA Steeles Ave - MECP
Attachments: Client Guide to Preliminary Screening-May 2019.pdf

Hello Katherine,

I have reviewed the Steeles Ave. Detailed Assessment Table, EA Natural Features Table and Figure, and Ecological Land Classification mapping provided to Aurora McAllister on June 5, 2020, as well as additional presentations and meeting minutes related to Steeles Avenue improvements between Tremaine Road and Industrial Drive in Milton. I understand a final detailed Environment Study Report will be forthcoming in winter 2021. I can offer the following comments which may be of some assistance at this point in the process:

- Additional databases that should be reviewed for species at risk observations in the project area include E-Bird and iNaturalist. Please see the attached Client's Guide to Preliminary Screening for Species at Risk for a full list of available information sources.
- The Land Information Ontario database also includes historical records of Northern Sunfish (Special Concern) in the Sixteen Mile Creek watershed.
- I understand that Butternut (Endangered) were noted in previous information gathering steps though not observed during vegetation surveys conducted. Should butternut be identified at any point during the planning or operational phases of this project, trees should be assessed by a certified Butternut Health Assessor per guidelines here: <https://collections.ola.org/mon/29001/329151.pdf>. Butternut Health Assessments may be submitted to SAROntario@ontario.ca.
- I am pleased that Steeles Ave. re-routing alternatives A and B were ranked as more preferred than alternative C overall. A 17(2)c permit under the Endangered Species Act (ESA) with respect to American Eel and possibly Redside Dace would likely be required for the Sixteen Mile Creek realignment proposed in alternative C. I also agree that alternatives A and B pose relatively similar impacts to the natural environment and to species at risk specifically.
- Removing trees potentially supporting species at risk bat maternity roosts outside of the April 1 – September 30 bat active season is a standard measure to avoid impacts to individual bats (ESA s.9 contravention). I can confirm that necessary tree removals for any of the Steeles Ave. alternatives would not be considered damage or destruction of habitat (ESA s. 10 contravention). Further acoustic monitoring surveys of bats will not be required by MECP. Efforts to mitigate impacts to displaced bats by installing bat boxes will be encouraged.
- Comprehensive and effective erosion and sediment control measures will be necessary for crossing construction over Tributary NW-1-E and, particularly, Sixteen Mile Creek. MECP's final evaluation of impacts to American eel and Redside Dace will await details of crossing construction and crossing removals.

- Per E-mail sent from MNRF to WSP on August 28, 2017, I request an Information Gathering Form be completed alongside the Environmental Study Report in order to support MECP's species at risk impact assessment. In addition to considerations noted above, further description of the agricultural fields (crop type, activity status (active/fallow/unmanaged)) in the west half of the study area will be helpful to determine their potential as bobolink (Threatened) or eastern meadowlark (Threatened) habitat.

Thank you for the opportunity to comment. Please feel free to contact me if you wish to discuss anything further.

Regards,

Chris

Christopher Martin, A/Management Biologist
Permissions and Compliance Section | Species at Risk Branch | Land and Water Division
Ministry of the Environment, Conservation and Parks
Christopher.Martin@ontario.ca | (705) 313-3928

From: Jim, Katherine <Katherine.Jim@wsp.com>

Sent: October 15, 2020 7:23 AM

To: Martin, Christopher (MECP) <Christopher.Martin@ontario.ca>

Cc: Reid, Jeffrey (Jeffrey.Reid@halton.ca) <Jeffrey.Reid@halton.ca>; Thompson, Gillie <Gillian.Thompson@wsp.com>; Falcone, Olivia <Olivia.Falcone@wsp.com>

Subject: RE: MCEA Steeles Ave - MECP

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Hi Chris,

Thank you for your email. Please find attached Steeles Avenue MCEA TAC Meeting 2 (Sept 30) presentation as requested. We are finalizing the meeting minutes and will be distributing those to the technical agencies in the near future for record.

We provided information on the analysis and evaluation of design alternatives via email to Aurora McAllister on June 5; sounds like you already have those in your project file. Let us know if you require us to forward those information again.

Please do not hesitate to contact us if you have any questions. I have cc the Region's Project Manager, Jeff Reid, in this email also.

Regards,
Katherine

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



From: Martin, Christopher (MECP) [<mailto:Christopher.Martin@ontario.ca>]
Sent: October 14, 2020 5:23 PM
To: Jim, Katherine <Katherine.Jim@wsp.com>
Subject: MCEA Steeles Ave

Hi Katherine,

Due to technical difficulties I was late in attending the September 30 Technical Agency Committee meeting. My apologies. Would you be able to share the presentation provided on September 30 for further review?

I note some earlier June correspondence to MECP as well. I will plan to provide some formal feedback on Steeles Ave transportation improvements to WSP within the new few weeks.

Regards,

Chris

Christopher Martin, A/Management Biologist
Permissions and Compliance Section | Species at Risk Branch | Land and Water Division
Ministry of the Environment, Conservation and Parks
Christopher.Martin@ontario.ca | (705) 313-3928

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-LAEmHhHzdJzBITWfa4Hgs7pbKI

Client's Guide to Preliminary Screening for Species at Risk

***Ministry of the Environment, Conservation and Parks
Species at Risk Branch, Permissions and Compliance
DRAFT - May 2019***

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1.0 Purpose, Scope, Background and Context

1.1 Purpose of this Guide

This guide has been created to:

- help clients better understand their obligation to gather information and complete a preliminary screening for species at risk before contacting the ministry,
- outline guidance and advice clients can expect to receive from the ministry at the preliminary screening stage,
- help clients understand how they can gather information about species at risk by accessing publicly available information housed by the Government of Ontario, and
- provide a list of other potential sources of species at risk information that exist outside the Government of Ontario.

It remains the client's responsibility to:

- carry out a preliminary screening for their projects,
- obtain best available information from all applicable information sources,
- conduct any necessary field studies or inventories to identify and confirm the presence or absence of species at risk or their habitat,
- consider any potential impacts to species at risk that a proposed activity might cause, and
- comply with the *Endangered Species Act* (ESA).

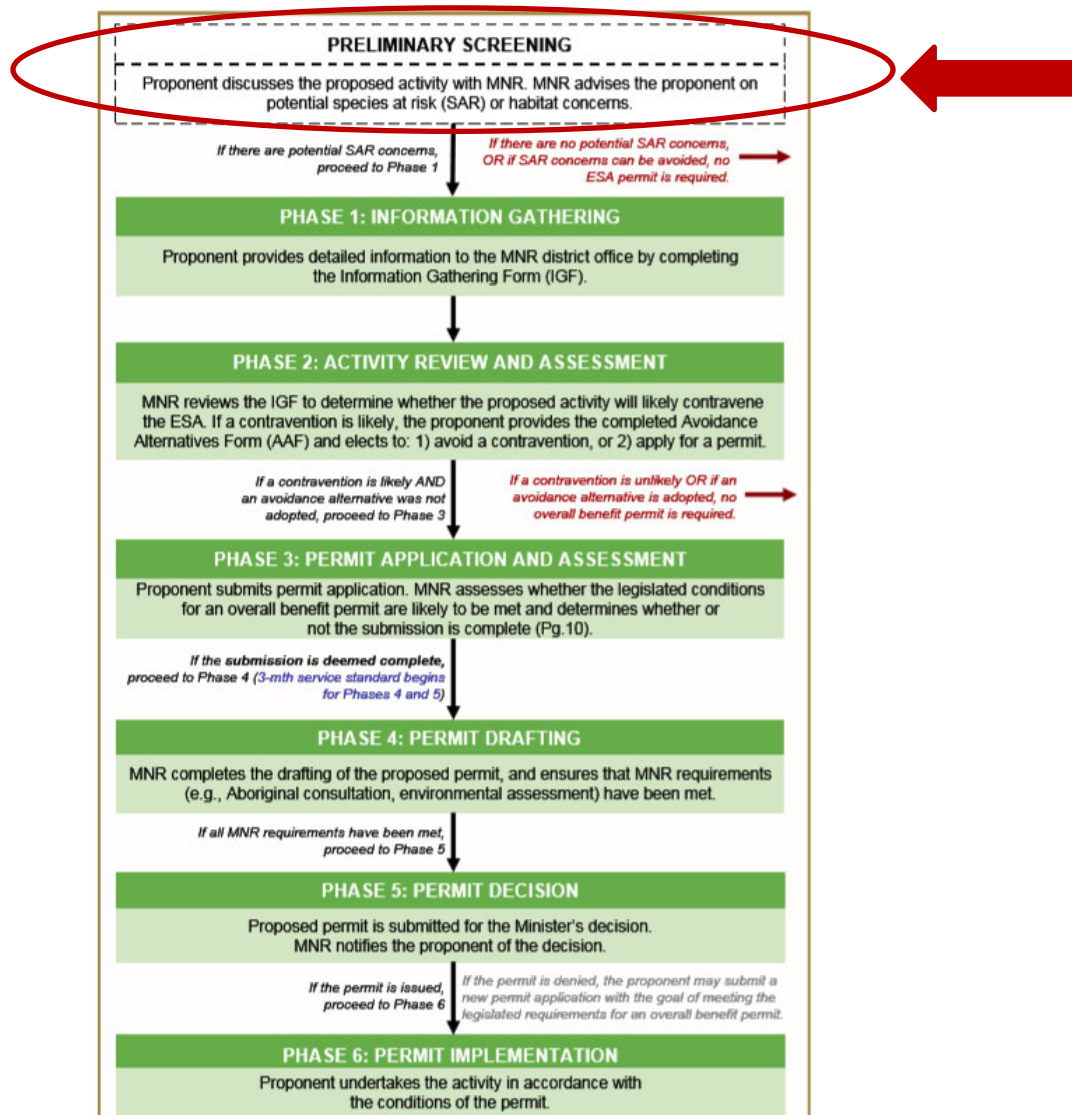
To provide the most efficient service, clients should initiate species at risk screenings and seek information from all applicable information sources identified in this guide, at a minimum, prior to contacting Government of Ontario ministry offices for further information or advice.

1.2 Scope

This guide is a resource for clients seeking to understand if their activity is likely to impact species at risk or if they are likely to trigger the need for an authorization under the ESA. It is not intended to circumvent any detailed site surveys that may be necessary to document species at risk or their habitat nor to circumvent the need to assess the impacts of a proposed activity on species at risk or their habitat. This guide is not an exhaustive list of available information sources for any given area as the availability of information on species at risk and their habitat varies across the province. This guide is intended to support projects and activities carried out on Crown and private land, by private landowners, businesses, other provincial ministries and agencies, or municipal government.

1.3 Background and Context

To receive advice on their proposed activity, clients must first determine whether any species at risk or their habitat exist or are likely to exist at or near their proposed activity, and whether their proposed activity is likely to contravene the ESA. Once this step is complete, clients may contact the ministry at SAROntario@ontario.ca to discuss the main purpose, general methods, timing and location of their proposed activity as well as information obtained about species at risk and their habitat at, or near, the site. At this stage, the ministry can provide advice and guidance to the client about potential species at risk or habitat concerns, measures that the client is considering to avoid adverse effects on species at risk or their habitat and whether additional field surveys are advisable. This is referred to as the “Preliminary Screening” stage. For more information on additional phases in the diagram below, please refer to the *Endangered Species Act Submission Standards for Activity Review and 17(2)(c) Overall Benefit Permits* policy available online at <https://www.ontario.ca/page/species-risk-overall-benefit-permits>. Please note: any reference to MNR in the diagram is replaced by MECP.



2.0 Roles and Responsibilities

To provide the most efficient service, clients should initiate species at risk screenings and seek information from all applicable information sources identified in this guide prior to contacting Government of Ontario ministry offices for further information or advice.

Step 1: Client seeks information regarding species at risk or their habitat that exist, or are likely to exist, at or near their proposed activity by referring to all applicable information sources identified in this guide.

Step 2: Client reviews and consider guidance on whether their proposed activity is likely to contravene the ESA (see section 3.4 of this guide for guidance on what to consider).

Step 3: Client gathers information identified in the checklist in section 4 of this guide.

Step 4: Client contacts the ministry at SAROntario@ontario.ca to discuss their preliminary screening. Ministry staff will ask the client questions about the main purpose, general methods, timing and location of their proposed activity as well as information obtained about species at risk and their habitat at, or near, the site. Ministry staff will also ask the client for their interpretation of the impacts of their activity on species at risk or their habitat as well as measures the client has considered to avoid any adverse impacts.

Step 5: Ministry staff will provide advice on next steps.

Option A: Ministry staff may advise the client they can proceed with their activity without an authorization under the ESA where the ministry is confident that:

- no protected species at risk or habitats are likely to be present at or near the proposed location of the activity; or
- protected species at risk or habitats are known to be present but the activity is not likely to contravene the ESA; or
- through the adoption of avoidance measures, the modified activity is not likely to contravene the ESA.

Option B: Ministry staff may advise the client to proceed to Phase 1 of the overall benefit permitting process (i.e. Information Gathering in the previous diagram), where:

- there is uncertainty as to whether any protected species at risk or habitats are present at or near the proposed location of the activity; or
- the potential impacts of the proposed activity are uncertain; or
- ministry staff anticipate the proposed activity is likely to contravene the ESA.

3.0 Information Sources

Land Information Ontario (LIO) and the Natural Heritage Information Centre (NHIC) maintain and provide information about species at risk, as well as related information about fisheries, wildlife, crown lands, protected lands and more. This information is made available to organizations, private individuals, consultants, and developers through online sources and is often considered under various pieces of legislation or as part of regulatory approvals and planning processes.

The information available from LIO or NHIC and the sources listed in this guide should not be considered as a substitute for site visits and appropriate field surveys. Generally, this information can be regarded as a starting point from which to conduct further field surveys, if needed. While this data represents best available current information, it is important to note that a lack of information for a site does not mean that species at risk or their habitat are not present. There are many areas where the Government of Ontario does not currently have information, especially in more remote parts of the province. The absence of species at risk location data at or near your site does not necessarily mean no species at risk are present at that location. On-site assessments can better verify site conditions, identify and confirm presence of species at risk and/or their habitats.

Information on the location (i.e. observations and occurrences) of species at risk is considered sensitive and therefore publicly available only on a 1km square grid as opposed to as a detailed point on a map. This generalized information can help you understand which species at risk are in the general vicinity of your proposed activity and can help inform field level studies you may want to undertake to confirm the presence, or absence of species at risk at or near your site.

Should you require specific and detailed information pertaining to species at risk observations and occurrences at or near your site on a finer geographic scale; you will be required to demonstrate your need to access this information, to complete data sensitivity training and to obtain a Sensitive Data Use License from the NHIC. Information on how to obtain a license can be found online at <https://www.ontario.ca/page/get-natural-heritage-information>.

Many organizations (e.g. other Ontario ministries, municipalities, conservation authorities) have ongoing licensing to access this data so be sure to check if your organization has this access and consult this data as part of your preliminary screening if your organization already has a license.

3.1 Make a Map: Natural Heritage Areas

The Make a Natural Heritage Area Map (available online at <https://www.ontario.ca/page/make-natural-heritage-area-map>) provides public access to natural heritage information, including species at risk, without the user needing to have Geographic Information System (GIS) capability. It allows users to view and identify generalized species at risk information, mark areas of interest, and create and print a custom map directly from the web application. The tool also shows topographic information such as roads, rivers, contours and municipal boundaries.

Users are advised that sensitive information has been removed from the natural areas dataset and the occurrences of species at risk has been generalized to a 1-kilometre grid to mitigate the risks to the species (e.g. illegal harvest, habitat disturbance, poaching).

The web-based mapping tool displays natural heritage data, including:

- Generalized Species at risk occurrence data (based on a 1-km square grid),
- Natural Heritage Information Centre data.

Data cannot be downloaded directly from this web map; however, information included in this application is available digitally through Land Information Ontario (LIO) at <https://www.ontario.ca/page/land-information-ontario>.

3.2 Land Information Ontario (LIO)

Most natural heritage data is publicly available. This data is managed in a large provincial corporate database called the LIO Warehouse and can be accessed online through the LIO Metadata Management Tool at <https://www.javacoeapp.lrc.gov.on.ca/geonetwork/srv/en/main.home>. This tool provides descriptive information about the characteristics, quality and context of the data. Publicly available geospatial data can be downloaded directly from this site.

While most data are publicly available, some data may be considered highly sensitive (i.e. nursery areas for fish, species at risk observations) and as such, access to some data maybe restricted.

3.3 Additional Species at Risk Information Sources

- The Breeding Bird Atlas can be accessed online at <http://www.birdsontario.org/atlas/index.jsp?lang=en>
- eBird can be accessed online at <https://ebird.org/home>
- iNaturalist can be accessed online at <https://www.inaturalist.org/>
- The Ontario Reptile and Amphibian Atlas can be accessed online at <https://ontarionature.org/programs/citizen-science/reptile-amphibian-atlas>
- Your local Conservation Authority. Information to help you find your local Conservation Authority can be accessed online at <https://conservationontario.ca/conservation-authorities/find-a-conservation-authority/>

Local naturalist groups or other similar community-based organizations

- Local Indigenous communities
- Local land trusts or other similar Environmental Non-Government Organizations
- Field level studies to identify if species at risk, or their habitat, are likely present or absent at or near the site.
- When an activity is proposed within one of the continuous caribou ranges, please be sure to consider the caribou Range Management Policy. This policy includes figures and maps of the continuous caribou range, can be found online at <https://www.ontario.ca/page/range-management-policy-support-woodland-caribou-conservation-and-recovery>

3.4 Information Sources to Support Impact Assessments

- Guidance to help you understand if your activity is likely to adversely impact species at risk or their habitat can be found online at <https://www.ontario.ca/page/policy-guidance-harm-and-harass-under-endangered-species-act> and <https://www.ontario.ca/page/categorizing-and-protecting-habitat-under-endangered-species-act>
- A list of species at risk in Ontario is available online at <https://www.ontario.ca/page/species-risk-ontario>. On this webpage, you can find out more about each species, including where it lives, what threatens it and any specific habitat protections that apply to it by clicking on the photo of the species.

4.0 Check-List

Please feel free to use the check list below to help you confirm you have explored all applicable information sources and to support your discussion with Ministry staff at the preliminary screening stage.

- ✓ Land Information Ontario (LIO)
- ✓ Natural Heritage Information Centre (NHIC)
- ✓ The Breeding Bird Atlas
- ✓ eBird
- ✓ iNaturalist
- ✓ Ontario Reptile and Amphibian Atlas
- ✓ List Conservation Authorities you contacted: _____

- ✓ List local naturalist groups you contacted: _____

- ✓ List local Indigenous communities you contacted: _____

- ✓ List any other local land trusts or Environmental Non-Government Organizations you contacted: _____

- ✓ List and field studies that were conducted to identify species at risk, or their habitat, likely to be present or absent at or near the site: _____

- ✓ List what you think the likely impacts of your activity are on species at risk and their habitat (e.g. damage or destruction of habitat, killing, harming or harassing species at risk): _____

Drost, Alden

From: ESA Aurora (MNRF) <ESA.Aurora@ontario.ca>
Sent: August 28, 2017 4:10 PM
To: Drost, Alden
Subject: RE: Steeles Avenue Class Environmental Assessment (EA) Study - Tremaine Road to Industrial Drive
Attachments: AMS12507_SteelesAve&TremaineRd_Milton.pdf

Good afternoon Alden,

Sorry for the flood of emails. I found the original request. Attached is your screening. I am, however, having problems saving the requested fish collection records. I will speak with our GIS Tech and hopefully have it ready to send tomorrow.

Thank-you,

Courtney

Courtney Beaver

A/Fish and Wildlife Technical Specialist | Aurora District | Ontario Ministry of Natural Resources and Forestry
50 Bloomington Rd W. Aurora, ON L4G 0L8



From: ESA Aurora (MNRF)
Sent: August-28-17 9:43 AM
To: 'Drost, Alden'
Subject: RE: Steeles Avenue Class Environmental Assessment (EA) Study - Tremaine Road to Industrial Drive

Additionally, I will be sure to process it today.

Courtney

From: Drost, Alden [<mailto:Alden.Drost@wsp.com>]
Sent: August-24-17 4:30 PM
To: ESA Aurora (MNRF)
Subject: RE: Steeles Avenue Class Environmental Assessment (EA) Study - Tremaine Road to Industrial Drive

Hi Courtney

Thank you very much for looking into this. We will try again to get into Val's email but it has been difficult with the password changes here at the company. As per below she would have sent it around April 23, 2017 which is the date of her original letter I attached earlier.... If you know that there has not been any responses or follow up to her original email though, could you just process it now and email the info. to me? It would be greatly appreciated as we need this information soon.

Thank you,

August 28th, 2017

Alden Drost
WSP
519-904-1720
alden.drost@wsp.com

**Re: Request for Information for Steeles Avenue West between Tremaine Road and Bronte Street North (as per map submitted),
Town of Milton, Regional Municipality of Halton**

Dear Alden,

In your email dated August 9th, 2017 you requested information on Species at Risk occurring on or adjacent to the above mentioned location. There are Species at Risk recorded for your study area. As of the date of this letter, MNRF has records of:

- REDSIDE DACE (Endangered)
- BARN SWALLOW (Threatened)
- BRIDLE SHINER (Special Concern)
- SNAPPING TURTLE (Special Concern)
- WOOD THRUSH (Special Concern)

Additionally, the species listed below have the potential to occur in your study area and may require further assessment or field studies to determine presence:

- BUTTERNUT (Endangered)
- EASTERN SMALL-FOOTED MYOTIS (Endangered)
- LITTLE BROWN MYOTIS (Endangered)
- NORTHERN MYOTIS (Endangered)
- TRI-COLOURED BAT (Endangered)
- BOBOLINK (Threatened)
- EASTERN MEADOWLARK (Threatened)
- MONARCH (Special Concern)

The species listed above may receive protection under the *Endangered Species Act, 2007* (ESA) and thus, an approval from MNRF may be required if the work you are proposing could cause harm to these species or their habitats. If the Species at Risk in Ontario List is amended, additional species may be listed and protected under the ESA or the status and protection levels of currently listed species may change.

The project proposal is within contributing recovery reach for Redside Dace. MNRF is responsible for protecting this habitat under Ontario's Endangered Species Act, 2007. As

defined under Ontario Regulation 242/08 (Section 29.1), the regulated habitat of Redside Dace includes **contributing** features which are streams, permanent or intermittent headwater drainage features, groundwater discharge areas or wetlands that augment or maintain the baseflow, coarse sediment supply or surface water quality of areas currently known to be occupied by Redside Dace or areas which provide an opportunity for Redside Dace recovery / recolonization.

Please provide further details related to any proposed activities on your study area. MNRF will provide advice related to regulated habitat features that may require further assessment in order to determine the extent of the habitat regulation applying to your subject area / property.

Attached map details the fish collection records available for your area. These files are not available electronically. For access to paper fish collection records, please contact Karen Golby at 905-713-7403 to make an appointment. Photocopying fees may apply.

Please be advised that your study area is adjacent to the Milton Wetland Complex. Additional natural heritage information including information on wetlands and Areas of Natural and Scientific Interest (ANSIs) can be accessed through [Land Information Ontario](#) or through [NHIC's Make-a-Map](#).

We require more detailed information on the proposed project in order to assess the impacts of the works on Species at Risk. *When project details have been determined*, please fill out an Information Gathering Form (IGF) for any *threatened* or *endangered* species listed in the provided letter and submit it to our office (to ESA.Aurora@ontario.ca). The IGF can be found [here](#) (along with its associated [guide](#)). Please include detailed descriptions of the undertakings such as proposed timing and phasing of the project and details on what is required at each phase.

All sections and tables should be filled out in their entirety – incomplete forms will be returned and may delay the review process. Any applicable supplemental information that will assist with the review process should also be submitted with the IGF (e.g. field survey results, site plan/drawings, ELC mapping, etc.). Please note that forms are reviewed in the order in which they are received by MNRF and we will contact you with our response once the review is complete.

Absence of information provided by MNRF for a given geographic area, or lack of current information for a given area or element, does not categorically mean the absence of sensitive species or features. Many areas in Ontario have never been surveyed and new plant and animal species records are still being discovered for many localities. For these reasons, MNRF cannot provide a definitive statement on the presence, absence, or condition of biological elements in any part of Ontario. If development or site alteration is proposed, surveys by a qualified professional may need to be undertaken in the future to confirm presence or absence of sensitive species or features.

This Species at Risk information is highly sensitive and is not intended for any person or project unrelated to this undertaking. Please do not include any specific information in reports that will be available for public record. As you complete your fieldwork in these areas, please report all information related to any Species at Risk to our office. This will assist with updating our database and facilitate early consultation regarding your project to determine the need for any potential authorizations. Please note it is the proponent's responsibility to comply with the ESA and therefore reasonable steps taken in order to satisfy the legal requirements of the ESA.

If you have any questions or comments, please do not hesitate to contact
ESA.aurora@ontario.ca.

Sincerely,

A handwritten signature in cursive script that reads "C. Beaver".

Courtney Beaver

Fish and Wildlife Technical Specialist
Ontario Ministry of Natural Resources and Forestry | Aurora District

Drost, Alden

From: Drost, Alden
Sent: April 20, 2018 1:07 PM
To: Andrea Dunn
Subject: RE: Background Information Request - Steeles Ave Class EA

Categories: Important

Ok great! Thanks for looking into this Andrea, very useful information for the Steeles Ave EA we are doing.
Have a great weekend.
Alden

Alden Drost
Senior Ecologist - Fisheries

T+ 1 519-904-1720



From: Andrea Dunn [mailto:adunn@hrca.on.ca]
Sent: April-20-18 12:51 PM
To: Drost, Alden <Alden.Drost@wsp.com>
Subject: RE: Background Information Request - Steeles Ave Class EA

Hi Alden,
They spawn throughout the reach with the highest proportion of redds between the concrete channel in Milton to the Kelso dam. 100-150m downstream of Steeles would most definitely be within the prime spawning areas.

I don't have a comprehensive report from anything recent, but I have attached one from when it was surveyed in the mid 1990's. I took a quick look through the results and compared to our reach that we regularly sample from Kelso Road to the dam (upstream of your site) and their site 7 and our numbers are higher so I suspect that would be the case throughout the reach. I can confirm that this reach is still actively used today, in fact there is likely some Rainbows navigating that reach right now! ☺.

Enjoy,
Andrea

From: Drost, Alden [mailto:Alden.Drost@wsp.com]
Sent: April 20, 2018 10:29 AM
To: Andrea Dunn
Subject: RE: Background Information Request - Steeles Ave Class EA

Hi Andrea
Ok that's helpful. Other than the redds located right at the bridge, do you know if any redds were observed from the bridge to ~100 to 150 m downstream? If you have what you think is a useful report to pass along for this area we would appreciate it.
Thanks again for your help,
Alden

Alden Drost
Senior Ecologist - Fisheries

T+ 1 519-904-1720



From: Andrea Dunn [<mailto:adunn@hrca.on.ca>]
Sent: April-20-18 9:56 AM
To: Drost, Alden <Alden.Drost@wsp.com>
Subject: RE: Background Information Request - Steeles Ave Class EA

Hi Alden,

We don't actually map the redds, we typically identify how many are observed in a reach/station length. The surveys were started in the early 1990's by the Four Seasons Angling and Hunting group so it is a pretty established spawning route. We do have a number of reports/memos that indicate counts on the reach but that would be it. CH doesn't do the full reach anymore, we typically hit up the Steeles Ave bridge to help assess spawning timing as permissions to property is now more difficult to obtain in the area. Redds are easily visible from the bridge in either direction during spawning, as the substrate size and conditions are perfect spawning habitat.

Andrea

From: Drost, Alden [<mailto:Alden.Drost@wsp.com>]
Sent: April 20, 2018 9:24 AM
To: Andrea Dunn
Subject: RE: Background Information Request - Steeles Ave Class EA

Great, thank you Andrea. Do you have any further info. between the bridge and around 150 m downstream and for maybe 50 m upstream? Also, do you have a map showing this info., (redds locations)? What year(s) were the spawning surveys done?

Thanks again and much appreciated,
Alden

Alden Drost
Senior Ecologist - Fisheries

T+ 1 519-904-1720



From: Andrea Dunn [<mailto:adunn@hrca.on.ca>]
Sent: April-20-18 9:12 AM
To: Drost, Alden <Alden.Drost@wsp.com>
Subject: RE: Background Information Request - Steeles Ave Class EA

Hi Alden,

The Rainbow Trout spawning area actually extends all the way up the West Branch to the Kelso Dam. It is also the same reach that Brown Trout spawn in during the fall migration. The Steeles Avenue bridge on the same branch falls within that spawning reach and Rainbow Trout and Brown Trout spawning redds have been observed immediately upstream and downstream of the bridge (i.e. less than 1 m on either side of the bridge).

Hope this helps,
Andrea

From: Drost, Alden [<mailto:Alden.Drost@wsp.com>]
Sent: April 19, 2018 4:14 PM
To: Andrea Dunn
Subject: RE: Background Information Request - Steeles Ave Class EA

Hello Andrea

In relation to the initial background request (see request and map attached) and the information that you provided, I was wondering if you also have Rainbow Trout spawning survey information of Sixteen Mile Creek in the area of the Steeles Ave. bridge? For another EA we did at Bronte Street (~550 downstream of Steeles), CH informed us of a Rainbow Trout spawning area upstream of the Bronte Street bridge. I was just wondering if this survey extended up to the Steeles Ave. bridge.

Thank you,
Alden

Alden Drost
Senior Ecologist - Fisheries

T+ 1 519-904-1720



From: Andrea Dunn [<mailto:adunn@hrca.on.ca>]
Sent: May-30-17 2:04 PM
To: Lorenz, Chris <Chris.Lorenz@wsp.com>
Subject: RE: Background Information Request - Steeles Ave Class EA

Thanks Chris,
Please find attached the information you requested under DLA20170507. If you have any questions, please let me know.

Take care,
Andrea

From: Lorenz, Chris [<mailto:LorenzC@mmm.ca>]
Sent: May-26-17 1:56 PM
To: Andrea Dunn
Subject: RE: Background Information Request - Steeles Ave Class EA

Here you are Andrea. Sorry about that.

Have a nice weekend

Chris Lorenz, M.Sc.
Ecologist, Fisheries
Ecology & Environmental Impact Assessment (EIA)



T+ 1 519-904-1734
M+ 1 226-220-5378

582 Lancaster Street West
Kitchener, Ontario
N2K 1M3 Canada

wsp.com

From: Andrea Dunn [<mailto:adunn@hrca.on.ca>]
Sent: Friday, May 26, 2017 9:09 AM
To: Lorenz, Chris
Subject: RE: Background Information Request - Steeles Ave Class EA

Hi Chris,
I noticed on the agreement that Jeff Reid has not yet signed the agreement. Can you please obtain his signature and re-send?

Thanks,
Andrea

From: Lorenz, Chris [<mailto:LorenzC@mmm.ca>]
Sent: May-25-17 10:31 AM
To: Andrea Dunn
Subject: RE: Background Information Request - Steeles Ave Class EA

Hi Andrea,

Please find attached the signed agreement. If you need anything further please let me know.

Regards,

Chris Lorenz, M.Sc.
Ecologist, Fisheries
Ecology & Environmental Impact Assessment (EIA)



T+ 1 519-904-1734
M+ 1 226-220-5378

582 Lancaster Street West
Kitchener, Ontario
N2K 1M3 Canada

wsp.com

From: Andrea Dunn [<mailto:adunn@hrca.on.ca>]
Sent: Tuesday, May 23, 2017 1:05 PM
To: Lorenz, Chris
Subject: RE: Background Information Request - Steeles Ave Class EA

Hi Chris,
Please find attached the edited agreement.

Andrea

From: Lorenz, Chris [<mailto:LorenzC@mmm.ca>]
Sent: May-23-17 12:36 PM
To: Andrea Dunn
Subject: RE: Background Information Request - Steeles Ave Class EA

Thank you Andrea.....Unfortunately Valerie Stevenson is away on a leave of absence. Do you think you can replace her name on the document with my own?

Thank you. Sorry about that. She prepared that letter and I sent to you in her absence.

Regards,

Chris Lorenz, M.Sc.
Ecologist, Fisheries
Ecology & Environmental Impact Assessment (EIA)



T+ 1 519-904-1734
M+ 1 226-220-5378

582 Lancaster Street West
Kitchener, Ontario
N2K 1M3 Canada

wsp.com

From: Andrea Dunn [<mailto:adunn@hrca.on.ca>]
Sent: Tuesday, May 23, 2017 12:21 PM
To: Lorenz, Chris
Subject: RE: Background Information Request - Steeles Ave Class EA

Hi Chris,
Please find attached Conservation Haltons data licensing agreement. If you can obtain the appropriate signatures and return to me, I can then release the data.

Regards,

Andrea Dunn, B.Sc. (Bio)
Senior Monitoring Ecologist

Conservation Halton

2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2309 | Fax 905.336.7014 | adunn@hrca.on.ca
conservationhalton.ca

Thank you for thinking about the environment before printing this e-mail. If you are not an intended recipient, you must not disclose, copy, or distribute its contents or use them in any way. Please advise the sender immediately and delete this e-mail.

From: Lorenz, Chris [<mailto:LorenzC@mmm.ca>]
Sent: May-19-17 10:52 AM
To: Andrea Dunn
Subject: Background Information Request - Steeles Ave Class EA

Good Morning Andrea,

Please find attached a background information request for the Steeles Avenue Class EA from Tremaine to Industrial Road.

If you have any questions please do not hesitate to contact me.

Thanks Andrea, have a great long weekend!

Chris Lorenz, M.Sc.
Ecologist, Fisheries
Ecology & Environmental Impact Assessment (EIA)



T+ 1 519-904-1734
M+ 1 226-220-5378

582 Lancaster Street West
Kitchener, Ontario
N2K 1M3 Canada

wsp.com

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Please consider the environment before printing this e-mail and/or its attachments.

You are receiving this communication because you are listed as a current WSP | MMM Group contact. Should you have any questions regarding the MMM Group



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.

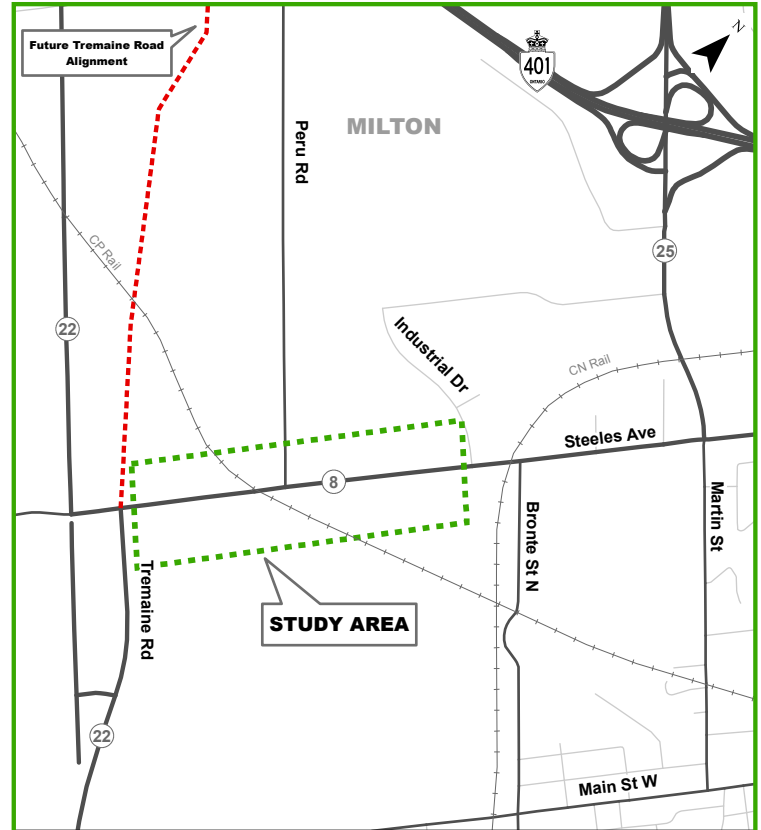
Process

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.

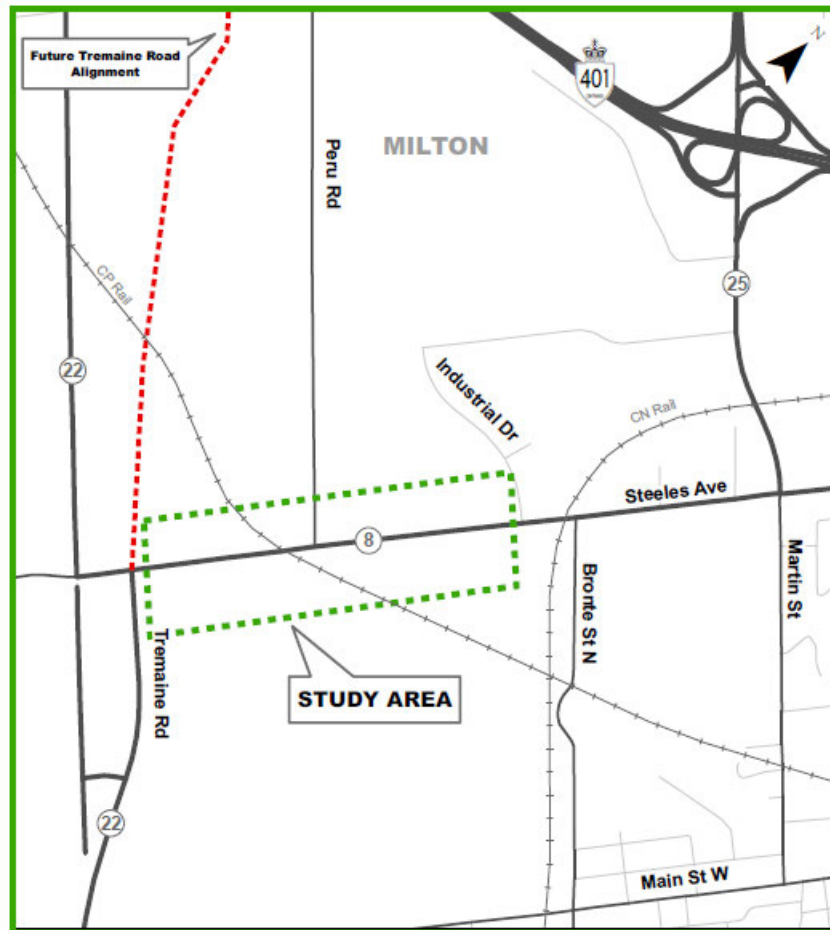


Figure 1 – Study Area

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

Sirianni, Stefan

From: cjgohm@arch-research.com
Sent: March-27-19 11:22 AM
To: Sirianni, Stefan; Jim, Katherine
Subject: FW: ENTERED INTO REGISTER: Archaeological Report for P089-0101-2018 / *
Attachments: ENTERED INTO REGISTER_ Archaeological Report for P089-0101-2018.pdf

Hi Stefan,

The Steeles Ave Stage 1 report has been accepted by the MTCS, and the letter of entry is attached. The final version of the report was sent to you on March 12th, so you are all set!

Thanks very much,

Chris

From: pastport <pastport@ontario.ca>
Sent: March 27, 2019 10:56 AM
To: dknight@arch-research.com
Cc: jeffrey.reid@halton.ca; katherine.jim@wsp.com; PastPort@ontario.ca
Subject: ENTERED INTO REGISTER: Archaeological Report for P089-0101-2018 / *

Dear Dean Knight,

The Original report for PIF P089-0101-2018, submitted by you as a condition of your licence, has been entered into the *Ontario Public Register of Archaeological Reports* without technical review. Please refer to the attached letter.

Note: the ministry makes no representation or warrant as to the completeness, accuracy or quality of reports in the register.

Development proponents and approval authorities: the Ontario Ministry of Tourism, Culture and Sport has copied you on this email as you have been identified by the consultant archaeologist as either the proponent or approval authority for this project.

Please **do not** reply to this e-mail. The message will be undeliverable and we are unable to respond from this address.

If you have any questions about this report email us at: Archaeology@ontario.ca

Thank you,

Jessica Marr

Jessica.Marr@ontario.ca

Ministry of Tourism, Culture and Sport

Archaeology Programs Unit
Programs and Services Branch
Culture Division
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Archaeology@ontario.ca

Ministère du Tourisme, de la Culture et du Sport

Unité des programmes d'archéologie
Direction des programmes et des services
Division de culture
401, rue Bay, bureau 1700
Toronto ON M7A 0A7
Archaeology@ontario.ca



Mar 26, 2019

Dean Knight (P089)
New Directions Archaeology Ltd.
219 - 900 Guelph Kitchener ON N2H 5Z6

RE: Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "Stage 1 Archaeological Assessment of Steeles Avenue – Tremaine Road to Industrial Drive Municipal Class EA, on Parts of Lot 1 Concessions 1 and 2, in the Geographic Township of Esquesing, and Part of Lot 15 Concession 2, in the Geographic Township of Trafalgar, former Halton County, Town of Milton, Regional Municipality of Halton", Dated Mar 12, 2019, Filed with MTCS Toronto Office on N/A, MTCS Project Information Form Number P089-0101-2018, MTCS File Number 0010408

Dear Dr. Knight:

The above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18, has been entered into the Ontario Public Register of Archaeological Reports without technical review.¹

Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require further information, please do not hesitate to send your inquiry to Archaeology@Ontario.ca

cc. Archaeology Licensing Officer
Katherine Jim, WSP Canada Group Inc.
Jeffrey Reid, Halton Region

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Falcone, Olivia

From: Jakaitis, Alicia <Alicia.Jakaitis@halton.ca>
Sent: November-27-17 8:10 AM
To: Jim, Katherine
Cc: Sirianni, Stefan
Subject: FW: Steeles Ave. EA - Tremaine Rd to Industrial Drive
Attachments: Message from "RNP002673D063F6"

FYI.

Alicia Jakaitis

Project Manager II

Infrastructure Planning & Policy

Public Works

Halton Region

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



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From: Paul Bond [mailto:pbond@hrca.on.ca]
Sent: Thursday, November 23, 2017 3:39 PM
To: Jakaitis, Alicia
Subject: Steeles Ave. EA - Tremaine Rd to Industrial Drive

Hi Alicia,

Further to our recent telephone conversation on the Steeles Ave. EA, I'm appending a copy of the 2003 CH comments on the Towns Transportation Master Plan. The fourth bullet on page 3 is what I was referencing in our conversation.

The Sherwood Survey Secondary Plan has identified the road locations shown on the schedules as "conceptual" and to be finally determined upon completion of an EA. I've appended an excerpt of the Towns OP and refer you to item C.8.4.1.

As discussed, when considering the various options for alignment, CH will be asking that the EA include a hydraulic analysis and detailed discussion of the southerly alignment through the floodplain to determine the impact on floodplain storage and risk to upstream/downstream properties. This is an issue that cannot be deferred to future detailed design. While CH staff will certainly discuss, review and consider all options that the Region puts forward, it is our preference to avoid any new road construction through the floodplain here.

We anticipate further discussion on this issue and are looking forward to a future on-site meeting with you and your team.

Cheers,

Paul.

Paul Bond | Coordinator/Environmental Planner
Regional Infrastructure Team



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Falcone, Olivia

From: Leite, Christopher <Christopher.Leite@halton.ca>
Sent: October-21-19 11:03 AM
To: Jim, Katherine
Subject: Declined: FW: Steeles Avenue EA - TAC Meeting #1

Hi Katherine,

Thank you for the invitation. Halton Emergency Management's focus on this project is more about mitigation strategies in-place during the construction phase and what Regional emergency resources might be expected/required during a site-based emergency. These are concerns that at this stage would be addressed by our planning and permitting representatives.

I look forward to being kept abreast of this project as it moves forward, but I will not be attending today.

Cheers,
Chris

Falcone, Olivia

From: Jim, Katherine
Sent: March-06-20 8:14 AM
To: Falcone, Olivia
Cc: Thompson, Gillie
Subject: FW: Steeles Avenue MCEA Study - Sixteen Mile Creek Hydraulic Modelling

Hi Olivia,

There have been a few back and forth with Conservation Halton re: Steeles Ave EA. I'm forwarding this email to you so you can start adding it to our tracking record. I can help you to fill in some of the timeline.

Thanks,
Katherine

From: Matt Howatt [mailto:mhowatt@hrca.on.ca]
Sent: March 5, 2020 4:38 PM
To: Baral, Madhav <Madhav.Baral@wsp.com>; Joseph Asztalos <jasztalos@hrca.on.ca>
Cc: Jim, Katherine <Katherine.Jim@wsp.com>; Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Subject: RE: Steeles Avenue MCEA Study - Sixteen Mile Creek Hydraulic Modelling

Good afternoon Madhav,

Further to my email below, Joe has completed his review of the models and we offer the following feedback:

Note: Proposed conditions models will need to be refined alongside the EA report & any figures/drawings that are prepared moving forward.

Preliminary Comments

1. At the CNR crossing, please review if the length of the crossing is being modeled appropriately. The existing culverts are 70-80m in length, whereas the deck width is only set to be 35m. Given the geometry of the crossing and rail tracks, it may be more appropriate to use the culvert function of HEC-RAS rather than modeling it like a bridge.
2. At the CNR crossing, as you refine the design please review if the internal cross-sections should be more rectangular in shape similar to how Bridge #1 (River STA 12.3255) and Bridge #2 (River STA 12.6445) are modelled.
3. It's noted that at this stage, the new Steeles Avenue bridge is not included in the model. We assume it will be included in future iterations as the vertical & horizontal alignment is refined.
4. Was height of the CNR crossing also evaluated alongside width? The 20m span scenario has the top elevation at 204.00m, whereas the 25m and 30m scenario has it at 203.00m
5. Due to the larger CNR crossing, the water velocity at upstream sections have increased for more frequent storm events (i.e. 2-, 5-, and 10-year). The velocities return to existing conditions near River Station 13.63. It's suggested that the EA document include a commitment to monitor this area for any erosion concerns.

At this stage, we have no major concerns with the proposed conditions models. We will continue to provide support and feedback as the design progresses.

Please contact Joe or I with any questions or to discuss further.

Regards,
Matt

From: Matt Howatt
Sent: February 28, 2020 9:58 AM
To: Baral, Madhav; Joseph Asztalos
Cc: Jim, Katherine; Reid, Jeffrey
Subject: RE: Steeles Avenue MCEA Study - Sixteen Mile Creek Hydraulic Modelling

Good morning Madhav,

Thank you for providing the modelling for our review. I'm writing to confirm receipt and that we're working to provide our feedback during the week of March 9. We'll keep you and the team up to date on our progress recognizing that time is of the essence.

Regards,
Matt

Matt Howatt
Coordinator, Regional Infrastructure Team

Conservation Halton
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conservationhalton.ca

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From: Baral, Madhav [<mailto:Madhav.Baral@wsp.com>]
Sent: February 25, 2020 3:12 PM
To: Joseph Asztalos; Matt Howatt
Cc: Jim, Katherine; Reid, Jeffrey
Subject: RE: Steeles Avenue MCEA Study - Sixteen Mile Creek Hydraulic Modelling

Hi Matt and Joseph,
Good Day!

As discussed in the last meeting, I have attached a zip file of proposed conditions hydraulic model that includes options for CNR crossing.

The Zip file includes 4 models (one existing model and three options for replacement of CNR crossing):

- Approved Existing Conditions Model: 16MileCreek_Upper_Ex_Rev.prj
- CNR Crossing with 25 m span (clear) Bridge: 16MileCreek_Upper_Pr4.prj
- CNR Crossing with 30 m span (clear) Bridge: 16MileCreek_Upper_Pr5.prj
- CNR Crossing with 20 m span (clear) Bridge: 16MileCreek_Upper_Pr6.prj

For all three options of CNR crossing, Bronte Street crossing is modelled as **19.6 m clear span** bridge (21 m span centre to centre of abutments) with updated/raised Road profile.

As you know, Bronte Street is currently in detailed design phase and a 21m span C/C bridge is being proposed for this crossing.

I have also attached summary and comparison of hydraulic modelling results.

Please let me know if you have any questions.

Thank you.

Regards,

Madhav Baral, M.A.Sc., P.Eng.
Project Manager, Water Resources



T+ 1 289 825 0206

From: Joseph Asztalos <jasztalos@hrca.on.ca>
Sent: January 29, 2020 2:48 PM
To: Baral, Madhav <Madhav.Baral@wsp.com>; Matt Howatt <mhowatt@hrca.on.ca>
Cc: Jim, Katherine <Katherine.Jim@wsp.com>; Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Subject: RE: Steeles Avenue MCEA Study - Sixteen Mile Creek Hydraulic Modelling

Hi Madhav,

Thank you for forwarding the existing conditions model and your summary of the updates/findings. I've gone through the model and have no concerns with it being used to begin working on design alternatives for the proposed conditions. Please proceed with using the model with the slightly lower flow volumes at cross-section 13.94 (16MileCreek_Upper_Ex_Rev.prj). I agree that it is better to avoid the unusual drop in water elevation at cross-section 13.795 for the 100-year simulation.

If you have any questions or concerns please don't hesitate to contact me.

Regards,

Joe Asztalos, P.Eng.
Water Resources Engineer, Regional Infrastructure Team

Conservation Halton
2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2265 | Fax 905.336.6684 | jasztalos@hrca.on.ca
<https://www.conservationhalton.ca/>

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From: Baral, Madhav <Madhav.Baral@wsp.com>
Sent: January 29, 2020 1:05 PM
To: Matt Howatt <mhowatt@hrca.on.ca>; Joseph Asztalos <jasztalos@hrca.on.ca>
Cc: Jim, Katherine <Katherine.Jim@wsp.com>; Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Subject: RE: Steeles Avenue MCEA Study - Sixteen Mile Creek Hydraulic Modelling

Hi Matt and Joseph,
Good day!

As discussed in the last meeting, I have made a zip file of the updated existing conditions HEC-RAS model and attached with this email for your review.

Following revisions are considered in the model:

- Sections 13.385, 13.32 and 13.27 are revised based on the survey information received from CNR.
- Sections 13.24, 13.23, 13.21 and 13.22 are revised/added based on the channel survey information carried out for Bronte Street Detail design project.
- Extension of cross sections outside of the channel is based on the available contour information.
- Inverts, sizes and lengths of CNR twin culvert are updated based on the finding per January 17, 2020 email.
- Flows used in the model are based on the Tremaine Road model.

Please find the zip file which includes two models (HEC-RAS version 4.1.0):

16MileCreek_Upper_Ex_Rev.prj (as discussed in the meeting)

16MileCreek_Upper_Ex_Rev1.prj (revising flow values at Section 13.94)

I checked the flows at Section 13.94 in both Bronte Street Model and Tremaine Model:

Flow Based on Bronte Street EA Model

Steady Flow Data - Hec2 File Foak9.dat

File Options Help

Enter/Edit Number of Profiles (25000 max): 5 Reach Boundary Conditions ... Apply Data

Locations of Flow Data Changes

River: RIVER-1 Add Multiple...

Reach: Reach-1 River Sta.: 18.43 Add A Flow Change Location

Flow Change Location				Profile Names and Flow Rates					
	River	Reach	RS	Reg	100yr	50yr	25yr	10yr	5yr
1	RIVER-1	Reach-1	18.43	337.38	63.81	56.03	46.51	36.12	28.92
2	RIVER-1	Reach-1	16.854	332.69	63.41	55.96	46.26	35.79	28.56
3	RIVER-1	Reach-1	14.72	340.97	64.53	56.85	46.98	36.31	28.97
4	RIVER-1	Reach-1	13.94	339.88	63.31	55.8	46.21	35.94	28.78

Flows based on Tremaine Road Model:

Steady Flow Data - Imported FOAK9 Flows

File Options Help

Description :

Enter/Edit Number of Profiles (32000 max): 8 Reach Boundary Conditions ...

Locations of Flow Data Changes

River: RIVER-1 Add Multiple...

Reach: Reach-1 River Sta.: 18.43 Add A Flow Change Location

Flow Change Location				Profile Names and Flow Rates							
	River	Reach	RS	FOAK9 Regional	FOAK9 100 yr	FOAK9 50 yr	FOAK9 25 yr	FOAK9 10 yr	FOAK9 5 yr	2 yr	1.5 yr
1	RIVER-1	Reach-1	18.43	337.41	63.82	56.04	46.52	36.13	28.92	18	14
2	RIVER-1	Reach-1	16.854	332.73	63.41	55.96	46.26	35.8	28.57	18	14
3	RIVER-1	Reach-1	14.72	341.01	64.54	56.86	46.98	36.31	28.98	18	14
4	RIVER-1	Reach-1	13.94	339.91	63.32	55.8	46.22	35.94	28.78	18	14

Both models used lower flow value at Section 13.94 for all events than the upstream section 14.72.

Between two models, there is no difference in the Regional Storm flow but minor changes in the 2-year to the 100-year flow.

However, it is noticed that there is an unusual drop in the 100-year WSL at Section 13.795 with the increased flow. The program selected the WSL whose main channel velocity head was the closest to previously computed cross-section to balance the energy equation, which is very unusual. Please see the attached summary sheet. This unusual drop does not happen with lower flow value.

Since there is only a minor change in water level, I suggest to use lower flow values to avoid this unusual change in WSL at Section 13.795.

Please have look and let us know if any modification is required in the model. Please also confirm the flow values to be used in Section 13.94.

Thank you.

Regards,

Madhav Baral, M.A.Sc., P.Eng.
Project Manager, Water Resources



T+ 1 289 825 0206

From: Matt Howatt [<mailto:mhowatt@hrca.on.ca>]

Sent: January 17, 2020 11:30 AM

To: Baral, Madhav <Madhav.Baral@wsp.com>; Joseph Asztalos <jasztalos@hrca.on.ca>

Cc: Jim, Katherine <KatherineJim@wsp.com>; Dowell, Jim <Jim.Dowell@wsp.com>; Thompson, Gillie <Gillian.Thompson@wsp.com>; Reid, Jeffrey <Jeffrey.Reid@halton.ca>

Subject: RE: Steeles Avenue MCEA Study - Sizing of CNR twin culverts

Good morning Madhav,

Thank you for your email.

I've received Joe's input and we agree that the 14'6" (4.42m) diameter is appropriate based on your summary of findings.

If possible, could you please send a PDF of the survey so we could check the "Top of Culvert Elev."?

Thank you,
Matt

Matt Howatt
Coordinator, Regional Infrastructure Team

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From: Baral, Madhav [<mailto:Madhav.Baral@wsp.com>]

Sent: January 17, 2020 10:37 AM

To: Matt Howatt; Joseph Asztalos
Cc: Jim, Katherine; Dowell, Jim; Thompson, Gillie; Reid, Jeffrey
Subject: RE: Steeles Avenue MCEA Study - Sizing of CNR twin culverts

Hi Matt,
Good Morning!

We got recent survey information in vicinity of CNR culvert from HDR on behalf of Canadian National Railway. Unfortunately, there is no direct measurement of culvert size; however, we have estimated the culvert size based on the available survey information.

Here is the information extracted from the survey data for the CNR Twin Culverts:

Culvert	Reach	Invert Elev. (m)	Top of Culvert Elev. (m)	Rise (m) (Top El. – Invert El)	Culvert Length (m)
North Culvert	Upstream	197.248	201.776	4.528	73.2
	Downstream	197.137	201.684	4.547	
South Culvert	Upstream	197.373	201.689	4.316	72.2
	Downstream	197.188	201.536	4.348	

Assuming spherical shape (as per photos), the diameter of north pipe would be 4.5 m and south pipe would be 4.3 m.

Commercially, the larger corrugated steel plate pipes are manufactured in 6" interval (e.g. 14', 14'6", 15', 15'6", ...etc....)

If we convert into feet and inch, the diameters of north pipe would be 14'10" and south pipe 14'3". Therefore, the installed diameter of these pipes should be either 14'6" or 15'.

Both pipes were installed in same time, therefore, I suggest using 14'6" diameter for both pipes which is exactly 4.42 m diameter.

Please note that the Bronte Street model considered 4.8 m diameter for both pipes which is close to this assumption.

Please let us know if CH agree with our suggested diameter of 14'6" (i.e. 4.42 m) for both pipes. After that, we will update existing conditions hydraulic model with updated cross-sections immediately u/s and d/s of CNR culvert based on the available survey data.

Thank you.

Regards,

Madhav Baral, M.A.Sc., P.Eng.
Project Manager, Water Resources



T+ 1 289 825 0206

From: Matt Howatt [<mailto:mhowatt@hrca.on.ca>]

Sent: January 10, 2020 3:44 PM

To: Reid, Jeffrey <Jeffrey.Reid@halton.ca>; Baral, Madhav <Madhav.Baral@wsp.com>; Joseph Asztalos

[<jasztalos@hrca.on.ca>](mailto:jasztalos@hrca.on.ca)

Cc: Jim, Katherine [<Katherine.Jim@wsp.com>](mailto:Katherine.Jim@wsp.com); Dowell, Jim [<Jim.Dowell@wsp.com>](mailto:Jim.Dowell@wsp.com); Thompson, Gillie [<Gillian.Thompson@wsp.com>](mailto:Gillian.Thompson@wsp.com); Larkin, Ann [<Ann.Larkin@halton.ca>](mailto:Ann.Larkin@halton.ca)

Subject: RE: Steeles Avenue MCEA Study - Geo-Reference HEC-RAS Model

Hi Jeff and Madhav,

Thank you for your emails and the update. I reached out to Urbantech earlier this week but have not received a response yet.

Joe and I think it would be good to have a quick call on Monday to discuss how to move forward with the modelling given the time constraints we're under.

Joe and I are available in the morning or afternoon. Please let me know your availability and I can follow up with a meeting invite (and CH conference call information, if we'll have multiple callers involved).

Thank you,
Matt

Matt Howatt

Coordinator, Regional Infrastructure Team

Conservation Halton

2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2311 | Fax 905.336.6684 | mhowatt@hrca.on.ca
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From: Reid, Jeffrey [\[mailto:Jeffrey.Reid@halton.ca\]](mailto:Jeffrey.Reid@halton.ca)

Sent: January 10, 2020 3:19 PM

To: 'Baral, Madhav'; Matt Howatt; Joseph Asztalos

Cc: Jim, Katherine; jim.dowell@wsp.com; Thompson, Gillie (Gillian.Thompson@wsp.com); Larkin, Ann

Subject: RE: Steeles Avenue MCEA Study - Geo-Reference HEC-RAS Model

Hi Everyone,

I just wanted to update you with a conference call I participated earlier this week regarding the CN Grade Separation at Steeles Avenue. While this meeting focused on the design of the grade separation, we did discuss the existing sizing of the twin (CN) culverts. During the meeting, HDR committed to providing the surveyed culverts. I anticipate receiving next week. Once received I'll forward. This information will be used to reflect existing conditions within the hydraulic model.

In addition, HDR/CN requested the hydraulic information as part of our Steeles Avenue MCEA Study. I indicated that this can be shared once CH/Region agree on the model to use and when existing conditions are confirmed. As a follow-up to Madhav's email (below), both the Region/WSP are available if CH/Urbantech would like to discuss the hydraulic model.

Thanks,
Jeff

Jeffrey Reid, HBA, C.E.T., LET
Project Manager II

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From: Baral, Madhav <Madhav.Baral@wsp.com>
Sent: Friday, January 10, 2020 3:00 PM
To: Matt Howatt <mhowatt@hrca.on.ca>; Joseph Asztalos <jasztalos@hrca.on.ca>
Cc: Jim, Katherine <Katherine.Jim@wsp.com>; Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Subject: RE: Steeles Avenue MCEA Study - Geo-Reference HEC-RAS Model

Hi Matt,
Happy New year to you too!.

I am just wondering whether CH received any update from Urbantech regarding the geo-reference of the hydraulic modelling of Sixteen Mile Creek, as mentioned below.

Thank you.

Madhav Baral, M.A.Sc., P.Eng.
Project Manager, Water Resources



T+ 1 289 825 0206

From: Matt Howatt [<mailto:mhowatt@hrca.on.ca>]
Sent: January 3, 2020 4:31 PM
To: Baral, Madhav <Madhav.Baral@wsp.com>; Joseph Asztalos <jasztalos@hrca.on.ca>
Cc: Jim, Katherine <Katherine.Jim@wsp.com>; Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Subject: RE: Steeles Avenue MCEA Study - Geo-Reference HEC-RAS Model

Good afternoon Madhav and Happy New Year!

I hope you and the team had a great holiday.

Thank you for bringing the model inconsistencies to our attention. We'll likely need clarification from Urbantech to answer your question and to confirm how they went from their HEC-RAS model to the floodplain limits. We will reach out to them and follow up as soon as possible with this clarification.

If you'd like to discuss further in the meantime, please let us know and we can arrange a call next week.

Regards,
Matt

Matt Howatt
Coordinator, Regional Infrastructure Team

Conservation Halton

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From: Baral, Madhav [<mailto:Madhav.Baral@wsp.com>]
Sent: December 24, 2019 1:08 PM
To: Matt Howatt; Joseph Asztalos
Cc: Jim, Katherine; Reid, Jeffrey
Subject: RE: Steeles Avenue MCEA Study - Geo-Reference HEC-RAS Model

Hi Matt /Joseph,
Happy Holidays!

I would like to request some clarification about the Geo-reference of HEC-RAS model.
I have attached a portion of the section layout of Tremaine Road HEC-RAS model for Sixteen Mile Creek which was received from CH on Sept 5, 2018.
As per the model, all green lines are geo-referenced sections.
However;

- Although sections are noted as geo-referenced, the Coordinate of X-section lines do not match with actual ground coordinate (UTM coordinate system). For example, for Section 13.450:

Coordinate : UTM				
Section ID 13.450	Per HEC-RAS Model		Per Actual FPM GIS	
	Easting	Northing	Easting	Northing
	52826.16667	50280.56667	588990.511	4818277.332
	52355.16667	50280.56667	588960.993	4818388.525
			588929.063	4818509.441
			588870.231	4818730.894

- The Creek line (blue line) does not look like geo-referenced.

The geo-reference model should match with the actual layout of creek and creek sections.

The GIS shape files which we received at same time for X-section cut line and the Regional Flood plain line is based on UTM coordinate system.

In the attached Flood Plain map (FPM) the river section lines are imported from GIS shape file.

Please have a look and confirm the coordinate system of cross-sections used in the HEC-RAS model.

Thank you.

Regards,

Madhav Baral, M.A.Sc., P.Eng.
Project Manager, Water Resources



T+ 1 289 825 0206

From: Matt Howatt [<mailto:mhowatt@hrca.on.ca>]

Sent: December 18, 2019 3:55 PM

To: Reid, Jeffrey (Jeffrey.Reid@halton.ca) <Jeffrey.Reid@halton.ca>; Larkin, Ann (Ann.Larkin@halton.ca) <Ann.Larkin@halton.ca>; Jim, Katherine <Katherine.Jim@wsp.com>; Dowell, Jim <Jim.Dowell@wsp.com>; Baral, Madhav <Madhav.Baral@wsp.com>; Thompson, Gillie <Gillian.Thompson@wsp.com>

Cc: Joseph Asztalos <jasztalos@hrca.on.ca>

Subject: Steeles Avenue MCEA Study - New CH Contact Info

Good afternoon,

Thank you for meeting with CH staff this morning. We look forward to future meetings in the new year to help advance the project.

I'm writing to provide the contact information for Joe Asztalos, CH's new engineer on the Regional Infrastructure Team:

Joe Asztalos,
Engineer, Regional Infrastructure Team
Conservation Halton
905.336.1158 ext. 2265
jasztalos@hrca.on.ca

Regards,
Matt

Matt Howatt

Coordinator, Regional Infrastructure Team

Conservation Halton
2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2311 | Fax 905.336.6684 | mhowatt@hrca.on.ca
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Falcone, Olivia

From: Jim, Katherine
Sent: October-15-20 8:23 AM
To: Martin, Christopher (MECP)
Cc: Reid, Jeffrey (Jeffrey.Reid@halton.ca); Thompson, Gillie; Falcone, Olivia
Subject: RE: MCEA Steeles Ave - MECP
Attachments: Steeles EA_TAC Mtg 2_Sept 30 2020 - Updated.pdf

Hi Chris,

Thank you for your email. Please find attached Steeles Avenue MCEA TAC Meeting 2 (Sept 30) presentation as requested. We are finalizing the meeting minutes and will be distributing those to the technical agencies in the near future for record.

We provided information on the analysis and evaluation of design alternatives via email to Aurora McAllister on June 5; sounds like you already have those in your project file. Let us know if you require us to forward those information again.

Please do not hesitate to contact us if you have any questions. I have cc the Region's Project Manager, Jeff Reid, in this email also.

Regards,
Katherine

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



From: Martin, Christopher (MECP) [mailto:Christopher.Martin@ontario.ca]
Sent: October 14, 2020 5:23 PM
To: Jim, Katherine <Katherine.Jim@wsp.com>
Subject: MCEA Steeles Ave

Hi Katherine,

Due to technical difficulties I was late in attending the September 30 Technical Agency Committee meeting. My apologies. Would you be able to share the presentation provided on September 30 for further review?

I note some earlier June correspondence to MECP as well. I will plan to provide some formal feedback on Steeles Ave transportation improvements to WSP within the new few weeks.

Regards,

Chris

Christopher Martin, A/Management Biologist
Permissions and Compliance Section | Species at Risk Branch | Land and Water Division
Ministry of the Environment, Conservation and Parks
Christopher.Martin@ontario.ca | (705) 313-3928

Falcone, Olivia

From: Martin, Christopher (MECP) <Christopher.Martin@ontario.ca>
Sent: October-23-20 3:02 PM
To: Jim, Katherine
Cc: Reid, Jeffrey (Jeffrey.Reid@halton.ca); Thompson, Gillie; Falcone, Olivia; Matt Howatt
Subject: RE: MCEA Steeles Ave - MECP
Attachments: Client Guide to Preliminary Screening-May 2019.pdf

Hello Katherine,

I have reviewed the Steeles Ave. Detailed Assessment Table, EA Natural Features Table and Figure, and Ecological Land Classification mapping provided to Aurora McAllister on June 5, 2020, as well as additional presentations and meeting minutes related to Steeles Avenue improvements between Tremaine Road and Industrial Drive in Milton. I understand a final detailed Environment Study Report will be forthcoming in winter 2021. I can offer the following comments which may be of some assistance at this point in the process:

- Additional databases that should be reviewed for species at risk observations in the project area include E-Bird and iNaturalist. Please see the attached Client's Guide to Preliminary Screening for Species at Risk for a full list of available information sources.
- The Land Information Ontario database also includes historical records of Northern Sunfish (Special Concern) in the Sixteen Mile Creek watershed.
- I understand that Butternut (Endangered) were noted in previous information gathering steps though not observed during vegetation surveys conducted. Should butternut be identified at any point during the planning or operational phases of this project, trees should be assessed by a certified Butternut Health Assessor per guidelines here: <https://collections.ola.org/mon/29001/329151.pdf>. Butternut Health Assessments may be submitted to SAROntario@ontario.ca.
- I am pleased that Steeles Ave. re-routing alternatives A and B were ranked as more preferred than alternative C overall. A 17(2)c permit under the Endangered Species Act (ESA) with respect to American Eel and possibly Redside Dace would likely be required for the Sixteen Mile Creek realignment proposed in alternative C. I also agree that alternatives A and B pose relatively similar impacts to the natural environment and to species at risk specifically.
- Removing trees potentially supporting species at risk bat maternity roosts outside of the April 1 – September 30 bat active season is a standard measure to avoid impacts to individual bats (ESA s.9 contravention). I can confirm that necessary tree removals for any of the Steeles Ave. alternatives would not be considered damage or destruction of habitat (ESA s. 10 contravention). Further acoustic monitoring surveys of bats will not be required by MECP. Efforts to mitigate impacts to displaced bats by installing bat boxes will be encouraged.
- Comprehensive and effective erosion and sediment control measures will be necessary for crossing construction over Tributary NW-1-E and, particularly, Sixteen Mile Creek. MECP's final evaluation of impacts to American eel and Redside Dace will await details of crossing construction and crossing removals.

- Per E-mail sent from MNRF to WSP on August 28, 2017, I request an Information Gathering Form be completed alongside the Environmental Study Report in order to support MECP's species at risk impact assessment. In addition to considerations noted above, further description of the agricultural fields (crop type, activity status (active/fallow/unmanaged)) in the west half of the study area will be helpful to determine their potential as bobolink (Threatened) or eastern meadowlark (Threatened) habitat.

Thank you for the opportunity to comment. Please feel free to contact me if you wish to discuss anything further.

Regards,

Chris

Christopher Martin, A/Management Biologist
Permissions and Compliance Section | Species at Risk Branch | Land and Water Division
Ministry of the Environment, Conservation and Parks
Christopher.Martin@ontario.ca | (705) 313-3928

From: Jim, Katherine <Katherine.Jim@wsp.com>
Sent: October 15, 2020 7:23 AM
To: Martin, Christopher (MECP) <Christopher.Martin@ontario.ca>
Cc: Reid, Jeffrey (Jeffrey.Reid@halton.ca) <Jeffrey.Reid@halton.ca>; Thompson, Gillie <Gillian.Thompson@wsp.com>; Falcone, Olivia <Olivia.Falcone@wsp.com>
Subject: RE: MCEA Steeles Ave - MECP

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Chris,

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Please do not hesitate to contact us if you have any questions. I have cc the Region's Project Manager, Jeff Reid, in this email also.

Regards,
Katherine

Katherine Jim, M.Eng., P. Eng.
Senior Project Manager | Transportation Planning
610 Chartwell Road, Suite 300
Oakville, ON Canada L6J 4A5
Direct: +1 289-835-2511
Phone: +1 905-823-8500
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Email: Katherine.Jim@wsp.com
wsp.com



From: Martin, Christopher (MECP) [<mailto:Christopher.Martin@ontario.ca>]
Sent: October 14, 2020 5:23 PM
To: Jim, Katherine <Katherine.Jim@wsp.com>
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Regards,

Chris

Christopher Martin, A/Management Biologist
Permissions and Compliance Section | Species at Risk Branch | Land and Water Division
Ministry of the Environment, Conservation and Parks
Christopher.Martin@ontario.ca | (705) 313-3928

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Client's Guide to Preliminary Screening for Species at Risk

***Ministry of the Environment, Conservation and Parks
Species at Risk Branch, Permissions and Compliance
DRAFT - May 2019***

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1.0 Purpose, Scope, Background and Context

1.1 Purpose of this Guide

This guide has been created to:

- help clients better understand their obligation to gather information and complete a preliminary screening for species at risk before contacting the ministry,
- outline guidance and advice clients can expect to receive from the ministry at the preliminary screening stage,
- help clients understand how they can gather information about species at risk by accessing publicly available information housed by the Government of Ontario, and
- provide a list of other potential sources of species at risk information that exist outside the Government of Ontario.

It remains the client's responsibility to:

- carry out a preliminary screening for their projects,
- obtain best available information from all applicable information sources,
- conduct any necessary field studies or inventories to identify and confirm the presence or absence of species at risk or their habitat,
- consider any potential impacts to species at risk that a proposed activity might cause, and
- comply with the *Endangered Species Act* (ESA).

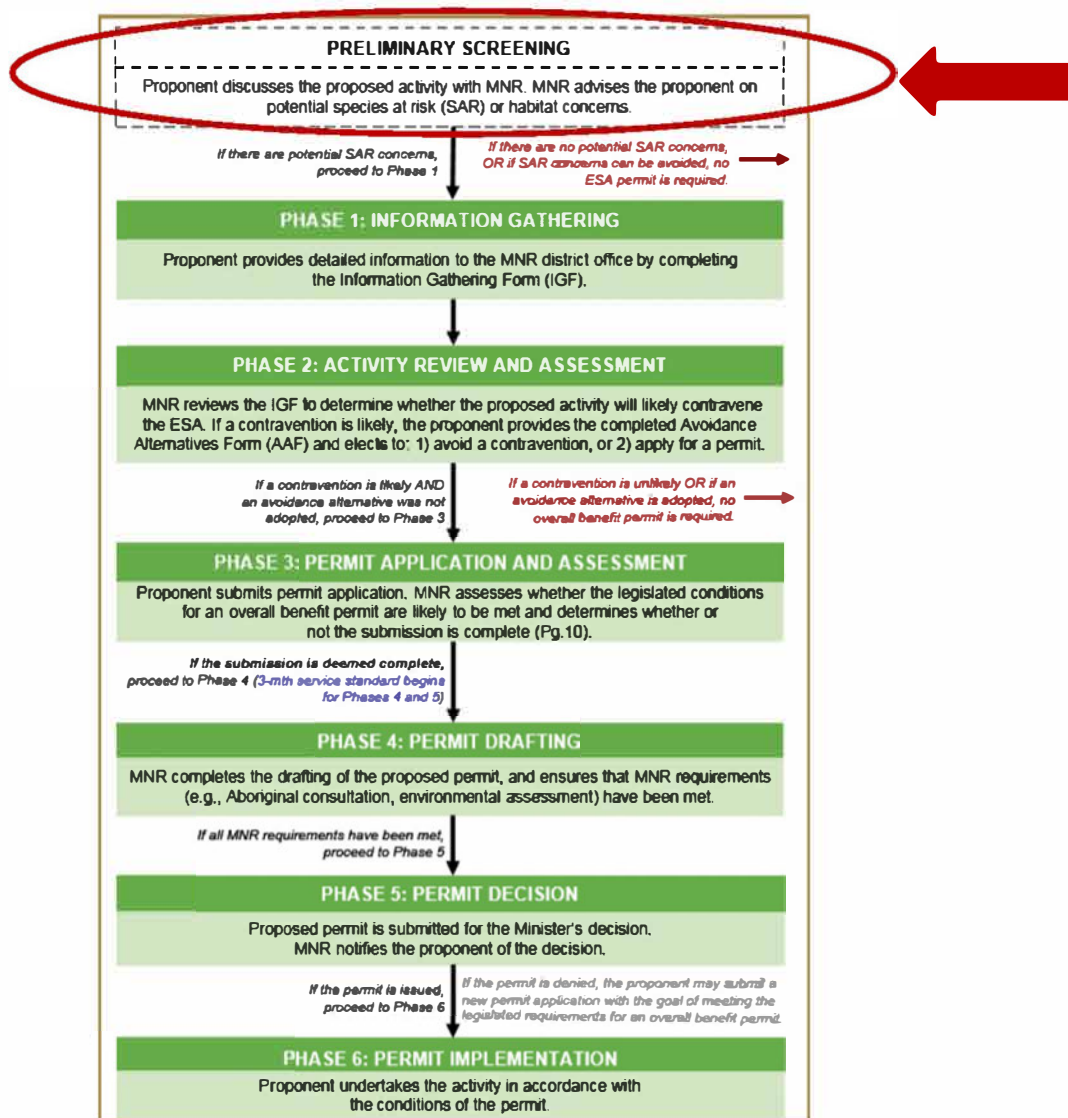
To provide the most efficient service, clients should initiate species at risk screenings and seek information from all applicable information sources identified in this guide, at a minimum, prior to contacting Government of Ontario ministry offices for further information or advice.

1.2 Scope

This guide is a resource for clients seeking to understand if their activity is likely to impact species at risk or if they are likely to trigger the need for an authorization under the ESA. It is not intended to circumvent any detailed site surveys that may be necessary to document species at risk or their habitat nor to circumvent the need to assess the impacts of a proposed activity on species at risk or their habitat. This guide is not an exhaustive list of available information sources for any given area as the availability of information on species at risk and their habitat varies across the province. This guide is intended to support projects and activities carried out on Crown and private land, by private landowners, businesses, other provincial ministries and agencies, or municipal government.

1.3 Background and Context

To receive advice on their proposed activity, clients must first determine whether any species at risk or their habitat exist or are likely to exist at or near their proposed activity, and whether their proposed activity is likely to contravene the ESA. Once this step is complete, clients may contact the ministry at SAROntario@ontario.ca to discuss the main purpose, general methods, timing and location of their proposed activity as well as information obtained about species at risk and their habitat at, or near, the site. At this stage, the ministry can provide advice and guidance to the client about potential species at risk or habitat concerns, measures that the client is considering to avoid adverse effects on species at risk or their habitat and whether additional field surveys are advisable. This is referred to as the “Preliminary Screening” stage. For more information on additional phases in the diagram below, please refer to the *Endangered Species Act Submission Standards for Activity Review and 17(2)(c) Overall Benefit Permits* policy available online at <https://www.ontario.ca/page/species-risk-overall-benefit-permits>. Please note: any reference to MNR in the diagram is replaced by MECP.



2.0 Roles and Responsibilities

To provide the most efficient service, clients should initiate species at risk screenings and seek information from all applicable information sources identified in this guide prior to contacting Government of Ontario ministry offices for further information or advice.

Step 1: Client seeks information regarding species at risk or their habitat that exist, or are likely to exist, at or near their proposed activity by referring to all applicable information sources identified in this guide.

Step 2: Client reviews and consider guidance on whether their proposed activity is likely to contravene the ESA (see section 3.4 of this guide for guidance on what to consider).

Step 3: Client gathers information identified in the checklist in section 4 of this guide.

Step 4: Client contacts the ministry at SAROntario@ontario.ca to discuss their preliminary screening. Ministry staff will ask the client questions about the main purpose, general methods, timing and location of their proposed activity as well as information obtained about species at risk and their habitat at, or near, the site. Ministry staff will also ask the client for their interpretation of the impacts of their activity on species at risk or their habitat as well as measures the client has considered to avoid any adverse impacts.

Step 5: Ministry staff will provide advice on next steps.

Option A: Ministry staff may advise the client they can proceed with their activity without an authorization under the ESA where the ministry is confident that:

- no protected species at risk or habitats are likely to be present at or near the proposed location of the activity; or
- protected species at risk or habitats are known to be present but the activity is not likely to contravene the ESA; or
- through the adoption of avoidance measures, the modified activity is not likely to contravene the ESA.

Option B: Ministry staff may advise the client to proceed to Phase 1 of the overall benefit permitting process (i.e. Information Gathering in the previous diagram), where:

- there is uncertainty as to whether any protected species at risk or habitats are present at or near the proposed location of the activity; or
- the potential impacts of the proposed activity are uncertain; or
- ministry staff anticipate the proposed activity is likely to contravene the ESA.

3.0 Information Sources

Land Information Ontario (LIO) and the Natural Heritage Information Centre (NHIC) maintain and provide information about species at risk, as well as related information about fisheries, wildlife, crown lands, protected lands and more. This information is made available to organizations, private individuals, consultants, and developers through online sources and is often considered under various pieces of legislation or as part of regulatory approvals and planning processes.

The information available from LIO or NHIC and the sources listed in this guide should not be considered as a substitute for site visits and appropriate field surveys. Generally, this information can be regarded as a starting point from which to conduct further field surveys, if needed. While this data represents best available current information, it is important to note that a lack of information for a site does not mean that species at risk or their habitat are not present. There are many areas where the Government of Ontario does not currently have information, especially in more remote parts of the province. The absence of species at risk location data at or near your site does not necessarily mean no species at risk are present at that location. On-site assessments can better verify site conditions, identify and confirm presence of species at risk and/or their habitats.

Information on the location (i.e. observations and occurrences) of species at risk is considered sensitive and therefore publicly available only on a 1km square grid as opposed to as a detailed point on a map. This generalized information can help you understand which species at risk are in the general vicinity of your proposed activity and can help inform field level studies you may want to undertake to confirm the presence, or absence of species at risk at or near your site.

Should you require specific and detailed information pertaining to species at risk observations and occurrences at or near your site on a finer geographic scale; you will be required to demonstrate your need to access this information, to complete data sensitivity training and to obtain a Sensitive Data Use License from the NHIC. Information on how to obtain a license can be found online at <https://www.ontario.ca/page/get-natural-heritage-information>.

Many organizations (e.g. other Ontario ministries, municipalities, conservation authorities) have ongoing licensing to access this data so be sure to check if your organization has this access and consult this data as part of your preliminary screening if your organization already has a license.

3.1 Make a Map: Natural Heritage Areas

The Make a Natural Heritage Area Map (available online at <https://www.ontario.ca/page/make-natural-heritage-area-map>) provides public access to natural heritage information, including species at risk, without the user needing to have Geographic Information System (GIS) capability. It allows users to view and identify generalized species at risk information, mark areas of interest, and create and print a custom map directly from the web application. The tool also shows topographic information such as roads, rivers, contours and municipal boundaries.

Users are advised that sensitive information has been removed from the natural areas dataset and the occurrences of species at risk has been generalized to a 1-kilometre grid to mitigate the risks to the species (e.g. illegal harvest, habitat disturbance, poaching).

The web-based mapping tool displays natural heritage data, including:

- Generalized Species at risk occurrence data (based on a 1-km square grid),
- Natural Heritage Information Centre data.

Data cannot be downloaded directly from this web map; however, information included in this application is available digitally through Land Information Ontario (LIO) at <https://www.ontario.ca/page/land-information-ontario>.

3.2 Land Information Ontario (LIO)

Most natural heritage data is publicly available. This data is managed in a large provincial corporate database called the LIO Warehouse and can be accessed online through the LIO Metadata Management Tool at

<https://www.javacoeapp.lrc.gov.on.ca/geonetwork/srv/en/main.home>. This tool provides descriptive information about the characteristics, quality and context of the data. Publicly available geospatial data can be downloaded directly from this site.

While most data are publicly available, some data may be considered highly sensitive (i.e. nursery areas for fish, species at risk observations) and as such, access to some data may be restricted.

3.3 Additional Species at Risk Information Sources

- The Breeding Bird Atlas can be accessed online at <http://www.birdsontario.org/atlas/index.jsp?lang=en>
- eBird can be accessed online at <https://ebird.org/home>
- iNaturalist can be accessed online at <https://www.inaturalist.org/>
- The Ontario Reptile and Amphibian Atlas can be accessed online at <https://ontarionature.org/programs/citizen-science/reptile-amphibian-atlas>
- Your local Conservation Authority. Information to help you find your local Conservation Authority can be accessed online at <https://conservationontario.ca/conservation-authorities/find-a-conservation-authority/>

Local naturalist groups or other similar community-based organizations

- Local Indigenous communities
- Local land trusts or other similar Environmental Non-Government Organizations
- Field level studies to identify if species at risk, or their habitat, are likely present or absent at or near the site.
- When an activity is proposed within one of the continuous caribou ranges, please be sure to consider the caribou Range Management Policy. This policy includes figures and maps of the continuous caribou range, can be found online at <https://www.ontario.ca/page/range-management-policy-support-woodland-caribou-conservation-and-recovery>

3.4 Information Sources to Support Impact Assessments

- Guidance to help you understand if your activity is likely to adversely impact species at risk or their habitat can be found online at <https://www.ontario.ca/page/policy-guidance-harm-and-harass-under-endangered-species-act> and <https://www.ontario.ca/page/categorizing-and-protecting-habitat-under-endangered-species-act>
- A list of species at risk in Ontario is available online at <https://www.ontario.ca/page/species-risk-ontario>. On this webpage, you can find out more about each species, including where it lives, what threatens it and any specific habitat protections that apply to it by clicking on the photo of the species.

4.0 Check-List

Please feel free to use the check list below to help you confirm you have explored all applicable information sources and to support your discussion with Ministry staff at the preliminary screening stage.

- ✓ Land Information Ontario (LIO)
- ✓ Natural Heritage Information Centre (NHIC)
- ✓ The Breeding Bird Atlas
- ✓ eBird
- ✓ iNaturalist
- ✓ Ontario Reptile and Amphibian Atlas
- ✓ List Conservation Authorities you contacted: _____

- ✓ List local naturalist groups you contacted: _____

- ✓ List local Indigenous communities you contacted: _____

- ✓ List any other local land trusts or Environmental Non-Government Organizations you contacted: _____

- ✓ List and field studies that were conducted to identify species at risk, or their habitat, likely to be present or absent at or near the site: _____

- ✓ List what you think the likely impacts of your activity are on species at risk and their habitat (e.g. damage or destruction of habitat, killing, harming or harassing species at risk): _____

Drost, Alden

From: ESA Aurora (MNRF) <ESA.Aurora@ontario.ca>
Sent: August 28, 2017 4:10 PM
To: Drost, Alden
Subject: RE: Steeles Avenue Class Environmental Assessment (EA) Study - Tremaine Road to Industrial Drive
Attachments: AMS12507_SteelesAve&TremaineRd_Milton.pdf

Good afternoon Alden,

Sorry for the flood of emails. I found the original request. Attached is your screening. I am, however, having problems saving the requested fish collection records. I will speak with our GIS Tech and hopefully have it ready to send tomorrow.

Thank-you,

Courtney

Courtney Beaver

A/Fish and Wildlife Technical Specialist | Aurora District | Ontario Ministry of Natural Resources and Forestry
50 Bloomington Rd W. Aurora, ON L4G 0L8



From: ESA Aurora (MNRF)
Sent: August-28-17 9:43 AM
To: 'Drost, Alden'
Subject: RE: Steeles Avenue Class Environmental Assessment (EA) Study - Tremaine Road to Industrial Drive

Additionally, I will be sure to process it today.

Courtney

From: Drost, Alden [<mailto:Alden.Drost@wsp.com>]
Sent: August-24-17 4:30 PM
To: ESA Aurora (MNRF)
Subject: RE: Steeles Avenue Class Environmental Assessment (EA) Study - Tremaine Road to Industrial Drive

Hi Courtney

Thank you very much for looking into this. We will try again to get into Val's email but it has been difficult with the password changes here at the company. As per below she would have sent it around April 23, 2017 which is the date of her original letter I attached earlier.... If you know that there has not been any responses or follow up to her original email though, could you just process it now and email the info. to me? It would be greatly appreciated as we need this information soon.

Thank you,

August 28th, 2017

Alden Drost
WSP
519-904-1720
alden.drost@wsp.com

**Re: Request for Information for Steeles Avenue West between Tremaine Road and Bronte Street North (as per map submitted),
Town of Milton, Regional Municipality of Halton**

Dear Alden,

In your email dated August 9th, 2017 you requested information on Species at Risk occurring on or adjacent to the above mentioned location. There are Species at Risk recorded for your study area. As of the date of this letter, MNRF has records of:

- REDSIDE DACE (Endangered)
- BARN SWALLOW (Threatened)
- BRIDLE SHINER (Special Concern)
- SNAPPING TURTLE (Special Concern)
- WOOD THRUSH (Special Concern)

Additionally, the species listed below have the potential to occur in your study area and may require further assessment or field studies to determine presence:

- BUTTERNUT (Endangered)
- EASTERN SMALL-FOOTED MYOTIS (Endangered)
- LITTLE BROWN MYOTIS (Endangered)
- NORTHERN MYOTIS (Endangered)
- TRI-COLOURED BAT (Endangered)
- BOBOLINK (Threatened)
- EASTERN MEADOWLARK (Threatened)
- MONARCH (Special Concern)

The species listed above may receive protection under the *Endangered Species Act, 2007* (ESA) and thus, an approval from MNRF may be required if the work you are proposing could cause harm to these species or their habitats. If the Species at Risk in Ontario List is amended, additional species may be listed and protected under the ESA or the status and protection levels of currently listed species may change.

The project proposal is within contributing recovery reach for Redside Dace. MNRF is responsible for protecting this habitat under Ontario's Endangered Species Act, 2007. As

defined under Ontario Regulation 242/08 (Section 29.1), the regulated habitat of Redside Dace includes **contributing** features which are streams, permanent or intermittent headwater drainage features, groundwater discharge areas or wetlands that augment or maintain the baseflow, coarse sediment supply or surface water quality of areas currently known to be occupied by Redside Dace or areas which provide an opportunity for Redside Dace recovery / recolonization.

Please provide further details related to any proposed activities on your study area. MNRF will provide advice related to regulated habitat features that may require further assessment in order to determine the extent of the habitat regulation applying to your subject area / property.

Attached map details the fish collection records available for your area. These files are not available electronically. For access to paper fish collection records, please contact Karen Golby at 905-713-7403 to make an appointment. Photocopying fees may apply.

Please be advised that your study area is adjacent to the Milton Wetland Complex. Additional natural heritage information including information on wetlands and Areas of Natural and Scientific Interest (ANSIs) can be accessed through [Land Information Ontario](#) or through [NHIC's Make-a-Map](#).

We require more detailed information on the proposed project in order to assess the impacts of the works on Species at Risk. *When project details have been determined*, please fill out an Information Gathering Form (IGF) for any *threatened or endangered* species listed in the provided letter and submit it to our office (to ESA.Aurora@ontario.ca). The IGF can be found [here](#) (along with its associated [guide](#)). Please include detailed descriptions of the undertakings such as proposed timing and phasing of the project and details on what is required at each phase.

All sections and tables should be filled out in their entirety – incomplete forms will be returned and may delay the review process. Any applicable supplemental information that will assist with the review process should also be submitted with the IGF (e.g. field survey results, site plan/drawings, ELC mapping, etc.). Please note that forms are reviewed in the order in which they are received by MNRF and we will contact you with our response once the review is complete.

Absence of information provided by MNRF for a given geographic area, or lack of current information for a given area or element, does not categorically mean the absence of sensitive species or features. Many areas in Ontario have never been surveyed and new plant and animal species records are still being discovered for many localities. For these reasons, MNRF cannot provide a definitive statement on the presence, absence, or condition of biological elements in any part of Ontario. If development or site alteration is proposed, surveys by a qualified professional may need to be undertaken in the future to confirm presence or absence of sensitive species or features.

This Species at Risk information is highly sensitive and is not intended for any person or project unrelated to this undertaking. Please do not include any specific information in reports that will be available for public record. As you complete your fieldwork in these areas, please report all information related to any Species at Risk to our office. This will assist with updating our database and facilitate early consultation regarding your project to determine the need for any potential authorizations. Please note it is the proponent's responsibility to comply with the ESA and therefore reasonable steps taken in order to satisfy the legal requirements of the ESA.

If you have any questions or comments, please do not hesitate to contact
ESA.aurora@ontario.ca.

Sincerely,

A handwritten signature in dark ink, appearing to read "C. Beaver". The signature is written in a cursive, flowing style.

Courtney Beaver

Fish and Wildlife Technical Specialist
Ontario Ministry of Natural Resources and Forestry | Aurora District

Drost, Alden

From: Drost, Alden
Sent: April 20, 2018 1:07 PM
To: Andrea Dunn
Subject: RE: Background Information Request - Steeles Ave Class EA

Categories: Important

Ok great! Thanks for looking into this Andrea, very useful information for the Steeles Ave EA we are doing.
Have a great weekend.
Alden

Alden Drost
Senior Ecologist - Fisheries

T+ 1 519-904-1720



From: Andrea Dunn [mailto:adunn@hrca.on.ca]
Sent: April-20-18 12:51 PM
To: Drost, Alden <Alden.Drost@wsp.com>
Subject: RE: Background Information Request - Steeles Ave Class EA

Hi Alden,
They spawn throughout the reach with the highest proportion of redds between the concrete channel in Milton to the Kelso dam. 100-150m downstream of Steeles would most definitely be within the prime spawning areas.

I don't have a comprehensive report from anything recent, but I have attached one from when it was surveyed in the mid 1990's. I took a quick look through the results and compared to our reach that we regularly sample from Kelso Road to the dam (upstream of your site) and their site 7 and our numbers are higher so I suspect that would be the case throughout the reach. I can confirm that this reach is still actively used today, in fact there is likely some Rainbows navigating that reach right now! ☺.

Enjoy,
Andrea

From: Drost, Alden [mailto:Alden.Drost@wsp.com]
Sent: April 20, 2018 10:29 AM
To: Andrea Dunn
Subject: RE: Background Information Request - Steeles Ave Class EA

Hi Andrea
Ok that's helpful. Other than the redds located right at the bridge, do you know if any redds were observed from the bridge to ~100 to 150 m downstream? If you have what you think is a useful report to pass along for this area we would appreciate it.
Thanks again for your help,
Alden

Alden Drost
Senior Ecologist - Fisheries

T+ 1 519-904-1720



From: Andrea Dunn [<mailto:adunn@hrca.on.ca>]
Sent: April-20-18 9:56 AM
To: Drost, Alden <Alden.Drost@wsp.com>
Subject: RE: Background Information Request - Steeles Ave Class EA

Hi Alden,

We don't actually map the redds, we typically identify how many are observed in a reach/station length. The surveys were started in the early 1990's by the Four Seasons Angling and Hunting group so it is a pretty established spawning route. We do have a number of reports/memos that indicate counts on the reach but that would be it. CH doesn't do the full reach anymore, we typically hit up the Steeles Ave bridge to help assess spawning timing as permissions to property is now more difficult to obtain in the area. Redds are easily visible from the bridge in either direction during spawning, as the substrate size and conditions are perfect spawning habitat.

Andrea

From: Drost, Alden [<mailto:Alden.Drost@wsp.com>]
Sent: April 20, 2018 9:24 AM
To: Andrea Dunn
Subject: RE: Background Information Request - Steeles Ave Class EA

Great, thank you Andrea. Do you have any further info. between the bridge and around 150 m downstream and for maybe 50 m upstream? Also, do you have a map showing this info., (redds locations)? What year(s) were the spawning surveys done?

Thanks again and much appreciated,
Alden

Alden Drost
Senior Ecologist - Fisheries

T+ 1 519-904-1720



From: Andrea Dunn [<mailto:adunn@hrca.on.ca>]
Sent: April-20-18 9:12 AM
To: Drost, Alden <Alden.Drost@wsp.com>
Subject: RE: Background Information Request - Steeles Ave Class EA

Hi Alden,

The Rainbow Trout spawning area actually extends all the way up the West Branch to the Kelso Dam. It is also the same reach that Brown Trout spawn in during the fall migration. The Steeles Avenue bridge on the same branch falls within that spawning reach and Rainbow Trout and Brown Trout spawning redds have been observed immediately upstream and downstream of the bridge (i.e. less than 1 m on either side of the bridge).

Hope this helps,
Andrea

From: Drost, Alden [<mailto:Alden.Drost@wsp.com>]
Sent: April 19, 2018 4:14 PM
To: Andrea Dunn
Subject: RE: Background Information Request - Steeles Ave Class EA

Hello Andrea

In relation to the initial background request (see request and map attached) and the information that you provided, I was wondering if you also have Rainbow Trout spawning survey information of Sixteen Mile Creek in the area of the Steeles Ave. bridge? For another EA we did at Bronte Street (~550 downstream of Steeles), CH informed us of a Rainbow Trout spawning area upstream of the Bronte Street bridge. I was just wondering if this survey extended up to the Steeles Ave. bridge.

Thank you,
Alden

Alden Drost
Senior Ecologist - Fisheries

T+ 1 519-904-1720



From: Andrea Dunn [<mailto:adunn@hrca.on.ca>]
Sent: May-30-17 2:04 PM
To: Lorenz, Chris <Chris.Lorenz@wsp.com>
Subject: RE: Background Information Request - Steeles Ave Class EA

Thanks Chris,
Please find attached the information you requested under DLA20170507. If you have any questions, please let me know.

Take care,
Andrea

From: Lorenz, Chris [<mailto:LorenzC@mmm.ca>]
Sent: May-26-17 1:56 PM
To: Andrea Dunn
Subject: RE: Background Information Request - Steeles Ave Class EA

Here you are Andrea. Sorry about that.

Have a nice weekend

Chris Lorenz, M.Sc.
Ecologist, Fisheries
Ecology & Environmental Impact Assessment (EIA)



T+ 1 519-904-1734
M+ 1 226-220-5378

582 Lancaster Street West
Kitchener, Ontario
N2K 1M3 Canada

wsp.com

From: Andrea Dunn [<mailto:adunn@hrca.on.ca>]
Sent: Friday, May 26, 2017 9:09 AM
To: Lorenz, Chris
Subject: RE: Background Information Request - Steeles Ave Class EA

Hi Chris,
I noticed on the agreement that Jeff Reid has not yet signed the agreement. Can you please obtain his signature and re-send?

Thanks,
Andrea

From: Lorenz, Chris [<mailto:LorenzC@mmm.ca>]
Sent: May-25-17 10:31 AM
To: Andrea Dunn
Subject: RE: Background Information Request - Steeles Ave Class EA

Hi Andrea,

Please find attached the signed agreement. If you need anything further please let me know.

Regards,

Chris Lorenz, M.Sc.
Ecologist, Fisheries
Ecology & Environmental Impact Assessment (EIA)



T+ 1 519-904-1734
M+ 1 226-220-5378

582 Lancaster Street West
Kitchener, Ontario
N2K 1M3 Canada

wsp.com

From: Andrea Dunn [<mailto:adunn@hrca.on.ca>]
Sent: Tuesday, May 23, 2017 1:05 PM
To: Lorenz, Chris
Subject: RE: Background Information Request - Steeles Ave Class EA

Hi Chris,
Please find attached the edited agreement.

Andrea

From: Lorenz, Chris [<mailto:LorenzC@mmm.ca>]
Sent: May-23-17 12:36 PM
To: Andrea Dunn
Subject: RE: Background Information Request - Steeles Ave Class EA

Thank you Andrea.....Unfortunately Valerie Stevenson is away on a leave of absence. Do you think you can replace her name on the document with my own?

Thank you. Sorry about that. She prepared that letter and I sent to you in her absence.

Regards,

Chris Lorenz, M.Sc.
Ecologist, Fisheries
Ecology & Environmental Impact Assessment (EIA)



T+ 1 519-904-1734
M+ 1 226-220-5378

582 Lancaster Street West
Kitchener, Ontario
N2K 1M3 Canada

wsp.com

From: Andrea Dunn [<mailto:adunn@hrca.on.ca>]
Sent: Tuesday, May 23, 2017 12:21 PM
To: Lorenz, Chris
Subject: RE: Background Information Request - Steeles Ave Class EA

Hi Chris,
Please find attached Conservation Haltons data licensing agreement. If you can obtain the appropriate signatures and return to me, I can then release the data.

Regards,

Andrea Dunn, B.Sc. (Bio)
Senior Monitoring Ecologist

Conservation Halton

2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2309 | Fax 905.336.7014 | adunn@hrca.on.ca
conservationhalton.ca

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From: Lorenz, Chris [<mailto:LorenzC@mmm.ca>]
Sent: May-19-17 10:52 AM
To: Andrea Dunn
Subject: Background Information Request - Steeles Ave Class EA

Good Morning Andrea,

Please find attached a background information request for the Steeles Avenue Class EA from Tremaine to Industrial Road.

If you have any questions please do not hesitate to contact me.

Thanks Andrea, have a great long weekend!

Chris Lorenz, M.Sc.
Ecologist, Fisheries
Ecology & Environmental Impact Assessment (EIA)



T+ 1 519-904-1734
M+ 1 226-220-5378

582 Lancaster Street West
Kitchener, Ontario
N2K 1M3 Canada

wsp.com

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Please consider the environment before printing this e-mail and/or its attachments.

You are receiving this communication because you are listed as a current WSP | MMM Group contact. Should you have any questions regarding the MMM Group



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.

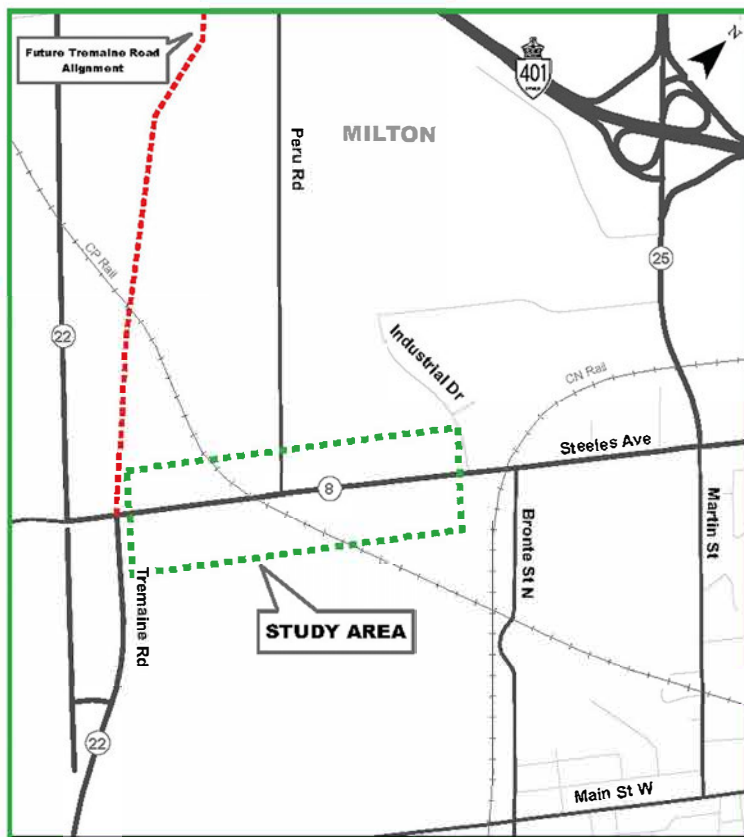
Process

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.

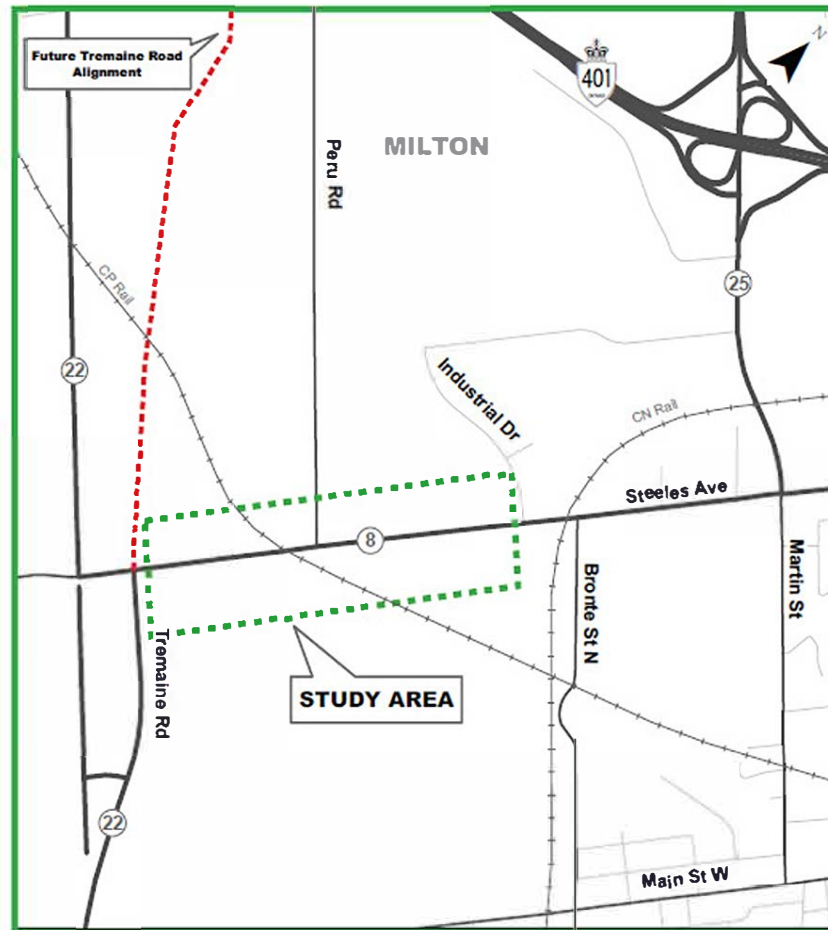


Figure 1 – Study Area

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

Falcone, Olivia

From: George-Hiebert, Rhonda
Sent: November 21, 2022 2:43 PM
To: Gentile, Catherine; Dabagh, Nadia; Falcone, Olivia
Subject: FW: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)
Attachments: Steeles Ave Class EA - Draft ESR Comment Tracking Table.pdf; Steeles Ave MCEA_CH Response Letter.pdf



Rhonda George-Hiebert, P.Eng., M.Eng.

Manager
Transportation Planning
(she/her)

T+ 1 289-835-2485
M+ 1 437-214-2839

From: Passingham, Jessica <Jessica.Passingham@halton.ca>
Sent: November 21, 2022 2:25 PM
To: 'Ben Davis' <bdavis@hrca.on.ca>
Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Larkin, Ann <Ann.Larkin@halton.ca>
Subject: RE: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

Hi Ben,

Thank you very much for meeting with the Region on November 9th and providing your comments on the Steeles Avenue MCEA Study Draft ESR. We appreciate your ongoing participation in the study.

Please find the attached response letter and comment-response table. As directed in your letter, your comments will be reflected in the final Environmental Study Report.

A copy of the Notice of Study Completion will be provided to Conservation Halton to notify you of the filing of the MCEA Study and the opportunity to review the Environmental Study Report on the Region's website

If you have any additional comments or questions please feel free to contact me.

Thanks,
Jessica

From: Ben Davis <bdavis@hrca.on.ca>
Sent: Thursday, November 10, 2022 4:09 PM

To: Passingham, Jessica <Jessica.Passingham@halton.ca>

Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>

Subject: RE: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

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Hi Jessica,

Please find attached CH's comments letter for the Updated Draft ESR.

Thank you,
Ben

Ben Davis, CAN - CISEC
Regional Infrastructure Team Lead

Conservation Halton
2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2278 | Mobile 905.320.1866 | bdavis@hrca.on.ca
conservationhalton.ca



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From: Passingham, Jessica <Jessica.Passingham@halton.ca>

Sent: November 1, 2022 1:20 PM

To: Ben Davis <bdavis@hrca.on.ca>

Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Larkin, Ann <Ann.Larkin@halton.ca>

Subject: RE: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

Hi Ben,

My apologies, I understand the version of Appendix E sent to you last week is missing the exhibits. The corrected version of Appendix E with exhibits is available on the file transfer site below:

[REDACTED]

Thanks,
Jessica


From: Passingham, Jessica <Jessica.Passingham@halton.ca>
Sent: Wednesday, October 26, 2022 4:08 PM
To: 'Ben Davis' <bdavis@hrca.on.ca>
Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Larkin, Ann <Ann.Larkin@halton.ca>
Subject: RE: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

Hi Ben,

The pdf of the Draft ESR (with corrected formatting) as well as Appendix E are available on the file transfer site below. Please let me know if you have any other issues accessing the documents.

WSP will be sending a meeting invitation for Wednesday, November 9 from 11am to noon.

Navigate to the following link to Download the above file(s):

 Expires: Wednesday, November 16, 2022

Thank you,
Jessica

From: Passingham, Jessica <Jessica.Passingham@halton.ca>
Sent: Wednesday, October 26, 2022 1:25 PM
To: 'Ben Davis' <bdavis@hrca.on.ca>
Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>
Subject: RE: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

Hi Ben,

No problem at all. We will be sending a link to download the draft ESR pdf (with corrected formatting) and Appendix E shortly.

Thanks,
Jessica

From: Ben Davis <bdavis@hrca.on.ca>
Sent: Wednesday, October 26, 2022 1:20 PM
To: Passingham, Jessica <Jessica.Passingham@halton.ca>
Subject: RE: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

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Hi again Jessica,

Sorry for all of the emails today/yesterday! Would you be able to send Appendix E?

Thanks again,
Ben

Ben Davis, CAN - CISEC
Regional Infrastructure Team Lead

Conservation Halton
2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2278 | Mobile 905.320.1866 | bdavis@hrca.on.ca
conservationhalton.ca



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From: Passingham, Jessica <Jessica.Passingham@halton.ca>
Sent: October 26, 2022 8:47 AM
To: Ben Davis <bdavis@hrca.on.ca>
Subject: RE: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

Good Morning Ben,

No problem, Appendix K: Landscape Plan and Renderings & Tree Management Plan is available on the file transfer site below.

Navigate to the following link to Download the file(s):

Date Expires: Wednesday, November 16, 2022

Thanks,
Jessica

From: Ben Davis <bdavis@hrca.on.ca>
Sent: Tuesday, October 25, 2022 3:32 PM
To: Passingham, Jessica <Jessica.Passingham@halton.ca>
Subject: RE: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

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Hi Jessica,

We are currently reviewing the material provided for the Steeles Ave Draft ESR Submission. Would be able to provide **Appendix K: Landscape Plan and Renderings & Tree Management Plan?**

Thank you,
Ben

Ben Davis, CAN - CISEC
Regional Infrastructure Team Lead

Conservation Halton
2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2278 | Mobile 905.320.1866 | bdavis@hrca.on.ca
conservationhalton.ca



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From: Passingham, Jessica <Jessica.Passingham@halton.ca>
Sent: October 20, 2022 2:38 PM
To: Ben Davis <bdavis@hrca.on.ca>
Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; 'Gentile, Catherine' <Catherine.Gentile@wsp.com>; Larkin, Ann <Ann.Larkin@halton.ca>
Subject: RE: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

Hi Ben,

Thank you very much for your involvement in the Steeles Avenue MCEA Study and for providing comments on the Draft Environmental Study Report. We have been working on reviewing and addressing your comments as well as comments received from other technical agencies and have prepared an updated Draft Environmental Study Report (ESR).

The updated Draft ESR, updated Draft Drainage and Stormwater Management Report, as well as a comment-response table for your May 2022 comments are available on the file transfer site below. To aid in your review, we have provided a pdf version of the updated Draft ESR as well as a Word document showing the tracked changes.

Navigate to the following link to Download the above file(s):

Date Expires: Thursday, November 10, 2022

We would greatly appreciate it if you could please provide us with any comments by November 10, 2022. I will follow up with a few suggested dates and times for a meeting the week of October 24 or October 31 to discuss any outstanding comments or questions your team may have.

Please let me know if you have any issues accessing the files or if you have any questions.

Thanks,
Jessica (Dorgo) Passingham

Jessica Passingham, P.Eng.

Project Manager I

Infrastructure Planning & Policy

Public Works

Halton Region

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

From: Dorgo, Jessica <Jessica.Dorgo@halton.ca>

Sent: Thursday, June 2, 2022 9:28 AM

To: Ben Davis <bdavis@hrca.on.ca>

Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>

Subject: RE: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

Hi Ben,

Thank you very much for the meeting on Monday and for providing your comments. As discussed, we will review and get back to you with an update on our anticipated timing for next steps.

Thanks,
Jessica

Jessica Dorgo, P.Eng.

Project Manager I

Infrastructure Planning & Policy

Public Works

Halton Region

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

#	Agency	ESR Section	Comment	Project Team Response
1.	CH	Section 3.4.98 Significant Wildlife Habitat	Confirm the Ecoregion for the study area as it as noted on the Ontario GeoHub and CH's internal mapping that the Ecoregion is 7E. Staff recommend a reassessment of significant wildlife habitat against the criteria schedules for Ecoregion 7E be completed and report updated where appropriate.	Reference to Ecoregion 6E has been corrected to Ecoregion 7E. The SWH evaluation was reviewed and does not change.
2.	CH	Section 8.1.2.3 Wildlife Movement Corridors	Add the thicket hedgerow in ELC Unit 12 to list of wildlife movement corridors as it is noted in Section 3.4.6.5 that it provides a connection between the rail corridor and the larger woodlot to the southeast (ELC Unit 11); thus this area will warrant mitigation measure at detail design stage.	WSP has added this information to Section 8.1.3 of the ESR.
3.	CH	Section 8.1.3 Fish and Fish Habitat	Discussion should be include regarding direct and indirect impacts to the watercourse from the release of concentrated storm flows from a quantitative, qualitative, and thermal perspective.	WSP has added a Stormwater section to Fish and Fish Habitat Section 8.1.4.
4.	CH	Section 8.8.1 Potential Impacts During Construction	Include general discussion regarding a monitoring program after construction. It is noted in this section however no details are provided.	A general discussion on a post construction monitoring program has been added to this section and a commitment was added to Section 8.8.
5.	CH	Section 8.8.2 Disposal of Excess Materials	This section outlines that written approval from CH per Ontario Regulation 162/06 is required in order to allow for the placement of any generated fill material. Staff would advise that a future permit condition will be that any generated fill from the project will be required to be placed outside of a CH regulated area. Please add additional detail that if this is not possible or not included in the detail design submission, separate approval from CH will be required for fill placement. As a part of that approval, it will be required that CH's Large Fill policy (2.47 of <i>Conservation Halton Policies and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning Document</i>). Approval of the applicable municipal Site Alteration permits will also be required, please contact the Town of Milton for additional details.	WSP has added a commitment that the fill policy and approval must be completed in detailed design to Section 8.9.2 of the ESR.
6.	CH	Section 8.1.5.1 Design Related Mitigation Measures	Staff recommend this section be expanded to outline mitigation measures that would be implemented associated with thermal impacts from the road runoff.	WSP has expanded the mitigation measures and added a commitment to Section 8.8.
7.	CH	Exhibit 3-1 Existing Conditions / Key Features Plan	It is recommended that the Region's natural heritage systems and key features be indicated on the exhibit.	The Regions Natural Heritage System and Key Features mapping is shown on Exhibit 3-3.
8.	CH	Section 8.7 Summary of Mitigation Measures and Commitments	Dimensions of proposed culverts and bridges are to be confirmed during the detailed design.	Commitment has been added to the ESR in Section 8.7, Table 8-4 as ID # 13.1.
9.	CH	Section 8.7 Summary of Mitigation Measures and Commitments	Floodplain modeling and mapping will be required at the detailed design stage for areas being altered and/or influenced by the road project.	Commitment has been added to the ESR in Section 8.7, Table 8-4 as ID#12.2
10.	CH	Section 8.7 Summary of Mitigation Measures and Commitments	A geotechnical analysis will be required at detailed design to confirm stable top of bank, footing design, and abutment location.	Commitment has been added to the ESR in Section 8.7, Table 8-4 as ID # 13.2.
11.	CH	Section 8.7 Summary of	The following is recommended to be added for commitments to be completed at detail design:	

#	Agency	ESR Section	Comment	Project Team Response
		Mitigation Measures and Commitments	<p>1.0 Design-related Mitigation Measures</p> <ul style="list-style-type: none">Thermal mitigation assessment <p>4.0 Vegetation</p> <ul style="list-style-type: none">Tree Preservation Plan will be required at detail design.Consultation with CH should occur to access wetland impacts. <p>6.0 Fish and Aquatic Habitat</p> <ul style="list-style-type: none">As noted in Section 8.4.3.1, the small swale feature associated with the Sixteen Mile Creek crossing area is to be further assessed at the detailed design stage to determine the appropriate constraint level (e.g., low or medium).Evaluate impacts to form and function of watercourses to ensure road design related mitigation measures have no impacts to systems. <p>9.0 Restoration</p> <ul style="list-style-type: none">Vegetation compensation to be completed which will follow current policies and guidelines of agencies.	<p>1.0 Design-related Mitigation Measures</p> <ul style="list-style-type: none">As noted in Response #6 above, a commitment that further review of thermal mitigation should be completed at detailed design has been added to Section 8.8 <p>4.0 Vegetation</p> <ul style="list-style-type: none">Commitment has been added to the ESR in Section 8.7, Table 8-4 as ID # 4.11.Commitment has been added to the ESR in Section 8.7, Table 8-4 as ID # 4.12. <p>6.0 Fish and Aquatic Habitat</p> <ul style="list-style-type: none">Commitment has been added to the ESR in Section 8.7, Table 8-4 as ID # 6.3.Commitment has been added to the ESR in Section 8.7, Table 8-4 as ID # 6.4. <p>9.0 Restoration</p> <ul style="list-style-type: none">Commitment has been added to the ESR in Section 8.7, Table 8-4 as ID # 9.2.
12.	CH	Note there was a typo in the original letter and the bullet above was documented as 12.		
13.	CH	Appendix E – Natural Environment Supplementary Materials	Verify and correct reference to “Appendix G”, Appendix G is the Hydrogeology Report.	This has been corrected.
14.	CH	Appendix E – Natural Environment Supplementary Materials	Include survey methodology for the fish community surveys.	A survey methodology has been added to Appendix E.
15.	CH	Appendix F – Drainage and Stormwater Management Report	Note that many of the comments below also apply to their equivalent sections within the main report	Noted. Updates have been made in in Appendix F and Draft ESR main report.
16.	CH	Appendix F – Drainage and Stormwater Management Report	<p><i>Section 2.1 SWM Design Criteria</i></p> <p>The quantity control requirement should also include an impact assessment for the Regional storm.</p>	Noted. This will be completed during detailed design. Commitment has been added to the ESR in Section 8.7, Table 8-4, as ID #12.12.
17.	CH	Appendix F – Drainage and Stormwater Management Report	<p><i>Section 3.1 Existing Conditions Drainage</i></p> <p>Review/clarify if the bullet regarding the 2.4x1.6m box culvert is describing culvert C2.</p>	The text has been updated. The bullet under Culvert C1 section is describing Culvert C2 . “Immediately downstream of Culvert C1 , there is a box culvert of size 2.4 m span x 1.6 m rise at CPR”.

#	Agency	ESR Section	Comment	Project Team Response		
18.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 3.1 Existing Conditions Drainage</i> Please review and confirm if the flow rates shown in Table 3-1 are correct as they don’t appear consistent with the model output tables at the end of the report.		Regional	243.04
					100 Year	67.05
					50 Year	56.76
					25 Year	45.27
					10 Year	31.56
					5 Year	22.49
					2 Year	10.80
19.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 3.1 Existing Conditions Drainage</i> Exhibit 1, Existing Conditions Drainage Mosaic – Please clarify the size and area of Catchment 107. Earlier draft materials noted this area as 13.0ha rather than the 8.5ha currently show. The text within the body of the report notes this area as 13.0ha which may indicate that the figure (Exhibit 1) is an older version.	The correct drainage area for Catchment 107 is 13.0 ha. The previous drainage area of 8.5ha was changed due to refinements of hydrologic modelling during the design process.		
20.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 3.2 Existing Conditions Hydraulic Modelling</i> Please clarify which modelling software was used for each part of the analysis since both Visual OTTHYMO and SWMHYMO were used.	SWMHYMO model was used for existing conditions (current Steeles Avenue alignment) and pre-development conditions (delineating the catchment of the future road since the alignment is shifting to the south but without the future road). Visual OTTHYMO was used for proposed conditions (future alignment). Given that the HYMO model is effectively identical for both models, we do not believe that this an issue.		
21.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 3.2 Existing Conditions Hydraulic Modelling</i> For ease of reference, its recommended that Table 3-2 make a connection between Catchment ID and Culvert ID (i.e., Catchment 510 corresponds to Culvert C1).	There is no straight correlation between Catchment ID’s and Culvert ID’s. The intent is to show peak flows from each individual catchment.		
22.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 3.3 Proposed Conditions Hydraulic Modelling</i> This section should include analysis up to the Regional storm event.	Section 3.3 covers the Proposed Conditions Drainage. Please see Section 4, which describes the hydraulic conditions and includes analysis up to the Regional storm event.		
23.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 3.3 Proposed Conditions Hydraulic Modelling</i> It is unclear how drainage will reach the receiving creeks once it leaves the road corridor. Please include some discussion on possible conveyance methods and outlets.	The conveyance method is via storm sewers. For the outlet from the grade separation, the report includes a profile of this arrangement. The specifics will be refined in detail design, but the outlets will be contained within the identified proposed right-of-way. Commitment has been added to the ESR in Section 8.7, Table 8-4, as ID #12.4.		
24.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 4.1 Hydraulic Performance Standards</i> It’s recommended to include a criterion that expresses the desire to make Region of Halton roads flood-free during a Regional storm event where feasible.	Requires further discussion with CH		
25.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 4.3 Existing Conditions Assessment</i> Please review if Culvert C3 should be included in the introductory sentence.	Section 4.3 has been updated to include culvert C3.		
26.	CH	Appendix F – Drainage and Stormwater	<i>Section 4.3 Existing Conditions Assessment</i> Please review the wording being used to describe Culvert C1 and C2 because it can be interpreted that there is another unidentified culvert in the area.	Section 4.3 has been updated to clarify the text.		

#	Agency	ESR Section	Comment	Project Team Response
		Management Report		
27.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 4.4 Proposed Conditions Assessment</i> The report should further discuss whether the Region of Halton intends to remove the existing Steeles Avenue bridge.	Section 4.4 of the SWM report identifies the rationale and supporting analysis for the removal of the existing bridge. Section 6.11.2 of the ESR includes further discussion on the removal of the existing Sixteen Mile Creek bridge.
28.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 4.4 Proposed Conditions Assessment</i> Consider including preliminary floodplain mapping as Exhibits to supplement the numerical floodplain elevations.	Noted. This will be completed during detailed design. This commitment has been added to the Table 8-4 of the ESR as Item 12.4.
29.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 4.4 Proposed Conditions Assessment</i> It’s recommended that the report also discuss how resulting floodplain elevation at the Steeles Avenue bridge interact with the CPR underpass.	Noted. This will be completed during detailed design. Backflow preventers are the current recommendation but will require detailed design to confirm. A commitment has been added to Table 8-4 of the ESR as Item 12.5.
30.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 4.5 Proposed Conditions – Opportunity for Future CNR Culverts Improvements</i> Consider including preliminary floodplain mapping as Exhibits to supplement the numerical floodplain elevations.	Please see the response to item #28. This will be completed during detailed design. This commitment has been added to the Table 8-4 of the ESR as Item 12.4.
31.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 4.5 Proposed Conditions – Opportunity for Future CNR Culverts Improvements</i> It’s suggested that this section also show the benefits the CNR culvert improvements would have at the new CPR underpass and for properties along Old Steeles Avenue, west of the bridge.	It is noted in the ESR (Section 6.11.2) that these culverts are owned by a third party and fall outside the scope of the current MCEA.
32.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 5.2 Proposed Dry Pond</i> Table 5-1 should be expanded to include a Regional storm analysis.	Table 5-1 shows the facility details according to the design requirements per section 2.1 (i.e 100 year storm). Regional storm analysis requires additional information, that cannot be done during the EA.
33.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 5.2 Proposed Dry Pond</i> Preliminary design information for emergency overflow weirs should be included.	Noted. This will be completed during detailed design. A commitment has been added to Table 8-4 of the ESR as Item 12.13.
34.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 5.2 Proposed Dry Pond</i> There is concern with the location of the proposed dry pond. Stormwater management ponds should normally be located outside of the Regional storm floodplain. Please review and discuss alternative locations for this facility. If the facility can only be located within the Regional storm floodplain the report should refer to CH Policy 2.24.5.1 (<i>Conservation Halton Policies and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning Document</i>) and further analysis will be required at the detailed design stage. The report should also reference Conservation Halton’s 2021 Guidelines for Stormwater Management Engineering Submissions as it has additional design requirements.	Noted. This will be completed during detail design. Commitment has been added to the ESR in Section 8.7, Table 8-4 as ID# 12.8. The SWM report discusses alternatives which are limited to underground storage within the right-of-way. A commitment has been added to Table 8-4 of the ESR as Item 12.14.

#	Agency	ESR Section	Comment	Project Team Response
35.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 5.3 Underground Pipe Storage Facility</i> Table 5-2 should be expanded to include a Regional storm analysis.	Table 5-2 shows the facility details according to the design requirements per section 2.1 (i.e 100 year storm).. Regional storm analysis requires additional information, that cannot be done during the EA.
36.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 5.3 Underground Pipe Storage Facility</i> Based on the preliminary dimensions proposed it is unclear whether pipes or tank are proposed. This can be decided during the detailed design stage; however, it should be noted that underground tank systems have the added benefit of providing some quality control and easier maintenance via isolated rows.	Noted. This will be completed during detailed design. A commitment has been added to Table 8-4 of the ESR as Item 12.15.
37.	CH	Appendix F – Drainage and Stormwater Management Report	<i>Section 5.3 Underground Pipe Storage Facility</i> At the detailed design stage, inlet capture efficiency will need to be evaluated for the full range of storm events.	Noted. This will be completed during detailed design. A commitment has been added to Table 8-4 of the ESR as Item 12.16.
38.	CH	Appendix G – Hydrogeology Report	It’s suggested that the introduction section be reworded because a preferred alternative has been selected.	This has been updated.
39.	CH	Appendix J – Preferred Plan	If possible, it is recommended that the preliminary plan and profile be shown on a continuous drawing for visual clarity.	WSP has provided the overall plan/profile drawing to Halton Region for CH’s reference.
40.	CH	Appendix J – Preferred Plan	Plate 9 – it’s suggested that the removal of the existing Steeles Avenue bridge be noted on the figure.	This has been updated.
41.	CH	General Comments	CH is currently undertaking a Floodplain Mapping Study (FPM), known as the Urban Milton FPM Study. The section of Steeles Avenue proposed to be widened and realigned is location within the FPM study area in proximity to the West Branch of Sixteen Mile Creek. Draft modelling information was provided to Halton Region and its consultant for the ESR to establish base conditions. Further refinements to the study are currently being undertaken however it is not anticipated that these refinements will significantly change preliminary results. At detailed design Halton Region will need to consult with CH regarding the status of the FPM and its use in the project.	A commitment has been added to the ESR in Section 8.7, Table 8-4 as ID # 12.3.
42.	CH	General Comments	There are candidate significant woodlands within the study area. We recommend confirming significance based on the Region of Halton official plan criteria and that all efforts be made to limit disturbance to these areas regardless of level of significance.	A Significant Woodland Evaluation has been added to the ESR in Section 3.4.11
43.	CH	General Comments	CH’s internal mapping shows a swamp wetland in the northwest corner of ELC unit 11, direct and indirect impacts and mitigation measures should be discussed to ensure no negative impacts the wetland.	Discussion of this swamp wetland has been added to Section 3.4.6 of the ESR. As directed by Tawnia Martel, this feature will not be added to any mapping within the ESR.
44.	CH	General Comments	Staff understand that vegetation compensation is determined at the detail design stage, however, there is no mention of vegetation compensation within the ESR. A section should be included that discusses vegetation compensation in general and that the compensation will follow the current policies and guidelines of agencies (Region of Halton, Conservation Halton, MECP, DFO, etc.) at time of detail design.	WSP has added a commitment to the ESR (Section 8.7 and 8.9) to determine vegetation compensation requirements in consultation with regulatory agencies during detailed design.
45.	CH	General Comments	Provide the Landscape Concept Plan noted in Section 8.1.1.2 Potential Indirect Impacts.	Added as Appendix K.
46.	CH	General Comments	Editorial Comments: <ul style="list-style-type: none">Section 3.4.3 Surface Drainage and Watershed Characteristics (page 3-11) – Change “Greater Toronto Area (GTA)” to respective local community.	<ul style="list-style-type: none">This has been updated

#	Agency	ESR Section	Comment	Project Team Response
			<ul style="list-style-type: none">Section 3.4.6.1 Avifauna (page 3-16) – Verify and correct area requirements for Open County Area-Sensitive species candidate or confirmed SWH, staff believe it should read >30 ha.Section 3.4.9 – Significant Wildlife Habitat – Habitats for Species of Conservation Concern (page 3-33) – Verify section reference is correct. Staff believe it should be 3.4.8.2.	<ul style="list-style-type: none">The size criterion has been corrected in section 3.4.7 (I.e., changed from <30 ha to >30 ha)Updated reference in ESR to “Section 3.4.9.2”
47.	CH	General Comments	CH staff recommend including a note in Table 5-3 and any applicable sections: Evaluation and Road Alignment Design Alternatives under Transportation, Emergency Services that realigned Steeles Avenue will be susceptible to flooding during Regulatory storm events and that emergency services take this into account in their emergency access and routing plans.	Requires further discussion with CH
48.	CH	General Comments	CH staff advise that at detailed design, a Geotechnical Investigation and Hydrogeologic Investigation detailing groundwater quality and potential temporary and/or permanent (if applicable) dewatering impacts to natural heritage features due to dewatering will be required. Additional details on all CH permit requirements for all applicable permits will be provided prior to detailed design.	Added the following to Section 8.9 page 8-54: <i>“At detailed design, a Geotechnical Investigation and Hydrogeologic Investigation detailing groundwater quality and potential temporary and/or permanent (if applicable) dewatering impacts to natural heritage features due to dewatering will be required. Additional details on all Conservation Halton permit requirements for all applicable permits will be provided prior to detailed design.”</i>



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

November 21, 2022

Mr. Ben Davis
Team Lead, Regional Infrastructure Team
Conservation Halton
bdavis@hrca.on.ca

RE: Steeles Avenue (Regional Road 8) Transportation Corridor Improvements
Tremaine Road (Regional Road 22) to Industrial Drive Municipal Class Environmental
Assessment Study
Draft Environmental Study Report - Conservation Halton Comments

Dear Mr. Davis:

Thank you very much for your ongoing involvement in the Steeles Avenue Municipal Class Environmental Assessment Study from Tremaine Road to Industrial Drive and for your comment letter dated November 10, 2022 regarding the Draft Environmental Study Report (ESR). We note that Conservation Halton is supportive of the Draft ESR and appreciate your ongoing participation in the study. A comment response table for your November 10, 2022 letter is attached. As directed in your letter, your comments will be reflected in the final Environmental Study Report.

A copy of the Notice of Study Completion will be provided to Conservation Halton to notify you of the filing of the MCEA Study and the opportunity to review the Environmental Study Report on the Region's website. Filing of the Environmental Study Report is currently planned for late Fall 2022.

Should you or your colleagues have any questions, please do not hesitate to contact me at 905-825-6000, extension 7556.

Sincerely,

Jessica Passingham

Ms. Jessica (Dorgo) Passingham, P.Eng.
Project Manager I
Mobility Planning
Infrastructure Planning & Policy
Public Works
Halton Region

Encl.

Regional Municipality of Halton

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

#	Agency	ESR Section	Comment	Project Team Response
1.	CH	General	As outlined in the Detailed Design Commitments, CH Staff advise that at detailed design, a Geotechnical Investigation and Hydrologic Investigation detailing groundwater quality and potential temporary and/or permanent (if applicable) dewatering impacts to natural heritage features due to dewatering will be required. Additional details on all CH permit requirements for all applicable permits will be provided prior to detailed design. This will include incorporating relevant information from ongoing studies in proximity to the proposed corridor improvements such as Conversation Halton’s ongoing Floodplain Mapping Program work for Sixteen Mile Creek.	<p>The following will be added to Table 8-4 in Section 8.7 - Summary of Mitigation Measures in the final Environmental Study Report:</p> <p>“At detailed design, a Geotechnical Investigation and Hydrologic Investigation detailing groundwater quality and potential temporary and/or permanent (if applicable) dewatering impacts to natural heritage features due to dewatering will be required. Additional details on all CH permit requirements for all applicable permits will be provided prior to detailed design. This will include incorporating relevant information from ongoing studies in proximity to the proposed corridor improvements such as Conversation Halton’s ongoing Floodplain Mapping Program work for Sixteen Mile Creek.”</p>
2.	CH	General	CH staff recommend including a note in Table 5-3 and any applicable sections: Evaluation of Road Alignment Design alternatives under Transportation, Emergency Services that realigned Steeles Avenue will be susceptible to flooding during Regulatory storm events and that emergency services tat this into account in their emergency access and routing plans	<p>The following will be added to Table 8-4 in Section 8.7 - Summary of Mitigation Measures in the final Environmental Study Report:</p> <p>“In light of the Town of Milton plans to remove the existing bridge on Peru Road, consultation with the Town of Milton and the appropriate emergency services will be required at detailed design to review emergency access and routing plans for emergency services in the area. “</p>
3.	CH	Section 3.4.9 – Significant Wildlife Habitat – Habitats for Species of Conservation Concern (page 3-33)	Verify section reference is correct. Staff believe the referenced section should be 3.4.9 as there appears there is no section 3.4.9.2.	The section reference will be updated to “Section 3.4.9” in the Final Environmental Study Report.
4.	CH	Section 4.1 – Hydraulic Performance Standards	CH understands that Halton Region will review and include wording outlining the feasibility (best efforts) in terms of making roads flood free.	<p>The following will be added to Section 6.11.3 - Hydraulic Assessment in the final Environmental Study Report and Section 4.1 – Hydraulic Performance Standards in Appendix F – Drainage and Stormwater Report:</p> <p>“In addition to the MTO Highway Drainage Design Standards (2008), where practical and feasible, it is desirable for Regional roads to achieve a flood-free condition in the Regional Storm. “</p>

From: Ben Davis <bdavis@hrca.on.ca>
Sent: Wednesday, June 1, 2022 11:45 AM
To: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>
Subject: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

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Hi Jessica,

Further to our meeting on Monday May 30th please find attached CH comments on the Draft ESR for Steeles Ave (Tremaine Rd to Industrial Rd). We look forward to the opportunity to review and comment on the next submission prior to finalizing the ESR.

Thank you,
Ben

Ben Davis, CAN - CISEC
Regional Infrastructure Team Lead

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Join us **September 15, 2022** at Crawford Lake Conservation Area for our annual fundraising dinner. For tickets and sponsorship: chregenerations.com

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Conservation Halton's Administration Office is currently closed to the public due to COVID-19. During this time, we are accessing email and phone messages, responding to messages, and processing planning and permit applications remotely. For more information and updates on Conservation Halton's planning and permitting services, please visit <https://conservationhalton.ca/planning-permits>. We are providing the best service we can during these uncertain times and appreciate your patience and understanding.

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Olivia Falcone, MCIP, RPP
Transportation Planner
Planning, Transportation & Infrastructure
She / Her

T+ 1 905-829-6250

From: Passingham, Jessica <Jessica.Passingham@halton.ca>
Sent: October 26, 2022 1:14 PM
To: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>
Cc: Gentile, Catherine <Catherine.Gentile@wsp.com>
Subject: FW: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)
Importance: High

From: Ben Davis <bdavis@hrca.on.ca>
Sent: Wednesday, October 26, 2022 1:06 PM
To: Passingham, Jessica <Jessica.Passingham@halton.ca>
Cc: Larkin, Ann <Ann.Larkin@halton.ca>; George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Gentile, Catherine <Catherine.Gentile@wsp.com>
Subject: RE: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

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Hi Jessica,

We would be available on Wednesday November 9 at 11am to meet. If you could please send the invitation to myself, Tawnia Martel and Joseph Asztalos that would be appreciated.

In reviewing the Updated Draft ESR (PDF Copy), there are several pages that have a font/editing that makes it very challenging to read/review. The pages are:

(PDF Pages) #141 to 147, 162, 166 to 181 and 289 to 296.

Would you be able to take a look at these pages and resend the PDF copy of the report?

Thanks,
Ben

Ben Davis, CAN - CISEC
Regional Infrastructure Team Lead

Conservation Halton
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From: Passingham, Jessica <Jessica.Passingham@halton.ca>
Sent: October 26, 2022 10:55 AM
To: Ben Davis <bdavis@hrca.on.ca>
Cc: Larkin, Ann <Ann.Larkin@halton.ca>; George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Gentile, Catherine <Catherine.Gentile@wsp.com>
Subject: FW: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

Hi Ben,

In order to help aid in your review and address any outstanding questions you may have we would like to reserve some time for a meeting prior to November 10. Can you please advise if either of the following dates and times work for your team:

- Fri Nov 4, 1pm to 3pm
- Wed Nov 9, 11 am to 12 pm

Thank you,
Jessica

From: Passingham, Jessica <Jessica.Passingham@halton.ca>
Sent: Wednesday, October 26, 2022 8:47 AM
To: 'Ben Davis' <bdavis@hrca.on.ca>
Subject: RE: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

Good Morning Ben,

No problem, Appendix K: Landscape Plan and Renderings & Tree Management Plan is available on the file transfer site below.

Navigate to the following link to Download the file(s):

Date Expires: Wednesday, November 16, 2022

Thanks,
Jessica

From: Ben Davis <bdavis@hrca.on.ca>
Sent: Tuesday, October 25, 2022 3:32 PM
To: Passingham, Jessica <Jessica.Passingham@halton.ca>
Subject: RE: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

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Hi Jessica,

We are currently reviewing the material provided for the Steeles Ave Draft ESR Submission. Would be able to provide **Appendix K: Landscape Plan and Renderings & Tree Management Plan?**

Thank you,
Ben

Ben Davis, CAN - CISEC
Regional Infrastructure Team Lead
Conservation Halton
2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2278 | Mobile 905.320.1866 | bdavis@hrca.on.ca
conservationhalton.ca



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From: Passingham, Jessica <Jessica.Passingham@halton.ca>
Sent: October 20, 2022 2:38 PM
To: Ben Davis <bdavis@hrca.on.ca>

Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; 'Gentile, Catherine' <Catherine.Gentile@wsp.com>; Larkin, Ann <Ann.Larkin@halton.ca>

Subject: RE: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

Hi Ben,

Thank you very much for your involvement in the Steeles Avenue MCEA Study and for providing comments on the Draft Environmental Study Report. We have been working on reviewing and addressing your comments as well as comments received from other technical agencies and have prepared an updated Draft Environmental Study Report (ESR).

The updated Draft ESR, updated Draft Drainage and Stormwater Management Report, as well as a comment-response table for your May 2022 comments are available on the filetransfer site below. To aid in your review, we have provided a pdf version of the updated Draft ESR as well as a Word document showing the tracked changes.

Navigate to the following link to Download the above file(s):

Date Expires: Thursday, November 10, 2022

We would greatly appreciate it if you could please provide us with any comments by November 10, 2022. I will follow up with a few suggested dates and times for a meeting the week of October 24 or October 31 to discuss any outstanding comments or questions your team may have.

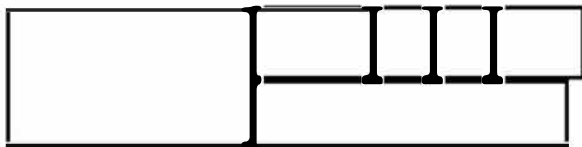
Please let me know if you have any issues accessing the files or if you have any questions.

Thanks,
Jessica (Dorgo) Passingham

Jessica Passingham, P.Eng.

Project Manager I
Infrastructure Planning & Policy
Public Works

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



From: Dorgo, Jessica <jessica.Dorgo@halton.ca>

Sent: Thursday, June 2, 2022 9:28 AM

To: Ben Davis <bdavis@hrca.on.ca>

Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>

Subject: RE: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

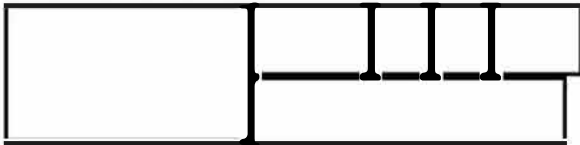
Hi Ben,

Thank you very much for the meeting on Monday and for providing your comments. As discussed, we will review and get back to you with an update on our anticipated timing for next steps.

Thanks,
Jessica

Jessica Dorgo, P.Eng.

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



From: Ben Davis <bdavis@hrca.on.ca>
Sent: Wednesday, June 1, 2022 11:45 AM
To: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
Cc: George Hiebert, Rhonda <Rhonda.George.Hiebert@wsp.com>
Subject: Conservation Halton Comments RE: Steeles Ave Draft ESR Submission (Tremaine Rd to Industrial Rd) (CH File No. MPR 711)

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Hi Jessica,

Further to our meeting on Monday May 30th please find attached CH comments on the Draft ESR for Steeles Ave (Tremaine Rd to Industrial Rd). We look forward to the opportunity to review and comment on the next submission prior to finalizing the ESR.

Thank you,
Ben

Ben Davis, CAN - CISEC
Regional Infrastructure Team Lead
Conservation Halton
2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2278 | Mobile 905.320.1866 | bdavis@hrca.on.ca
conservationhalton.ca



RE:GENERATIONS

Join us **September 15, 2022** at Crawford Lake Conservation Area for our annual fundraising dinner. For tickets and sponsorship: chregenerations.com

From: Gentile, Catherine
Sent: July 5, 2022 2:45 PM
To: Dabagh, Nadia; West, Dwayne; Falcone, Olivia
Cc: George-Hiebert, Rhonda
Subject: FW: Halton Region Steeles Ave MCEA Study - Draft ESR

Catherine Gentile, *she/her/hers*
Team Lead – Environmental Assessment (GTA)
Earth & Environment
MCIP, RPP

T+289-835-2649

Vacation Alert: August 15 to 26



From: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
Sent: July 5, 2022 2:43 PM
To: Kavleen.Sachdeva@milton.ca
Cc: Larkin, Ann <Ann.Larkin@halton.ca>; George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Gentile, Catherine <Catherine.Gentile@wsp.com>
Subject: RE: Halton Region Steeles Ave MCEA Study - Draft ESR

Hi Kavleen,

Thank you very much for taking the time to review the Steeles Avenue MCEA Draft ESR and providing comments for our review. We have received your comments and been reviewing the information you have provided.

As you mention, we are aware that the Town has plans for public open space and parks within the study area. It would be greatly appreciated if you could please provide us with an update on the Town's plans for these lands in order to ensure we have the most up to date information for the MCEA study.

Thank you,
Jessica

Jessica Dorgo, P.Eng.
Project Manager I
Infrastructure Planning & Policy
Public Works
Halton Region
905-825-6000, ext. 7556 | 1-888-442-5866



From: Kavleen.Sachdeva@milton.ca <Kavleen.Sachdeva@milton.ca>
Sent: Thursday, June 23, 2022 11:11 AM
To: Larkin, Ann <Ann.Larkin@halton.ca>
Subject: RE: Halton Region Steeles Ave MCEA Study - Draft ESR

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Hi Ann,

I have some last minute minor comments come in from infrastructure as well. Please see below:

No major comments to add just would like to add a note and ask regarding construction timing.

The Note to add is as follows

Note - The Town of Milton, based on the results of background studies, has identified that Bridge #8 on Peru Road (approx. 800m north of Steeles Avenue) is required to be removed and replaced with cul-de-sacs installed at both ends. Current tentative schedule of works as follows, MCEA to be completed by Q1 2023, Design to be completed Q4 2023, tender in Q1 of 2024 and construction in Q2 of 2024 (spring).

Can the Region please share their tentative schedule for construction for the Steeles Avenue project to identify any potential project conflicts and/or coordination required.

Thanks,

 **Kavleen Sachdeva, P.Eng**
Transportation Planning Technologist
150 Mary Street., Milton ON, L9T 6Z5
905-878-7252 ext. 2363
www.milton.ca

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From: Kavleen Sachdeva <Kavleen.Sachdeva@milton.ca>
Sent: Tuesday, June 14, 2022 5:50 PM
To: 'Ann.Larkin@halton.ca' <Ann.Larkin@halton.ca>
Subject: FW: Halton Region Steeles Ave MCEA Study - Draft ESR

The Town of Milton Secure EmailExpires July 14, 2022

Appendix J - Preferred Plan PFP June 13 2022.pdf	22.7 MB
Steeles_Class EA_May 2022 DRAFT_PFP.pdf	1.1 MB

Download Attachments

The only way to send sensitive information with email, The Town of Milton

Good Afternoon Ann,

Hope you are doing well.

Thank you for the opportunity to review the Region's submittals for the segment of Steeles Avenue between Bronte Street and New Tremaine Road. Please see below and attached for our comments.

Environmental Study Report DRAFT, prepared by WSP, dated May 4, 2022

As a general comment, with the exception of the Region's need for some of the Town's lands (pages 5.18, 5.19 and 8.27), there is little discussion about the Town's existing properties or their intended use for public open space and parks. As outlined below in the drawing comments, there needs to be further discussion about the opportunities and constraints (active transportation connections, vehicular access, servicing) to the future development of the Town's lands. We suggest that these discussions commence prior to the start of the detailed design stage and then continue throughout the design stage.

With respect to this report, we request:

- a. Copies of the Appendices cited
- b. Final copies of the background studies, with permissions from the respective consultants that the Town can use the reports as background information for any future master planning works of the Town open space and park lands.

Please see excerpts (pages 180 and 181) from the report at the link above for comments about the section of road near the former CMHL site.

Preferred Alternative Appendix J, prepared by WSP, undated

Specific comments related to Town open space and park lands are outlined below and in the marked-up drawing attached:

Former Jannock Property/Future Town Land, Old Steeles to New Steeles:

Drawing reference Plates 1, 3 and 13

- a. roadway connection from the remnant of Steeles Avenue to New Steeles: this looks to be right-in/right-out so will require any site users to the Town land travelling from the west or from the south portion of New Tremaine to travel all the way to the new roundabout proposed near Industrial Drive; we'd like the Region to advise if full moves are possible for the existing Jannock access and additionally be advised of what potential full-moves locations could be available from the frontage along New Tremaine north of the roundabout.
- b. the existing site access road, Old Steeles west of CP : this area is split over the drawing plates, so can more information be provided about the ultimate design in this area: full-moves is preferred, will Region reconstruct the drive throat to their standard?
- c. portions of Old Steeles that are being closed, both sides of the track: will the Region retain ownership? Will the lands be incorporated into the adjacent lands, such as can the remnant east of the tracks be coordinated with the [REDACTED] subdivision? Does CP need access to their lands? What measures will be taken to ensure that unauthorized access across the tracks does not happen?
- d. can the detailed design include the location and subsequent construction of connections from the bike lanes and the boulevard multi-use paths into the future Town land at least to the property line. These connections should be AODA compliant. The Region works should include the construction of any safety measures required for these connections.
- e. Town land servicing : can the Region identify potential water, sanitary and utility service connections

Former CMHL Property - Town Land

Drawing reference Plates 5 and 7

- a. Similar to Jannock lands, identify any potential vehicular (full-moves) access points, multi-use pathway and bike lane connections into the Town lands
- b. Similar to Jannock, identify any opportunity for future connections to water, sanitary, utility services
- c. Confirm where Region will be undertaking all require NHS compensation works (recommend this be done on Region lands)
- d. Compensation needed for all required Town lands (temporary and permanent). Confirm ultimate ownership of the isolated portion of Town lands, north of New Steeles (this parcel does not border any other Town land)

Bicycle Lanes

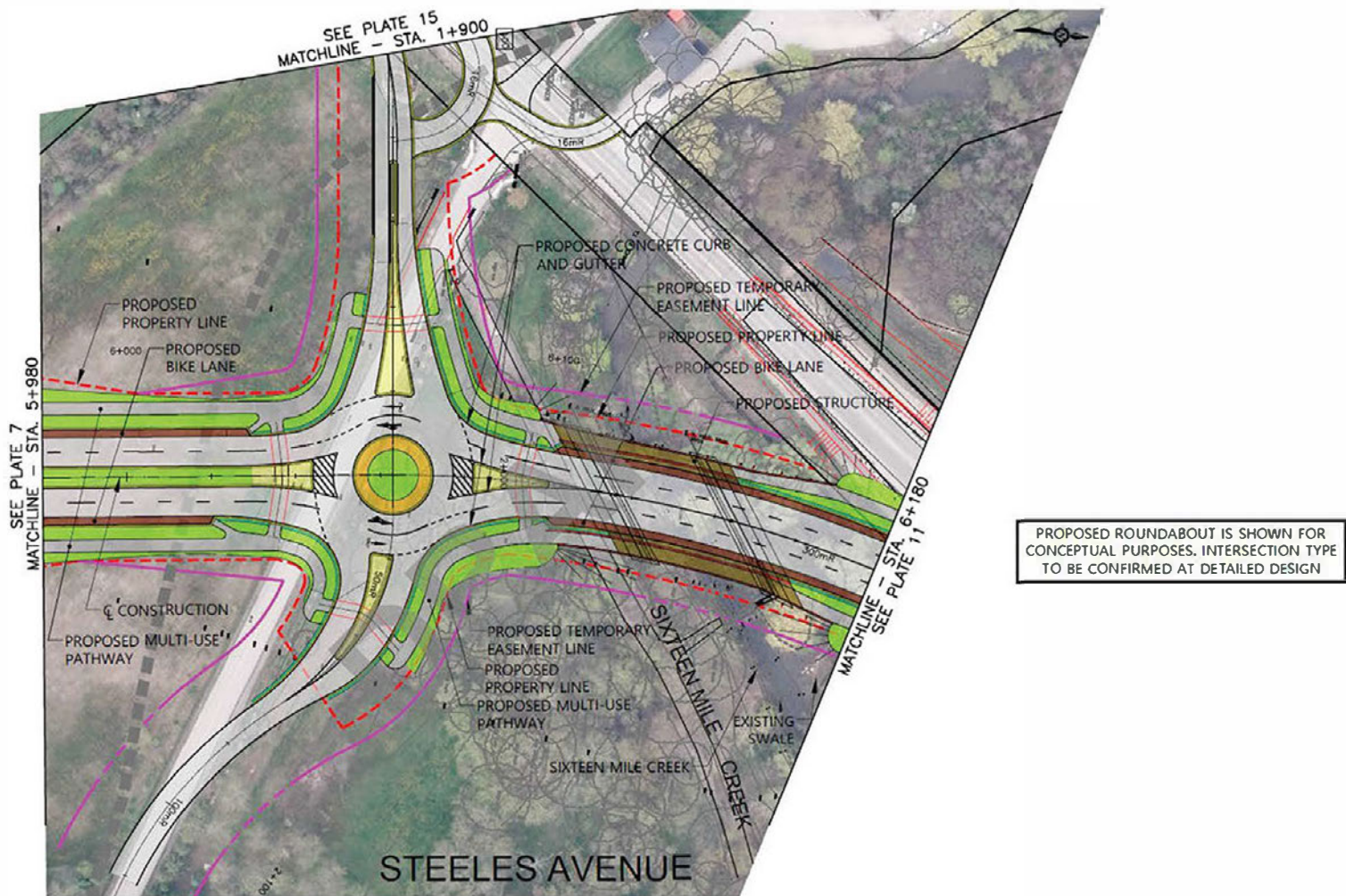
We are unclear about the safety provision of the on road bicycle lane as it goes round the proposed circle. The bicycle lanes appears to end abruptly as it approaches the circle and it seems like the expectation is for the riders to merge into the traffic lanes.

The multiuse lanes function better for bicycles but with the expectation that they transverse the circle through the crosswalk.

Some clarification would be appreciated for cyclist safety.

Street Trees

What distance will street trees be planted?



From: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
 Sent: Tuesday, May 31, 2022 10:40 AM
 To: Diana Jiona <diana.jiona@halton.ca>
 Cc: Heide Schlegl <heide.schlegl@halton.ca>; Megan Lovell <Megan.Lovell@halton.ca>; Larkin, Ann <Ann.Larkin@halton.ca>; Green-Battiston, Melissa <Melissa.Green-Battiston@halton.ca>
 Subject: RE: Halton Region Steeles Ave MCEA Study - Draft ESR

Hi Diana,

Thank you, it would be much appreciated if you could please copy Ann Larkin on your comments on June 14 as I will be out of office.

Thanks,
 Jessica

From: diana.jiona@halton.ca <diana.jiona@halton.ca>
 Sent: Tuesday, May 31, 2022 10:36 AM
 To: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
 Cc: Heide Schlegl <heide.schlegl@halton.ca>; Megan Lovell <Megan.Lovell@halton.ca>; Larkin, Ann <Ann.Larkin@halton.ca>; Green-Battiston, Melissa <Melissa.Green-Battiston@halton.ca>
 Subject: RE: Halton Region Steeles Ave MCEA Study - Draft ESR

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Hi Jessica,

That's great - appreciate that, and thanks for confirming!

No need to resend, we've been able to retrieve the documents (draft ESR and associated Appendix J)

Thanks and we'll work to have consolidated comments to you by end of day June 14.

Diana

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From: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
 Sent: Tuesday, May 31, 2022 10:31 AM
 To: Diana Jiona <diana.jiona@halton.ca>
 Cc: Heide Schlegl <heide.schlegl@halton.ca>; Megan Lovell <Megan.Lovell@halton.ca>; Larkin, Ann <Ann.Larkin@halton.ca>; Green-Battiston, Melissa <Melissa.Green-Battiston@halton.ca>
 Subject: RE: Halton Region Steeles Ave MCEA Study - Draft ESR

Hi Diana,

No problem, we can extend the comment deadline to June 14. Please let me know if you have any questions or if you need me to recirculate the Draft ESR as the link may have expired.

Thanks,
Jessica

From: diana.jiona@milton.ca <diana.jiona@milton.ca>
Sent: Monday, May 30, 2022 9:56 AM
To: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
Cc: heide.schlegl@milton.ca; Megan.Lovell@milton.ca
Subject: FW: Halton Region Steeles Ave MCEA Study - Draft ESR
Importance: High

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Hi Jessica,

Hope this email finds you well.

Is it possible to extend the comment deadline to June 14?

Please let me know if this is feasible.

Appreciate the consideration

Diana

From: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
Sent: Wednesday, May 4, 2022 5:07 PM
To: Heide Schlegl <heide.schlegl@milton.ca>; Megan Lovell <Megan.Lovell@milton.ca>
Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Larkin, Ann <Ann.Larkin@halton.ca>; Green-Battiston, Melissa <Melissa.Green-Battiston@halton.ca>
Subject: Halton Region Steeles Ave MCEA Study - Draft ESR

Hi Ms. Schlegl and Ms. Lovell,

Thank-you for your on-going participation in the Steeles Avenue (Regional Road 8) Municipal Class Environmental Assessment (MCEA) Study from Tremaine Road (Regional Road 22) to Industrial Drive, within the Town of Milton.

The project team has documented the study decision-making process in the draft Environmental Study Report (ESR) and a copy of the draft ESR is available on the file transfer site below for your review. Please let us know if you are interested in reviewing any of the technical appendices which are listed in the table of contents of the draft ESR.

Link:

The drop-box link expires on Wednesday, May 25, 2022. The files include:

- Steeles Ave MCEA Draft ESR
- Draft Preliminary Preferred Plans

The Project Team requests any written comments by Wednesday, June 1, 2022 (4-week review).

Please do not hesitate to contact me if you have any questions or concerns.

After the 4-week Agency review period, it is the Region's intention to file the Notice of Study Completion.

Thank you,
Jessica

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



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Falcone, Olivia

From: Larkin, Ann <Ann.Larkin@halton.ca>
Sent: June 20, 2022 3:49 PM
To: 'Bell, Trevor (MECP)'
Cc: Potter, Katy (MECP); Passingham, Jessica
Subject: RE: Halton Region Steeles Ave MCEA Study - Draft ESR

Trevor,

Thank you, we appreciate the review and comments for consideration.

Ann

Ann Larkin, P.Eng.

Supervisor of Mobility Planning

Infrastructure Planning & Policy

Public Works

Halton Region

905-825-6000, ext. 7601 | 1-866-442-5866



From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: Monday, June 20, 2022 2:42 PM
To: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
Cc: Larkin, Ann <Ann.Larkin@halton.ca>; Potter, Katy (MECP) <Katy.Potter@ontario.ca>
Subject: RE: Halton Region Steeles Ave MCEA Study - Draft ESR

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Hi Jessica and Ann,

I want to apologize again for the delay in responding to you, and thank you for your patience.

We have completed our review of the draft ESR. We understand that the preferred alternative is a realignment of Steeles Avenue to the south, in order to avoid impacts to the Hamlet of Peru, and that alignment alternative B was selected as the preferred design concept. Alternative B represents a middle ground between Alternatives A and C with respect to how far south of the current alignment the new road will swing. Alternative B also provides the most desirable angles for crossing the railway and creek, and has slightly less impacts on nearby residential backyards.

The ministry has no technical concerns at this time. The following comments are offered for your consideration:

1. The hydrogeological assessment by WSP was completed for the option along the existing Steeles Avenue. This report should be updated to include the selected alternative.
2. Section 7.3 should be expanded to include a detailed record of engagement with Indigenous communities. If no responses were received from any Indigenous communities that were notified about the project and invited to participate in consultation activities, efforts should be made to follow-up with the identified communities by phone and email, and documented in the consultation record.

Thank you for the opportunity to review the draft ESR.

Sincerely,

Trevor Bell | Regional Environmental Planner
Project Review Unit, Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1
New Phone: 437-770-3731 | trevor.bell@ontario.ca

From: Bell, Trevor (MECP)
Sent: June 7, 2022 12:12 PM
To: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
Cc: Larkin, Ann <Ann.Larkin@halton.ca>
Subject: RE: Halton Region Steeles Ave MCEA Study - Draft ESR

Hi Jessica,

I apologize for the delay. I will be sure to copy Ann on the comments, which I will send as soon as possible.

Thanks,
Trevor

From: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
Sent: June 7, 2022 8:33 AM
To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Cc: Larkin, Ann <Ann.Larkin@halton.ca>
Subject: RE: Halton Region Steeles Ave MCEA Study - Draft ESR

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Good Morning Trevor,

I just wanted to follow-up to confirm if you will be providing any comments on the Steeles Avenue Municipal Class Environmental Assessment Study Draft Environmental Study Report. Please be advised that I will be away starting tomorrow until June 28. If you have comments on the Draft ESR can you please copy Ann Larkin, Supervisor Mobility Planning (copied on this email) on your correspondence to be sure they are received?

Thank you,
Jessica

From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: Monday, May 30, 2022 1:26 PM
To: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
Subject: RE: Halton Region Steeles Ave MCEA Study - Draft ESR

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Hi Jessica,

Thanks for reaching out. No questions at the moment. I am awaiting technical review comments but still anticipating being able to provide our comments to you this week.

Thanks,
Trevor

From: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
Sent: May 27, 2022 9:34 AM
To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Subject: RE: Halton Region Steeles Ave MCEA Study - Draft ESR

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Good Morning Trevor,

Thank you for confirming receipt of the Steeles Avenue MCEA Study Draft ESR. I just wanted to check-in to see if you have any questions on the draft ESR at this time.

Please feel free to contact me if you have any questions.

Thanks,
Jessica

From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: Thursday, May 5, 2022 12:37 PM
To: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Larkin, Ann <Ann.Larkin@halton.ca>; Green-Battiston, Melissa <Melissa.Green-Battiston@halton.ca>
Subject: RE: Halton Region Steeles Ave MCEA Study - Draft ESR

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Hi Jessica,

Thanks for your email. This is to confirm I received the files you shared. We will review and do our best to provide any comments by June 1. I wanted to let you know that our technical reviewers typically request a minimum of 30 days to complete a review. Hopefully we can accommodate your timeline, but I'll let you know if we need any additional time.

Thanks,

Trevor

Trevor Bell | Regional Environmental Planner

Project Review Unit, Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1

New Phone: 437-770-3731 | trevor.bell@ontario.ca

From: Dorgo, Jessica <Jessica.Dorgo@halton.ca>

Sent: May 4, 2022 5:15 PM

To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>

Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Larkin, Ann <Ann.Larkin@halton.ca>; Green-Battiston, Melissa <Melissa.Green-Battiston@halton.ca>

Subject: Halton Region Steeles Ave MCEA Study - Draft ESR

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Hi Mr. Bell,

Thank-you for your on-going participation in the Steeles Avenue (Regional Road 8) Municipal Class Environmental Assessment (MCEA) Study from Tremaine Road (Regional Road 22) to Industrial Drive, within the Town of Milton.

The project team has documented the study decision-making process in the draft Environmental Study Report (ESR) and a copy of the draft ESR is available on the file transfer site below for your review. We have also included the technical reports that may be of interest to your agency. Please let us know if you are interested in reviewing any of the additional appendices which are listed in the table of contents of the draft ESR.

Link: <http://2big4email.halton.ca/en/downloadfiles.aspx?param=htBnzkrKo1aPIUsHPCjQy2ZJAeQuAleQuAl>

The drop-box link expires on Wednesday, May 25, 2022. The files include:

- Steeles Ave MCEA Draft ESR
- Draft Preliminary Preferred Plans
- Draft Natural Environment Supplementary Materials
- Draft Drainage and Stormwater Management Report
- Draft Hydrogeology Report
- Draft Geomorphological Report
- Draft Noise Assessment Report
- Draft Air Quality Report

The Project Team requests any written comments by **Wednesday, June 1, 2022** (4-week review).

Please do not hesitate to contact me if you have any questions or concerns.

After the 4-week Agency review period, it is the Region's intention to file the Notice of Study Completion.

Thank you,
Jessica

Jessica Dorgo, P.Eng.

Project Manager I

Infrastructure Planning & Policy

Public Works

From: [Gentile, Catherine](#)
To: [Falcone, Olivia](#); [Dabagh, Nadia](#)
Cc: [George-Hiebert, Rhonda](#)
Subject: FW: Steeles Avenue Transportation Corridor Improvements [MHSTCI File 0006873]
Date: November 24, 2022 12:52:27 PM

Catherine Gentile, *she / her / hers*
Team Lead – Environmental Assessment
Earth & Environment
MCIP, RPP

T+ 289-835-2649



From: Hatcher, Laura (MCM) <Laura.E.Hatcher@ontario.ca>
Sent: November 24, 2022 10:57 AM
To: Gentile, Catherine <Catherine.Gentile@wsp.com>; Passingham, Jessica <Jessica.Passingham@halton.ca>
Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Larkin, Ann <Ann.Larkin@halton.ca>
Subject: RE: Steeles Avenue Transportation Corridor Improvements [MHSTCI File 0006873]

Good morning Catherine,

I have reviewed the Draft Cultural Heritage sections that you sent for review. They appropriately address cultural heritage resources and I have only one recommended change to the report.

The Cultural Heritage Assessment Report prepared by Unterman McPhail reviewed the study area and did not recommend any mitigation measures, aside from landscaping treatments for the following properties: 3220, 3222, 3224, 3226, 3228 and 3230 Steeles Avenue. I recommend that the text in the last paragraph on page 8-47 through to the end of section 8.3.4 (on page 8-48) is deleted, or pulled out into a separate section, because it is my understanding that the studies mentioned here were not recommended by your heritage consultant, and would only be undertaken if the project impacts change during detailed design.

I also note that due diligence with respect to archaeological resources is only considered complete when all recommended stages of archaeological assessment have been completed and the associated reports have been accepted onto the Ontario Public Register of Archaeological Reports.

Thank you for following up with me and for the opportunity to comment. Please continue to keep this Ministry updated as the project proceeds. Future notices should be sent to Karla Barboza, Team Lead, Heritage Planning Unit (karla.barboza@ontario.ca).

Sincerely,
Laura

Laura Hatcher, MCIP, RPP

A/Heritage Advisor

Heritage Planning Unit | Heritage Branch | Citizenship, Inclusion and Heritage Division

Ministry of Citizenship and Multiculturalism

Tel. 437-239-3404 **New** | email: laura.e.hatcher@ontario.ca

From: Gentile, Catherine <Catherine.Gentile@wsp.com>

Sent: November 23, 2022 5:05 PM

To: Hatcher, Laura (MCM) <Laura.E.Hatcher@ontario.ca>; Passingham, Jessica <Jessica.Passingham@halton.ca>

Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Larkin, Ann <Ann.Larkin@halton.ca>

Subject: RE: Steeles Avenue Transportation Corridor Improvements [MHSTCI File 0006873]

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Thanks very much Laura! Much appreciated.

Catherine

Catherine Gentile, *she / her / hers*

Team Lead – Environmental Assessment

Earth & Environment

MCIP, RPP

T+ 289-835-2649



From: Hatcher, Laura (MCM) <Laura.E.Hatcher@ontario.ca>

Sent: November 23, 2022 4:56 PM

To: Gentile, Catherine <Catherine.Gentile@wsp.com>; Passingham, Jessica <Jessica.Passingham@halton.ca>

Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Larkin, Ann <Ann.Larkin@halton.ca>

Subject: RE: Steeles Avenue Transportation Corridor Improvements [MHSTCI File 0006873]

Hi Catherine,

Thank you for your email. My apologies for not replying sooner. I have moved to a new position in our unit and I am no longer reviewing Municipal Class EAs. This one fell through the cracks during that transition. I have downloaded the documents and will take a look tomorrow – I will either reply myself or let you know who your new contact will be.

Sincerely,

Laura

Laura Hatcher, MCIP, RPP

A/Heritage Advisor

Heritage Planning Unit | Heritage Branch | Citizenship, Inclusion and Heritage Division

Ministry of Citizenship and Multiculturalism

Tel. 437-239-3404 **New** | email: laura.e.hatcher@ontario.ca

From: Gentile, Catherine <Catherine.Gentile@wsp.com>

Sent: November 23, 2022 4:13 PM

To: Passingham, Jessica <Jessica.Passingham@halton.ca>; Hatcher, Laura (MCM) <Laura.E.Hatcher@ontario.ca>

Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Larkin, Ann <Ann.Larkin@halton.ca>

Subject: RE: Steeles Avenue Transportation Corridor Improvements [MHSTCI File 0006873]

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Hi Laura,

Further to my voicemail, just curious if you have any comments / questions on the materials circulated below.

Happy to discuss anytime,

Catherine

Catherine Gentile, *she / her / hers*
Team Lead – Environmental Assessment
Earth & Environment
MCIP, RPP

T+ 289-835-2649



From: Passingham, Jessica <Jessica.Passingham@halton.ca>

Sent: November 3, 2022 5:35 PM

To: 'Laura.E.Hatcher@ontario.ca' <Laura.E.Hatcher@ontario.ca>

Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Gentile, Catherine

<Catherine.Gentile@wsp.com>; Larkin, Ann <Ann.Larkin@halton.ca>

Subject: RE: Steeles Avenue Transportation Corridor Improvements [MHSTCI File 0006873]

Hi Laura,

Thank you very much for reviewing the Cultural Heritage Resource Assessment Report for the Steeles Avenue MCEA Study. As requested, the cultural heritage sections of the Draft Environmental Study Report (ESR) have been uploaded to the file transfer site below for your review.

We have also included the Archaeological Assessment sections of the draft ESR for your information. Please note that a Stage 1 Archaeological Assessment was completed for the Steeles Avenue MCEA Study by New Directions Archaeology in 2019 which has been accepted by MHSTCI into the Ontario Public Register of Archaeological Reports. However, it has been noted that this report did not include the full extent of the study area. In 2022, WSP completed a Stage 1 Archaeology Assessment for the full study area (i.e. extending approximately 155 m to the south beyond the Stage 1 Archaeological Assessment previously completed). A copy of both reports are also included on the file transfer site below for your information. The Stage 1 Archaeological Assessment completed by WSP in 2022 will be submitted for entry into the Ontario Public Register of Archaeological Reports separately through the formal process.

Navigate to the following link to Download the file(s):

Date Expires: Thursday, November 24, 2022

We would appreciate it if you could please let us know if you have any comments on the Draft ESR by November 17, 2022. Please do not hesitate to contact me if you have any questions.

Thank you,
Jessica (Dorgo) Passingham

Jessica Passingham, P.Eng.

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



From: Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>
Sent: Tuesday, August 23, 2022 12:51 PM
To: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
Cc: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Gentile, Catherine <Catherine.Gentile@wsp.com>; Larkin, Ann <Ann.Larkin@halton.ca>
Subject: RE: Steeles Avenue Transportation Corridor Improvements [MHSTCI File 0006873]

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Hi Jessica,

Thank you for sharing the Cultural Heritage Resource Assessment for this EA project. I have reviewed the report and have no concerns. Please keep me posted as the project proceeds. MTCS will also review the EPR to see how the recommendations of the cultural heritage technical reporting has been incorporated.

Sincerely,

Laura

Laura Hatcher, MCIP, RPP

Heritage Planner

Heritage Planning Unit | Programs and Services Branch | Heritage, Tourism and Culture Division

Ministry of Tourism, Culture and Sport

Tel, 437-239-3404 **New** | email: laura.e.hatcher@ontario.ca

From: Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>
Sent: July 18, 2022 2:40 PM
To: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
Cc: Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>; George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Gentile, Catherine <Catherine.Gentile@wsp.com>; Larkin, Ann <Ann.Larkin@halton.ca>
Subject: RE: Steeles Avenue Transportation Corridor Improvements [MHSTCI File 0006873]

Hi Jessica,

Thanks for the update on the project and for sending the Cultural Heritage Resource Assessment.

Laura Hatcher, MTCS Heritage Planner, will review the Assessment report and will provide comments, as appropriate, by mid-August.

Let us know if you have any questions.

Thanks again,
Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead - Heritage
Ministry of Tourism, Culture and Sport
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 660.1027 | Email: karla.barboza@ontario.ca

From: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
Sent: July-18-22 11:40 AM
To: Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>
Cc: Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>; George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Gentile, Catherine <Catherine.Gentile@wsp.com>; Larkin, Ann <Ann.Larkin@halton.ca>
Subject: FW: Steeles Avenue Transportation Corridor Improvements [MHSTCI File 0006873]

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Hi Karla,

Thank you for reaching out regarding the Steeles Avenue (Regional Road 8) Transportation Corridor Improvements Municipal Class Environmental Assessment (MCEA) Study. I apologize for the delay in getting back to you.

The current anticipated timing for filing of the Steeles Avenue Transportation Corridor Improvements MCEA Study Environmental Study Report (ESR) is fall 2022.

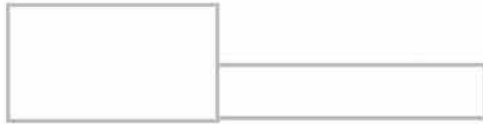
For your information, the Stage 1 Archaeological Assessment completed in support of the Steeles Avenue MCEA Study was accepted into the Ontario Public Register of Archaeological Reports on March 26, 2019. Further to your request at the onset of the study, please find attached a copy of the Cultural Heritage Assessment Report completed for the MCEA study for your information.

If you have any questions regarding the project or would like to discuss further, please do not hesitate to contact me.

Thank you,
Jessica

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





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From: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>

Sent: Thursday, May 26, 2022 9:35 AM

To: katherine.jim@wsp.com

Cc: Steeles MCEA <SteelesMCEA@halton.ca>; Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>

Subject: Steeles Avenue Transportation Corridor Improvements [MHSTCI File 0006873]

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Good morning Katherine,

Thanks for sending the notice of PIC #2 for the above referenced project to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) last Summer.

We are just reviewing the hard copy correspondence now as we have been working remotely for the last 2 years. Could you please advise the status of this MCEA project is?

Thanks in advance,

Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead Heritage
Ministry of Heritage Sport Tourism and Culture Industries
Heritage Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 660.1027 | Email: karla.barboza@ontario.ca

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From: roberta.sager@milton.ca <roberta.sager@milton.ca>
Sent: Monday, July 25, 2022 4:41 PM
To: Dorgo, Jessica <Jessica.Dorgo@halton.ca>
Cc: Kavleen.Sachdeva@milton.ca; Doug.Sampano@milton.ca
Subject: Halton Region Steeles Ave MCEA Study, Draft ESR - Town Lands

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Hello Jessica - hope you are doing well. Kavleen reached out to me regarding information on the Town's proposed plans for our parkland and open space lands within the vicinity of the Steeles MCEA project.

My apologies for the delay in responding directly to this but I hope the information provided answers your question. The Town does not have any conceptual drawings for any of these lands to provide at this time; however, I've attached the NEC Amendments and Town Council report that outline the desired programming of the former Jannock (more passive uses) and the former CMHL (more active recreation, sport fields etc.) The sites have been accepted into the NEC NEPOSS system and as such will be subject to the NEPOSS master plan and management plan requirements. Basically, we would like to aim to provide as many active sport fields and park amenities as we can with their associated facility development (parking, water, washrooms, lighting, irrigation, park maintenance buildings etc.), but we are subject to external policy and development approvals. To this end, the intent with our comments on the Steeles EA is to, wherever possible, table pedestrian & cycling access, vehicular access, water and wastewater servicing, utility connections etc. to our sites so that there are options available to explore further in the formal site master plan stage.

The attachments include:

1. The staff report to Council outlining the project and seeking support for the NEC application. We knew based on preliminary site investigations of the properties that we had layers of policy, environmental, servicing and natural heritage elements that NEC and other external agencies (MNR, conservation authority, Halton Region) would identify so we tried to be reasonable with our vision for development. We had some background information on the sites (recent RSC work, old studies from previous development proposals on the lands, environmental mapping etc.) compiled before the lands came under Town ownership to give us an idea of recreation opportunities on the lands.
2. The reports prepared by NEC staff for review by the Commission requesting urban services and acceptance of the sites into the Plan. Note that we prepared a very conceptual sketch of our development plans using the NEPOSS classifications for each site. The idea was to scope our vision to something that we felt was in keeping with NEC goals - so consulting with NEC staff and Conservation Halton helped frame the amendment.

Feel free to contact me if you would like to discuss. Please note I will be on vacation starting next Tuesday. With thanks, Roberta



Roberta Sager, MCIP, RPP, OALA, CSLA
Manager, Parks & Facility Planning
150 Mary Street, Milton ON, L9T 6Z5

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From: Roberta Sager <roberta.sager@milton.ca>
Sent: Tuesday, July 19, 2022 1:47 PM
To: Kavleen Sachdeva <Kavleen.Sachdeva@milton.ca>
Subject: RE: Halton Region Steeles Ave MCEA Study - Draft ESR

Hi Kavleen - we don't have any plans (as in drawings) to share with them. All I have is general text from the NEC approvals and Council reports that outline facilities/amenities that the Town has on its wish list. Anything we do on those properties is subject to NEC, Region and CH approval.

Do you think it would be a good idea for me to contact the EA rep at the Region? If so, just let me know who and contact and I can see what they think would be helpful.

Thanks, Roberta



Roberta Sager, MCIP, RPP, OALA, CSLA
Manager, Parks & Facility Planning
150 Mary Street, Milton ON, L9T 6Z5
905-878-7252 ext. 2184
www.milton.ca

From: Kavleen Sachdeva <Kavleen.Sachdeva@milton.ca>
Sent: Friday, July 15, 2022 8:52 AM
To: Roberta Sager <roberta.sager@milton.ca>
Subject: Halton Region Steeles Ave MCEA Study - Draft ESR

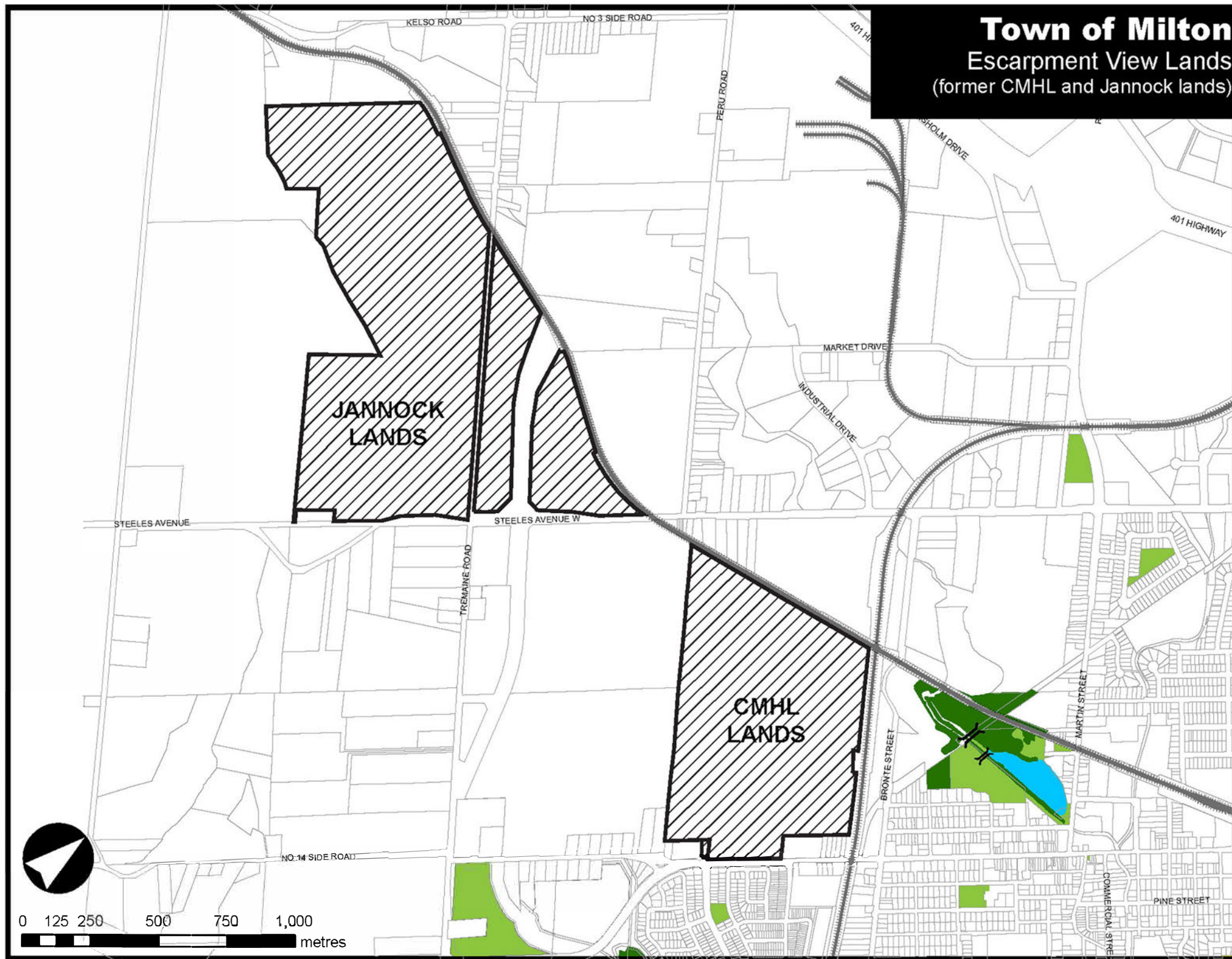
Hi Roberta,

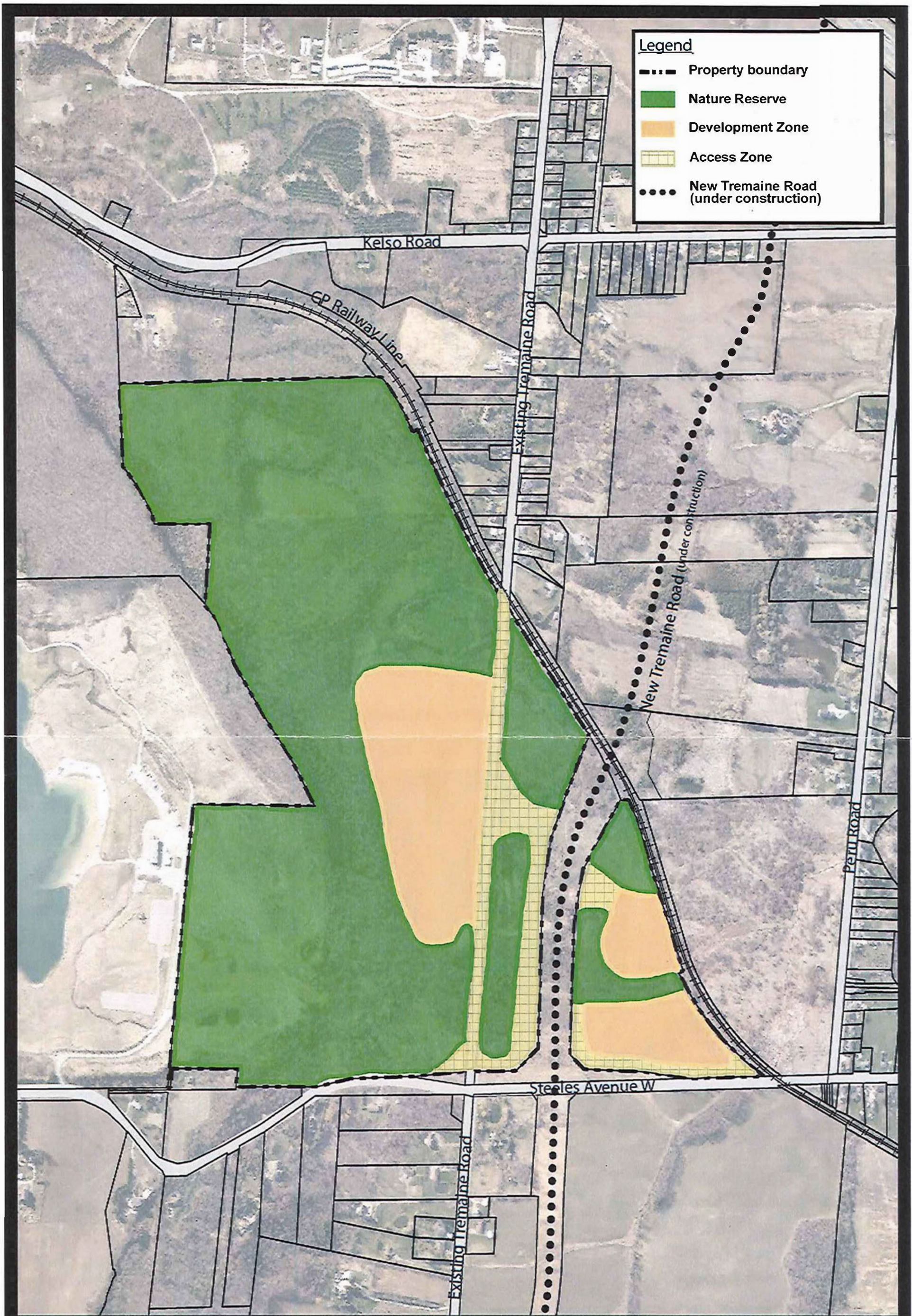
The Region is wondering if we could share Town's plans for public open space and parks within the MCEA study area in order to ensure we have the most up to date information for the MCEA study. Could you please let me know where I could get this information?

Thank you

Town of Milton

Escarpment View Lands (former CMHL and Jannock lands)





Oct. 2016

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NEC Plan Review
Escarpment View Lands (Site 1: Former Jannock Property)
Conceptual NEPOSS Zones - Figure 4

UA 45 Town of Milton: Part Lots 14 & 15, Concession 1, Trafalgar

APPLICANT:

Town of Milton/Barb Koopmans, Commissioner, Planning and Development
Part of Lots 14 & 15, Concession 1, Trafalgar (north side Main Street West, Town of Milton)
Town of Milton/Region of Halton

CURRENT NEP DESIGNATION: Escarpment Rural Area

PROPOSAL: To provide urban services to a portion of the 31.8 ha property to facilitate the future development of a public park with active and passive recreational uses such as sports fields with lighting, small pavilion, picnic area, play structures, washrooms, parking and trails; include the subject lands in the Niagara Escarpment Parks and Open Space System (NEPOSS).

RECOMMENDATION: That the Commission advise the Minister that the application should be approved.

BACKGROUND/OVERVIEW:

Site Area/Description

- Site is immediately adjacent to the built-up area of urban Milton just west of the downtown core. The lands are part of the Sherwood Survey Secondary Plan Area.
- Property has an area of 31.8 ha and is vacant.
- Site was formerly a clay extraction pit.
- Site contains woodlands, hedgerows, wetlands and watercourses.

Applicant's Justification

- The amendment application is in the public interest, meets the Purpose and Objectives of the Niagara Escarpment Plan (NEP) and is consistent with the PPS 2014.
- The lands were acquired specifically for parks and open space purposes.
- Municipal services already front on the subject lands.
- Water and wastewater services are necessary for the construction of washroom facilities, some field maintenance and for emergency services (e.g. fire).
- Transportation and utility facilities are a permitted use in the Escarpment Rural Area.
- If the amendment is approved, the Town would undertake a public consultation process as part of developing a park Master Plan.
- Based on the characteristics of the property, the Town proposes a Recreation class park with Nature Reserve, Development and Access zones to be compatible with the natural environment.
- The amendment would allow the lands to be protected in public ownership in perpetuity.

- Site as proposed to be developed would support provincial objectives for liveable and complete communities and mitigating the effects of greenhouse gas emissions through protection of green space.

NEC's Recommendation: Phase 1 Co-ordinated Review

- Defer until after the Plan Review for consideration as a site specific amendment; Town will be undertaking a master plan process in accordance with Part 3 of the NEP; there is a need for a more comprehensive review of the application for a Plan amendment with respect to the type and intensity of possible future park and open space uses on the subject lands.

ANALYSIS:

1) Niagara Escarpment Planning and Development Act

- The purpose of the Act is “to provide for the maintenance of the Niagara Escarpment and land in its vicinity substantially as a continuous natural environment and to ensure only such development occurs as is compatible with that natural environment”.
- Section 6.1(2.3) allows applicants to propose Plan amendments during the review of the Niagara Escarpment Plan that would permit urban uses. Urban servicing is considered an urban use in accordance with Commission policy.
- The use of the subject property as a future NEPOSS park supports the Purpose of the Act and the Objectives of the Act relating to providing opportunities for outdoor recreation, maintaining the open landscape character and providing adequate public access to the Escarpment.
- The Town is not proposing intensive development or major structures on the subject lands. Therefore views to the Escarpment from the site will be maintained. Further, the park Master Plan process will provide an opportunity to evaluate appropriate development zones such that the environmental features on the subject lands will be maintained and enhanced.

2) Niagara Escarpment Plan

- Permitted Uses under the current Plan include recreational uses such as campgrounds, golf courses and associated golf course country club and trail uses in non-prime agricultural areas if the detrimental impact of these uses on Escarpment Scenic qualities and natural environment are kept to a minimum, transportation and utility facilities, small scale institutional uses, uses permitted in Park or Open Space Master Plans that are not in conflict with the NEP, the Bruce Trail, watershed management projects supervised by a public agency among other uses.
- Development Criteria (current Plan): Part 2.13, Recreation requires that recreational activities be designed and located so as not to conflict with surrounding land uses and be compatible with the natural and cultural characteristics of the area. There are no residential uses immediately adjacent to the subject lands and the proposed uses of the park are only passive recreation and so no issues of land use compatibility are anticipated. Development of the park would afford the opportunity to further rehabilitate the site and the Master Plan process will allow public consultation to ensure that appropriate recreation opportunities are made available to meet public needs while protecting any

sensitive natural areas from development through the establishment of park zoning.

3) Provincial Policy Statement

- The PPS 2014 supports planning for a full range of publically-accessible built and natural settings for recreation including facilities, parklands, public spaces and open spaces (Policy 1.5.1).
- Infrastructure shall be provided in a co-ordinated, efficient and cost-effective manner that considers climate change but accommodates projected needs. (Policy 1.6.1) Infrastructure should protect human health and the natural environment.
- The proposed park is requesting full municipal services to meet projected needs. Providing the appropriate infrastructure to support the establishment of the park to support the growing population in the adjacent urban area and making use of planned infrastructure is consistent with the PPS. It would be the future responsibility of the Region of Halton to determine whether capacity exists for the park and to approve the construction of the municipal services.

4) Regional and Local Official Plans

- Region of Halton OP – Property is located in the Regional Natural Heritage System. The proposed park use would be permitted. An amendment to the Region of Halton Official Plan would be necessary to allow the connection to services. Halton's OP policies allow for making new locations eligible for urban services for existing (prior to 2010) public uses that already had a connection to water or sewer services, if the provision of services does not conflict with Provincial Plans and if the site fronts on municipal services. The park may meet these policy tests as it proposes a public use, and has or will front on the municipal water and sewer once Tremaine Road is extended. It will be up to the Region in considering a future amendment to their OP to confirm whether the subject property will be eligible for the service connection.
- Town of Milton OP – Property is designated Escarpment Rural Area in the local OP. Permitted uses are the same as those in the NEP.

5) Other Provincial Plans

Growth Plan – the Growth Plan considers it important to the economy to provide cultural amenities that offer recreational activities to attract workers (Introduction). The proposed park would provide recreation opportunities to the urban area.

- Infrastructure planning and land use planning are to be co-ordinated to implement the Growth Plan (Policy 3.2.1.1). The proposed amendment links the NEPOSS park planning process with the need for related infrastructure to facilitate future park development.

6) Related Files

- Development Permit Applications: H/R/1996-1997/086 to construct a residential subdivision on the subject property. The file was closed in 1996 and a Development Permit was not issued.
- NEP Amendments: NEPA 115, Central Milton Holdings Limited (CMHL): application to amend the NEP by taking the land out of the NEPA Area and to propose urban development. Application denied by the Joint Board.

COMMENTS:

- Conservation Halton advised that the property contains 2 wetlands <2 ha in size and is traversed by two hydrologic features. As such the property is within their regulated area. The site also contains significant woodland, cultural meadow and hedgerow which would need to be protected with suitable buffers. The subject lands are connected to other lands containing environmentally significant features including tributaries of Sixteen Mile Creek and records of Species of Special Concern. The proposal to provide urban services to the subject lands may be supported by the conservation authority provided that the applicant can demonstrate no negative impact on the natural heritage features and functions and there are appropriate setbacks and buffers from natural features and hazards. Development should be directed outside the regulated area.
- The Public Interest Advisory Committee recommended that this application be approved at their meeting on January 5, 2017.

SUMMARY:

- An amendment to the Region of Halton Official Plan will be required to permit the extension of urban services. The Town could make an application to the Region after a decision is made with respect to this amendment to the NEP, if this application is approved.
- Municipal servicing is preferred to a septic system and well in a near urban area in accordance with the PPS.
- NEC staff notes that a NEP amendment and/or Development Permit would not “compel” the Region to provide a service connection to the property, but would only enable the additional approvals that would subsequently be required at the municipal level.
- The request for urban services can be supported as transportation and utility facilities are a Permitted Use in the Escarpment Rural Area, and the request is consistent with the Development Criteria in Part 2.15 of the existing NEP.
- The proposed recreation uses and facilities proposed are consistent with the land use designation and the policies of Part 3 (NEPOSS). Part 3 of the NEP has an objective to complete a public system of major parks and open space and to provide adequate opportunities for outdoor education and recreation.
- Including the lands in NEPOSS would allow a master plan process to take place which could address public needs, identify areas to be protected from development and support continued rehabilitation of the lands from their former aggregate and industrial uses. The Town has committed to undertaking a Master Plan process. It is therefore appropriate to show the NEPOSS overlay on the NEP maps and to include the lands in the list of NEPOSS parks in Part 3 of the Plan.
- Development of a park would assist with the continued rehabilitation of a former aggregate extraction site.
- The Town is not proposing intensive development or major structures on the subject lands. Therefore views to the Escarpment from the site will be maintained. Further, the park Master Plan process will provide an opportunity to evaluate appropriate development zones such that the environmental features on the subject lands will be maintained and enhanced.

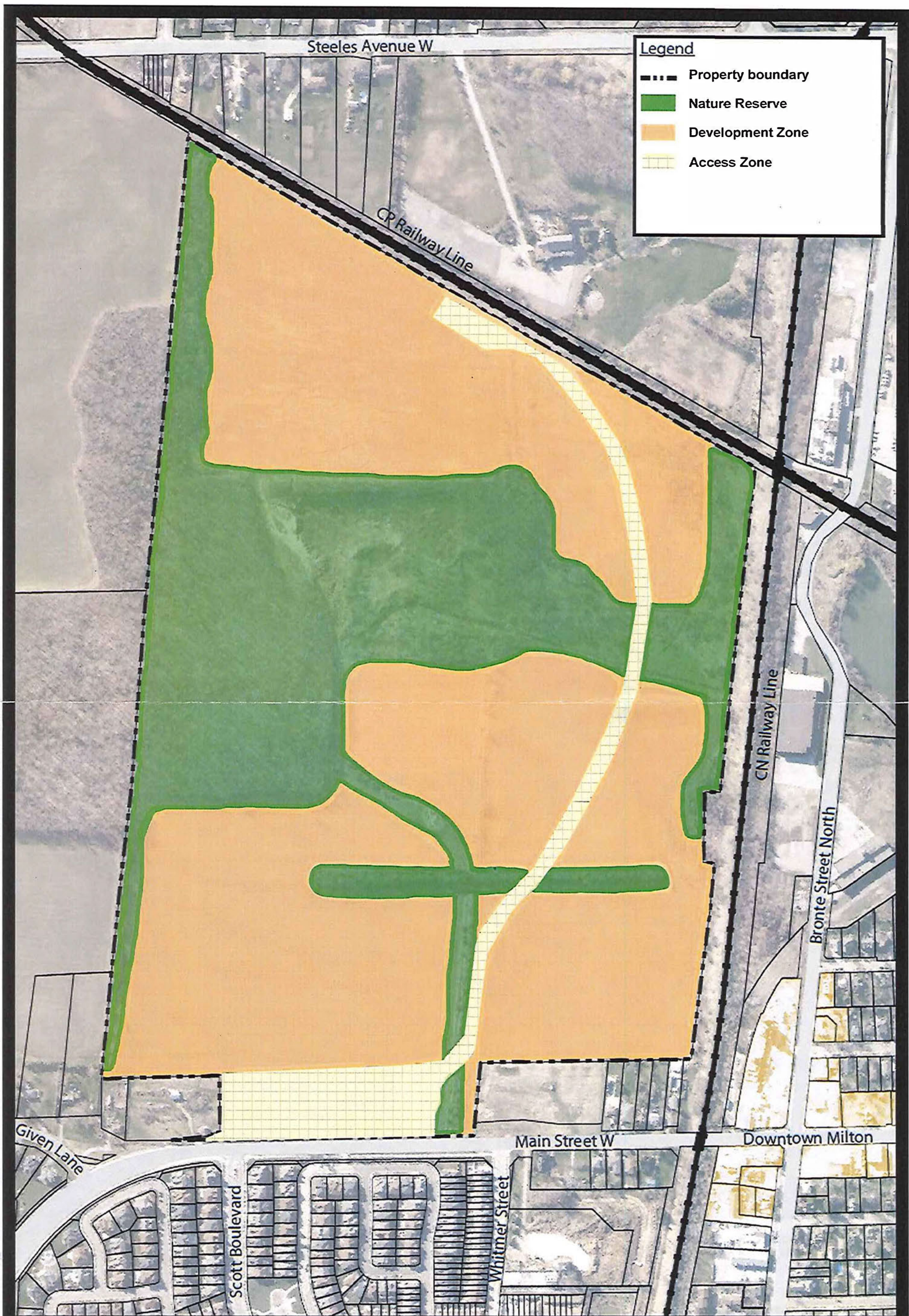
- The proposed amendment is not in conflict with the Purpose and Objectives of the NEP in that it would support the protection of a continuous natural environment, open landscape character and opportunities for public access and recreation opportunities on lands in the Niagara Escarpment Plan Area.
- The applicant met with NEC staff and provided additional information with respect to the proposed park as part of the Phase 2 consultation process and that assisted staff in better understanding the application. Therefore staff are now able to recommend support for this application.

SUMMARY RECOMMENDATION:

That the Commission advise the Minister that the application should be approved.

APPENDICES:

- Current mapping and orthophoto
- Site plan (to be provided)
- Amendment wording (TBD)



Oct. 2016

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NEC Plan Review
Escarpment View Lands (Site 2: Former CMHL Property)
Conceptual NEPOSS Zones - Figure 3



The Corporation of the TOWN OF MILTON

Report To: Council

From: Barbara Koopmans, Director of Planning and Development

Date: May 11, 2015

Report No: PD-018-15

Subject: Submission to the Provincial Plan Review (2015) regarding the Escarpment View Lands

Recommendation: THAT Planning Report PD-018-15 be received;

AND THAT the submission to the Provincial Plan Review (2015) regarding a proposed amendment to the Niagara Escarpment Plan with respect to the Escarpment View Lands attached as Appendix 1 to this report be endorsed;

AND THAT staff, upon its finalization, be directed to forward the submission to the Ministry of Municipal Affairs and Housing for consideration through the co-ordinated Provincial Plan Review;

AND THAT Council requests that the “Escarpment View Lands” be included within the Niagara Escarpment Parks and Open Space System.

REPORT

Background

On February 27, 2015, the Ministry of Municipal Affairs and Housing announced the initiation of its co-ordinated review of four key Ontario land use plans including the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan.

Notable among the goals of this review is the achievement of better protection for agricultural land, water and natural areas as well as the objective to foster healthy, livable and inclusive communities.

Through the Plan Review, the Province is seeking advice as to how the region's network of open spaces can be grown and strengthened to contribute to enhanced environmental protection and to provide for recreational opportunities.

The review is to be completed in Fall, 2015 and recommendations with respect to



amendments to the Plans are anticipated to be finalized in early 2016.

A panel of experts has been appointed to provide input into the review, which includes an extensive public and stakeholder consultation program to inform the development of proposed amendments. Comments with respect to the review and the four land use plans must be submitted by May 28, 2015.

Discussion

Over the last decade, the Town of Milton has acquired significant properties within the Niagara Escarpment Plan Area, adjacent to the Town's urban area, for active and passive parks and open space purposes. These properties include the former Jannock Lands and Central Milton Holdings Lands.

Both sites are located within the Greenbelt Plan and the Niagara Escarpment Plan areas. The Jannock Lands are designated Escarpment Natural Area and Escarpment Protection Area and the Central Milton Holdings Lands are designated Escarpment Rural Area both in accordance with the Niagara Escarpment Plan.

Staff has prepared the draft submission, attached as Appendix 1 to this report, in order to formally request that the Province, through the Provincial Plan review, include a special provision within the Niagara Escarpment Plan to allow the extension of urban services (municipal water and wastewater) to the Central Milton Holdings Lands and the Jannock Lands. In addition, the submission requests consideration within that special provision to allow the development of active and passive recreational programming and facilities including the construction of small-scale support facilities (complementary buildings, structures and amenities) and lighting in appropriate locations in addition to the recreational uses already permitted by the policies of the Niagara Escarpment Plan within the context of a Parks Master/Management Plan pursuant to Part 3 of the Plan.

The submission also proposes to add the subject lands to the Niagara Escarpment Parks and Open Space System. As part of the overall parks and open space system, the Town would be afforded the opportunity to undertake a parks master planning process, which in turn, would provide the context and basis for the appropriate development and recreational use and programming of the lands.

Through the master planning exercise, the Town, in consultation with the Niagara Escarpment Commission, Conservation Halton and other agencies and stakeholders, will establish a robust framework to guide the planning and development of these lands together with principles which will ensure appropriate stewardship and management. The master plan will also ensure that the recreational programming and facilities proposed will be located and designed in a manner which respects the landscape and protects and sustains the Niagara Escarpment over the long term.



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Attached as Appendix 2 to this report is a schematic illustrating the proposed steps in the process through which the lands could become developed from policy approval through to implementation.

As a request for an amendment of this nature can only be considered at the time of a Niagara Escarpment Plan Review, which only occurs every ten years, staff recommends that Council submits this proposal for an amendment at this time in order to provide the Province with comprehensive justification upon which to base consideration of the requested extension of urban services and expanded opportunity for parks facilities development and programming.

Staff is of the opinion that the proposed policy is consistent with the Provincial Policy Statement 2014 and conforms to the policy directions and objectives of the Greenbelt Plan and Niagara Escarpment Plan. Further, the proposal:

- ensures the protection of a significant natural heritage resource within the Town;
- implements sound management and stewardship practices;
- contributes to the overall system of parkland, open space and protected natural areas within the municipality;
- ensures the remediation of contaminated sites and the rehabilitation of a former extractive operation;
- supports access to and the delivery of a broad range of active and passive recreational opportunities in both programmed and natural contexts;
- strengthens and makes a valuable addition to the Niagara Escarpment Parks and Open Space System; and
- allows a consistent set of management objectives to be implemented through a key location within the Niagara Escarpment Plan Area.

On the basis of the foregoing, staff recommends that Council endorse the attached proposal and that, upon its finalization, it be forwarded to the Ministry of Municipal Affairs and Housing for consideration through the coordinated Provincial Plan Review.

Relationship to the Strategic Plan

The recommendations of the report support the following directions of the Strategic Plan:

A Safe, Liveable and Healthy Community
Well Managed Growth, Well Planned Spaces
A Thriving Natural Environment

Financial Impact

None arising from this report.

Respectfully submitted,



The Corporation of the TOWN OF MILTON

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Gabe Charles
Senior Manager, Planning Policy and Urban Design

For questions, please contact: Barbara Koopmans 905.878.7252 X 2301

Attachments

Appendix 1: Draft Submission to the Provincial Plan Review (2015) regarding the
Escarpment View Lands
Appendix 2: Development Process

Acting CAO Approval
Jennifer Reynolds
Director, Community Services

Draft Submission to the Provincial Plan Review (2015) regarding the Escarpment View Lands, Town of Milton

Background

Over the last decade, the Town of Milton has acquired significant properties within the Niagara Escarpment Plan Area, adjacent to the **Town's urban** area, for active and passive park and open space purposes. These properties include the former Jannock Lands and Central Milton Holdings Lands. While yet to be formally named, the properties are referenced collectively by Town staff as the Escarpment View Lands (see Figure 1 – Escarpment View Lands).

Due to its proximity to the Milton Urban Area boundary, the Central Milton Holdings Lands, in particular, have been the subject of considerable and ongoing growth and development pressure. The Halton **Urban Structure Review, initiated by Halton Regional Council in the late 1980's, included these lands in** its consideration of **Milton's** future urban area boundaries which were required to accommodate projected growth. This review culminated in the adoption of Amendment 8 to the Region of Halton Official Plan in 1999.

Through Amendment 8, a specific policy for the Milton West Special Study Area (Section II –F4c) was included in the Regional Official Plan which recognized that the Niagara Escarpment Plan land use designations applicable to this area might change as a result of studies being undertaken by the Niagara Escarpment Commission as well as the outcome of the then pending applications made to amend the Niagara Escarpment Plan. This policy **was also reflected in the Town of Milton's Official Plan through** Specific Policy Area No. 13.

Applications were submitted to the Niagara Escarpment Commission in 1996 proposing to exclude the Central Milton Holdings Lands and a portion of the Jannock Lands from the Niagara Escarpment Plan or, alternatively, to amend the Niagara Escarpment Plan to designate the lands Urban Area. Concurrent applications were made to the Region of Halton requesting **approval of an amendment to the Region's** Official Plan to include these lands within the Urban Area land use designation. The application relating to the Jannock lands was subsequently withdrawn.

Based upon the results of a comprehensive study of the Niagara Escarpment Plan boundaries affected by the Halton Urban Structure Review Special Study Area which was commenced in 1997, the Niagara Escarpment Commission concluded that the lands were properly included in the Niagara Escarpment Plan and confirmed the continued appropriateness of the applicable land use designations within the Plan.

Ultimately, the Central Milton Holdings applications were the subject of a Joint Board Hearing which spanned several years. The first phase of the Hearing started in February 2000. In its initial decision, the Board found that the Central Milton Holdings lands should not be removed from the Niagara Escarpment Plan Area, however, deferred further consideration of the applications pending submission of a detailed concept plan. More specifically, in the Phase 1 decision, the Board concluded that the lands excluding the woodlot could be developed for urban purposes but required the submission of additional

evidence demonstrating that the development would maintain the open landscape character of the Niagara Escarpment. The second phase of the hearing resumed in January 2007. At the conclusion of the hearing, the Board did not accept the form of development advocated by the proponent on the basis that it failed to protect all natural heritage features and functions on the lands and did not regulate development in a manner that allowed the open landscape character of the Escarpment to predominate.

In conjunction with the development of residential lands within the Sherwood and Boyne Surveys, the Jannock and Central Milton Holdings Lands were subsequently acquired and conveyed to the Town of Milton for park and open space purposes.

Location and Context

The Jannock Lands, the site of a former brick manufacturing plant, are approximately 81 hectares in area and are located north west of the intersection of Steeles Avenue and Tremaine Road. The property encompasses a significant portion of the Niagara Escarpment face along the north east edge of the Milton Outlier. It is bounded to the east and north by the CP Rail line and to the west by the Kelso Conservation Area. The lands are legally described as Part of Lot 1, Concession 1 (Esquesing) and Part of Lots 1 to 3, Concession 7 (Nassagaweya).

The Central Milton Holdings Lands, a former clay extraction pit, consist of approximately 64 hectares of **vacant land located on the north side of Main Street immediately abutting the Town's urban area** boundary. The site contains a wooded area, hedgerows and an unevaluated wetland and is bounded by two active rail lines, the CN Rail line to the east and the CP Rail line to the north. The lands are legally described as Part of Lots 14 and 15, Concession 1 NS (Trafalgar).

Both sites are located within the Greenbelt Plan and the Niagara Escarpment Plan areas. The Jannock Lands are designated Escarpment Natural Area and Escarpment Protection Area and the Central Milton Holdings Lands are designated Escarpment Rural Area both in accordance with the Niagara Escarpment Plan.

These sites are located adjacent to **the Town's Urban Area and**, in particular, a new residential area known as the Sherwood Survey Secondary Plan. An underlying characteristic of the structure and design of the Sherwood Survey is the strong physical connection it maintains with the Niagara Escarpment Plan Area. This physical connection is created through the protection of a linked greenlands/open space system within the Planning District, consisting of parkland, trails and natural heritage features, which is connected to the Niagara Escarpment and the greenlands/open space system in other areas of the Town.

In addition to the strong connection of the lands to the greenlands/open space system within the Urban Area, the lands are also well-connected to a concentration of major tracts of public land within the Niagara Escarpment Plan Area. These tracts include the Kelso and Hilton Falls Conservation Areas (460 hectares and 655.5 hectares respectively), owned and operated by Conservation Halton and the Country

Heritage Museum (32 hectares). These tracts all are included within the Niagara Escarpment Parks and Open Space System. (See Figure 2 – Escarpment View Context Plan)

Purpose of Submission

This submission constitutes a formal request by the Corporation of the Town of Milton for Provincial consideration the inclusion of a special provision within the Niagara Escarpment Plan to allow the extension of urban services (municipal water and wastewater) to the Central Milton Holdings Lands and the Jannock Lands. In addition, the Town requests consideration within that special provision to allow the development of active and passive recreational programming and facilities including the construction of small-scale support facilities (complementary buildings, structures and amenities) and lighting in appropriate locations in addition to the recreational uses already permitted by the policies of the Niagara Escarpment Plan within the context of a Parks Master/Management Plan pursuant to Part 3 of the Plan.

The Central Milton Holdings Lands were recently acquired by the Town expressly for park and open space purposes and, in accordance with the Escarpment Rural Area policies of the Niagara Escarpment Plan, can be developed for more active recreational uses, including sports fields. However, in order to **provide for the Town's active parkland needs** and service standards, the Town requires these lands to be connected to full urban services and for the policies of the Niagara Escarpment Plan to allow for the installation of sports field lighting and the construction of minor structures.

The Jannock Lands were also relatively recently acquired by the Town also for parkland and open space purposes. However, in recognition of their location and in accordance with the applicable Escarpment Protection Area and Escarpment Natural Area policies, would be programmed for non-intensive recreation uses such as nature viewing, trail activities excluding motorized vehicle trails, and recreational uses oriented towards the land which require minimal modification of the existing natural, topographic and landscape features and which do not require the building of major structures.

As a request for an amendment of this nature can only be considered at the time of a Niagara Escarpment Plan Review, the Town submits this proposal in order to provide the Province with comprehensive justification upon which to base consideration of the requested extension of urban services.

The Town also proposes to add the subject lands to the Niagara Escarpment Parks and Open Space System. As part of the overall parks and open space system, the Town would be afforded the opportunity to undertake a parks master planning process, which in turn, would provide the context and basis for the appropriate development and recreational use and programming of the lands.

Proposed Programming and Facilities

As previously noted, the Town has acquired the Central Milton Holdings Lands along with the Jannock Lands for parks purposes. Due to the unique characteristics of each property, their synergy with each other and their strong connections to parkland and open space within the Town's **urban area and within**

the Niagara Escarpment Plan area, the Town proposes to pursue its parks and open space development plan through a future comprehensive and holistic master planning exercise. Through this exercise, the Town will be able to fully integrate the proposed parks within the broader context in a manner that ensures the long term protection and sustainability of the natural heritage system while also providing opportunities for the development of both active and passive parkland, recreational facilities, open space and trails.

The development of the Jannock Lands is proposed to incorporate the following:

Active Recreation Programme and Facilities

- staging area for community and Regional cycling including associated facilities such as:
 - temporary washrooms
 - asphalt parking
 - site furniture including picnic tables, benches, waste receptacles, informative and regulatory signs, bike racks
 - minor building structures to support site activities and operations including field houses (storage, housing of servicing) and shade shelters
 - temporary structures for bike share
- non-motorized biking, such as mountain biking and BMX
- temporary Town special event and festivals
 - overflow parking and shuttle area for other Town venues
 - site as venue for events associated with site programme (environmental or cycling theme)
- maintained turf for scheduled play

Passive Recreation Programme and Facilities

- hierarchy of trails and park pathways (surfaces to include asphalt and granular) for walking/hiking, cycling, multi-use for users of all abilities
- snowshoeing and cross-country ski trails
- area and pathway lighting for security
- picnic area including barbecue, maintained turf for informal play
- site furniture including benches, waste receptacles, informative and regulatory signs
- rest areas and trail heads
- interpretive educational program areas about site history and natural features
- open field area for geocaching

Landscaping (both Active and Passive Areas)

- formal (groves, gardens, maintained grass areas) and naturalized plantings
- buffer plantings
- plantings in coordination with storm water management system and natural features on the site

Site Servicing and Operations (both Active and Passive Areas)

- asphalt park entrance driveways, service roads and parking areas
- storm water management and servicing - overall system likely a combination of natural and man-made facilities such as swales, bio-swales, ponds, pipes, culverts
- limited water and wastewater servicing to support site facilities
- hydro, gas and other utilities to support site programme

- temporary washrooms
- emergency service and access requirements

As a condition of draft plan approval of subdivisions in nearby Milton Heights, restoration of two existing degraded wetlands and the immediate surrounding area will also be undertaken. The area of this restoration is anticipated to be 2 to 3 hectares in size. Through the restoration works, wildlife habitat will be enhanced within the wetlands and measures to control existing invasive species will be implemented. Native species will be used for plantings within the wetlands and surrounding upland areas, and will include seeding of meadow areas. Habitat structures are proposed for snapping turtles and other wildlife species.

Through the Tremaine Road construction project, Halton Region proposes to deal with the outflow of the larger wetland on the property, which provides an opportunity to manage water levels through the introduction of a weir. In addition, the Region proposes to introduce some berming and a wildlife passage underneath the new Tremaine Road. An existing steep slope abutting the smaller wetland is currently used by swallows and will be protected.

Figure 3, attached, illustrates the Conceptual Site Use of the lands.

The development of the Central Milton Holdings Lands is proposed to incorporate the following:

Active Recreation Programme and Facilities

- outdoor, tournament quality lit, sports fields for a variety of sports (examples such as softball, cricket, soccer) with associated infrastructure and facilities including:
 - variety of outdoor sport field surfaces including natural and artificial turf, specialized surfaces for field areas (in-field areas, warning track)
 - programmable sports field lighting
 - some fields with temporary roof structures
 - building structures to support site activities and operations including field houses (storage, housing of servicing), washrooms, concession area, shade shelters
 - associated sports field facilities including irrigation, field fencing, bleachers
 - hard-surface court areas for a variety of sports (examples such as basketball, volleyball, tennis)
 - lit, asphalt parking areas
- outdoor skating area
- skate park
- off-road trail cycling (non-motorized)
- temporary Town special events, tournaments and festivals
 - on-site as main venue or in combination with overall community events
 - temporary structures and services
 - overflow parking and shuttle area
- **children's play equipment areas**
- **children's water spray pad**
- area and pathway lighting for security and AODA compliance

Passive Recreation Programme and Facilities

- hierarchy of trails and park pathways (surfaces to include asphalt and granular) for walking/hiking, cycling, multi-use for users of all abilities
- snowshoeing and cross-country ski trails
- open areas for informal play
- designated areas for leash-free pet play
- picnic area including barbecue
- site furniture including benches, waste receptacles, informative and regulatory signs
- rest areas and trail heads
- interpretive educational program areas about site history and natural features
- frisbee golf

Landscaping (both Active and Passive Areas)

- formal (groves, gardens, sports fields, maintained grass areas) and naturalized plantings
- buffer plantings
- plantings in coordination with storm water management system and natural features on the site

Site Servicing and Operations (both Active and Passive Areas)

- asphalt park entrance driveways, service roads and parking areas
- storm water management and servicing - overall system likely a combination of natural and man-made facilities such as swales, bio-swales, ponds, pipes, culverts
- water and wastewater servicing
- hydro, gas and other utilities to support site programme
- emergency service and access requirements

Figure 4, attached, illustrates the Conceptual Site Use of the lands.

Due to soil contamination associated with the previous use of the lands, both sites require environmental remediation, works to be undertaken, albeit to differing degrees. In conjunction with the **Town's acquisition of these lands, the Town has effected** the completion of much of this work and is committed to completing the balance of the work prior to the establishment of any programming or facilities on the lands.

Through the master planning exercise, the Town, in consultation with the Niagara Escarpment Commission, Conservation Halton and other agencies and stakeholders, will establish a robust framework to guide the planning and development of these lands together with principles which will ensure appropriate stewardship and management. The master plan will also ensure that the recreational programming and facilities proposed will be located and designed in a manner which respects the landscape and protects and sustains the Niagara Escarpment over the long term.

Policy Context

Provincial Policy Statement 2014

The Provincial Policy Statement supports and encourages the wise use and management of natural heritage resources in order to conserve biodiversity and protect essential ecological processes. It also promotes healthy, active communities by directing communities to plan and provide for a full range and

parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources. To this end, the PPS recognizes the important role played by provincial parks, conservation reserves, and other protected areas and promotes their protection from negative impacts.

With respect to sewage and water services, the PPS directs that these systems should be provided in a manner that can be sustained by the water resources upon which such services rely, is feasible, financially viable and complies with all regulatory requirements; and protects human health and the natural environment.

Rehabilitation of mineral extraction sites is required after extraction or other related activities have ceased in order to accommodate subsequent land uses.

With respect to human-made hazards, sites with contaminants in land or water are required to be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.

The proposal for the Escarpment View lands ensures the protection of a significant natural heritage resource within the Town as well as the implementation of sound management and stewardship practices. **It contributes to the Town's parks and open space system and affords tremendous opportunities for active and passive recreation. As a result of the Town's acquisition of the lands,** contamination has been remediated and the lands will be rehabilitated. Finally, the extension of urban services will meet the tests set out in the Provincial Policy Statement.

On the basis of the foregoing, the Town submits that the proposal for the Escarpment View Lands is consistent with the Provincial Policy Statement 2014.

The Greenbelt Plan

Under the theme of Culture, Recreation and Tourism, it is a goal of the Greenbelt Plan to provide "a wide range of publicly accessible built and natural settings for recreation including facilities, parklands, open space areas, trails and water-based/shoreline uses that support hiking, angling and other recreational activities". In accordance with Section 2.2 of the Greenbelt Plan, "the requirements of the Niagara Escarpment Plan ... continue to apply and the Protected Countryside policies do not apply with the exception of section 3.3".

Section 3.3 – Parkland, Open Space and Trails states that "a system of parklands, open spaces, water bodies, and trails across the Greenbelt is necessary to provide opportunities for recreation, tourism and cultural/natural heritage appreciation, as well as to support environmental protection. This system currently supports a variety of passive and active uses, as well as health, economic and other quality of life benefits within the Greenbelt". The policies further state that "maintaining and expanding the supply of publicly accessible parkland, open space and trails is encouraged through strategic planning activities that identify, plan for and protect these resources for current and future generations."

Section 3.3.2 – **Parkland, Open Space and Trail policies directs that “the Province should, in partnership with municipalities, conservation authorities, non-government organizations, and other interested parties:**

1. Encourage the development of a system of public accessible parkland, open space and trails where people can pursue the types of recreational activities envisaged by this Plan, and to support the connectivity of the Natural Heritage System;
2. Encourage the development of a trail plan and a co-ordinated approach to trail planning and development in the Greenbelt to enhance key existing trail networks and to strategically direct more intensive activities away from sensitive landscapes; and
3. Promote good stewardship practices for public and private lands within the Greenbelt, including clear demarcation of where public access is permitted.

Section 3.3.3 – **Municipal Parkland, Open Space and Trail Strategies directs municipalities to:**

1. Provide for a full range of publicly accessible, built and natural settings for recreation including facilities, parklands, open space areas, trails and water-based activities;
2. Develop and incorporate strategies (such as community-specific levels of provision) into official plans to guide the adequate provision of municipal recreation facilities, parklands, open space areas and trails;
3. Include the following considerations in municipal parkland and open space strategies
 - a) Providing for open space areas for current and future populations and promoting stewardship of open space areas;
 - b) Providing facilities, parklands, open space areas and trails that particularly support an active, healthy community lifestyle;
 - c) Identifying key areas or sites for the future development of major facilities that avoid sensitive landscapes;
 - d) Identifying and targeting under-serviced areas for improved levels of protection; and
 - e) Protecting the recreation and tourism values of waterfront areas as a high priority.

The proposal for the Escarpment View Lands conforms to the applicable policies of the Greenbelt Plan as it contributes to the overall system of parkland within the municipality and will allow for a range of active and passive recreational opportunities in both programmed and natural contexts.

The Niagara Escarpment Plan

As noted above, the Jannock Lands are within the Escarpment Natural Area and Escarpment Protection Area designations in accordance with the Niagara Escarpment Plan.

Section 1.3 of the Niagara Escarpment Plan - Escarpment Natural Area - includes the following objectives:

1. To maintain the most natural Escarpment features, stream valleys, wetlands and related significant natural areas and associated cultural heritage features.
2. To encourage compatible recreation, conservation and educational activities.
3. To maintain and enhance the landscape quality of Escarpment features.

Permitted uses include, among others, non-intensive recreation uses such as nature viewing and trail activities except motorized vehicle trails or the use of motorized trail vehicles and uses permitted in Park or Open Space Master/Management Plans which are not in conflict with the Niagara Escarpment Plan.

Section 1.4 of the Niagara Escarpment Plan – Escarpment Protection Area – includes the following objectives:

1. To maintain and enhance the open landscape character of Escarpment features.
2. To provide a buffer to prominent Escarpment features.
3. To maintain natural areas of regional significance and cultural heritage features.
4. To encourage agriculture, forestry and recreation.

Permitted uses include, among others, in non-prime agricultural areas and non-specialty crop areas, recreational uses oriented towards the land which require minimal modifications of the existing natural, topographic and landscape features and which do not require the building of major structures (e.g. picnic sites, day use sites, unserviced camp sites, trail uses) and uses permitted in Park and Open Space Master/Management Plans which are not in conflict with the Niagara Escarpment Plan.

The Central Milton Holdings Lands are located within the Escarpment Rural Area designation.

Section 1.5 of the Niagara Escarpment Plan – Escarpment Rural Area – includes the following objectives:

1. To maintain scenic values of lands in the vicinity of the Escarpment.
2. To maintain the open landscape character by encouraging the conservation of the traditional cultural landscape and cultural heritage features.
3. To encourage agriculture and forestry and to provide for compatible rural land uses.
4. To provide a buffer for the more ecologically sensitive areas of the Escarpment.
5. To provide for the designation of new Mineral Resource Extraction Areas which can be accommodated by an amendment to the Niagara Escarpment Plan.

Permitted uses include, among others, in non-prime agricultural areas and non-specialty crop areas, recreational uses such as campgrounds, golf courses and associated golf course country clubs and trail uses, provided that any detrimental impact of these uses on Escarpment scenic qualities and natural environment is kept to a minimum and uses permitted in Park or Open Space Master/Management Plans which are not in conflict with the Niagara Escarpment Plan.

Part 3 of the Plan contains the policies regarding the Niagara Escarpment Parks and Open Space System. It is an objective of these policies to create a connected and co-ordinated system of publicly owned lands within the Plan area and to provide for a consistent level of stewardship and management. The objectives as set out in Section 3.1.1 are:

1. To protect unique ecological and historical areas;
2. To provide adequate opportunities for outdoor education and recreation;
3. To provide for adequate public access to the Niagara Escarpment;
4. To complete a public system of major parks and open space through additional land acquisition and park and open space planning;
5. To secure a route for the Bruce Trail;
6. To maintain and enhance the natural environment of the Niagara Escarpment;
7. To support tourism by providing opportunities on public land for discovery and enjoyment by **Ontario's residents and visitors**;
8. To provide a common understanding and appreciation of the Niagara Escarpment; and
9. **To show leadership in supporting and promoting the principles of the Niagara Escarpment's** UNESCO World Biosphere Reserve Designation through sustainable park planning, ecological management, community involvement, environmental monitoring, research and education.

Section 3.1.6 sets out the policy framework which provides the basis for the development of master/management plans. Specifically, the policies state:

1. Management agencies will prepare plans for each park or open space in the Niagara Escarpment Parks and Open Space System. Each Plan will establish policy guidelines for long term protection, development and management of the park or open space area. Agencies involved with specific park or open space plans must ensure that the implementation of the plan and operation of the park or open space area meet the requirements of the *Environmental Assessment Act*.
2. The land use designations of the Niagara Escarpment Plan and the Development Criteria in Part 2 (of the Plan) will be used as a guide in the planning process instead of a final statement on permitted uses. Zoning developed through the park and open space planning process takes

precedence over land use designations in the Niagara Escarpment Plan once a Parks Master/Management Plan is approved and not in conflict with the Niagara Escarpment Plan.

3. Parks or open space areas without a plan are subject to the land use policy designations and Development Criteria of the Niagara Escarpment Plan.
4. Park and open space plans will provide for the zoning of parks and open space and approximate management prescriptions for each zone.
5. The existing and optimum route of the Bruce Trail through the park and open space area shall be identified as the Bruce Trail Corridor in Parks Master/Management Plans and managed in cooperation with the Bruce Trail Conservancy.
6. A change in the classification of a park or open space area as a result of the master/management planning process shall not require an amendment to the Niagara Escarpment Plan.
7. For a Parks Master/Management Plan not in conflict with the Niagara Escarpment Plan, undertakings approved within the Parks Master/Management Plan may be exempted from Development Control.
8. Parks Master/Management Plans will recognize that parks and open space areas are part of the UNESCO Niagara Escarpment World Biosphere Reserve and will include policies that recognize the Biosphere Reserve Designation.

The proposal for the Escarpment View Lands conforms to and supports the achievement of the goals, objectives and policies of the Niagara Escarpment Plan. Further, the Town submits that the lands will strengthen and make a valuable addition to the Niagara Escarpment Parks and Open Space System allowing a consistent set of management objectives to be implemented through more of the Escarpment.

Region of Halton Official Plan

The Regional Official Plan directs that urban services (municipal water and wastewater services) will only be provided to lands within the Urban Area, except where the extension of those services is permitted by other policies of the Plan. In early 2010, through Report No. LPS27-10/PW-18-10, the Region established three principles for providing water and wastewater services outside of the urban boundary. The second of these principles provides that permanent water and wastewater services will be permitted for existing and future Public uses, upon approval of an amendment to the Regional Official Plan in situations where the use would not be appropriate in an urban area and where the use is already fronting appropriate water and wastewater services. The third principle is similar, however it provides for situations where the use does not front on appropriate water and wastewater infrastructure.

If the Town's submission to the Province is successful, the Town will be required to also receive approval of a site-specific amendment to the Region of Halton Official Plan in order to permit the extension of urban services to the Escarpment View lands.

The subject lands are located adjacent to the Town's urban area boundary within the Sherwood Survey Secondary Plan Area. In accordance with Section C.8.2.2 of the **Town's Official Plan**, it is a key design element of the Sherwood Survey Secondary Plan to ensure **the area's** permanent connection to the Niagara Escarpment. **As such, "the Plan has been designed to maximize open space adjacent to the Escarpment**, including the creation of a large area of publicly owned passive open space north of Steeles Avenue in accordance with the policies of the Niagara Escarpment Plan; a neighbourhood centre, including a District Park, south of Main Street and provision for a tree lined buffer along the east side of Tremaine Road south of Main Street. Provision is also made for trail connections to the Escarpment and the protection of views to the Escarpment. In addition, the policies of the Plan direct lower density **development to areas in proximity to the Escarpment"**. Figure 5, attached, is the Greenlands/Open Space plan implemented through the Sherwood Survey Secondary Plan and illustrates the significant **connections between and integration of parkland within the Town's Urban Area and lands within the Niagara Escarpment Plan Area.**

It is significant to note the extent to which the Secondary Plan policies build upon those of the Niagara Escarpment Plan in order to safeguard lands within the Niagara Escarpment Protection Area. Specifically, Policy C.8.5.17 includes policy direction to consider the acquisition of these lands to allow for the creation of a complete linked greenlands/open space system and to provide for passive open space uses and to protect the fact of the Niagara Escarpment and the lands adjacent to the Niagara Escarpment.

The proposal conforms to and implements **the policies of the Town's Official Plan including the Sherwood Survey Secondary Plan** as it secures in public ownership strategically located lands which contribute to the achievement of a well-connected and integrated parks and open space system.

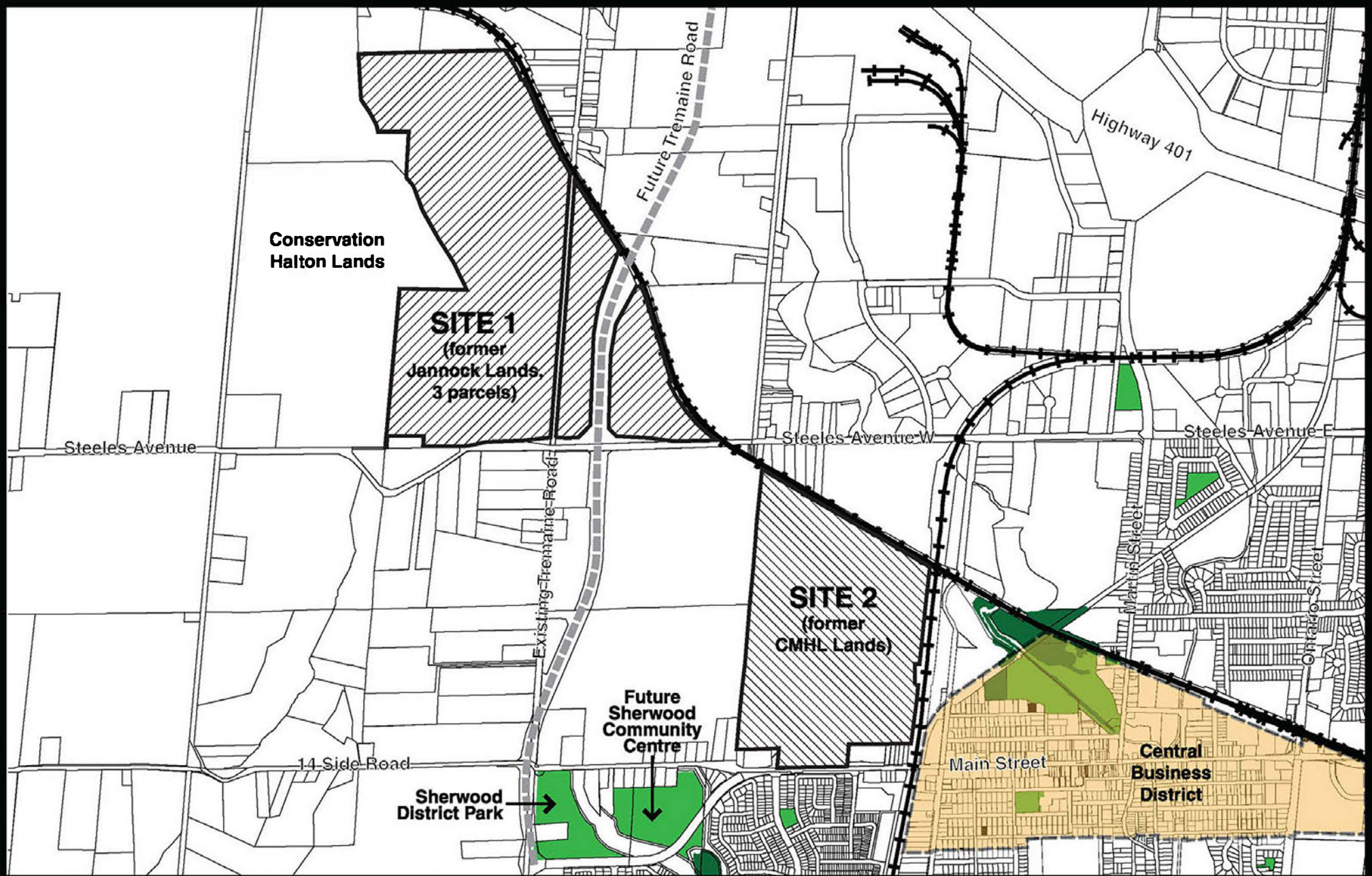
Conclusions

The Town submits that the proposed policy is consistent with the Provincial Policy Statement 2014 and conforms to the policy directions and objectives of the Greenbelt Plan and Niagara Escarpment Plan. Further, the proposal:

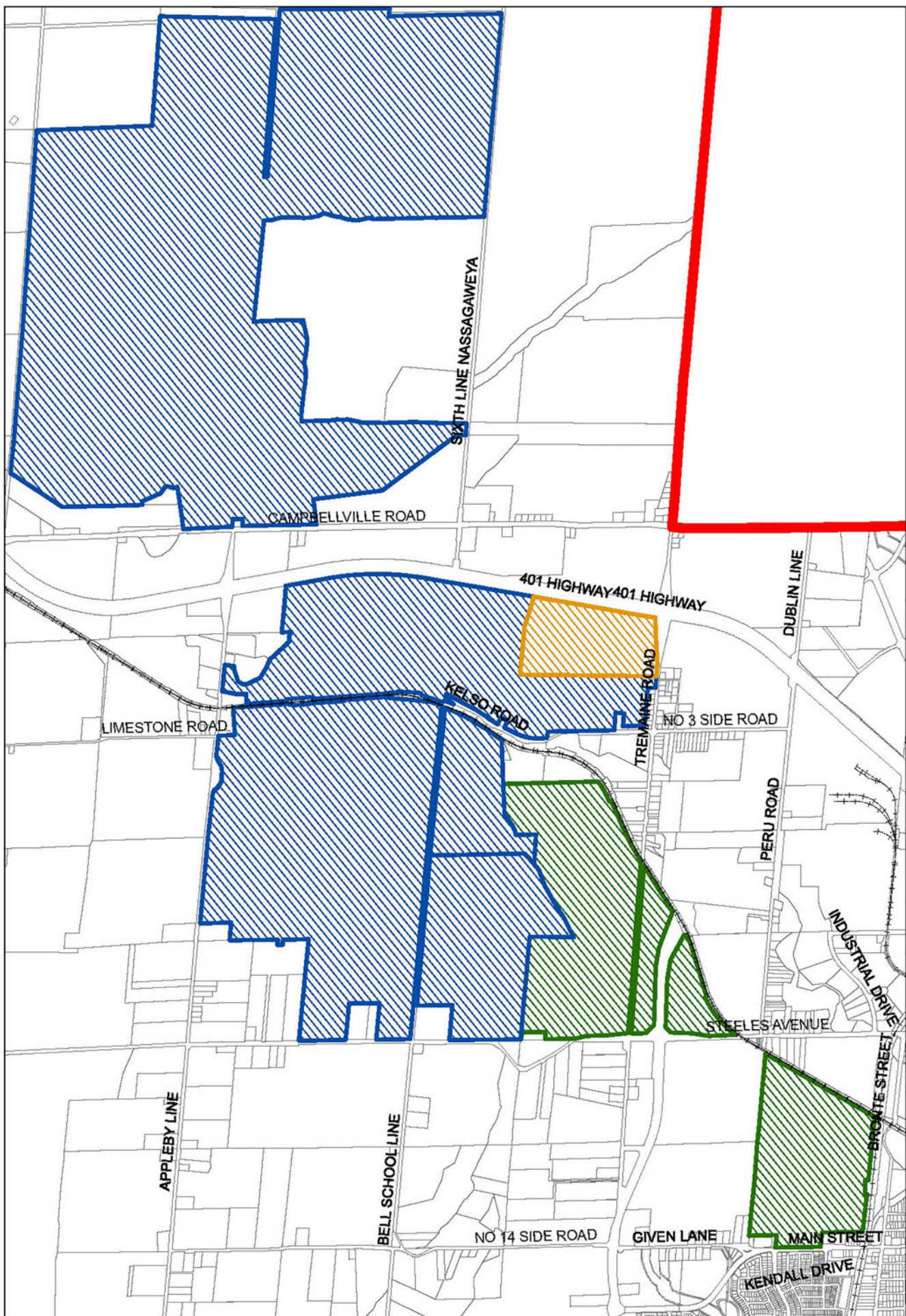
- ensures the protection of a significant natural heritage resource within the Town;
- implements sound management and stewardship practices;
- contributes to the overall system of parkland, open space and protected natural areas within the municipality;
- ensures the remediation of contaminated sites and the rehabilitation of a former extractive operation;
- supports access to and the delivery of a broad range of active and passive recreational opportunities in both programmed and natural contexts;
- strengthens and makes a valuable addition to the Niagara Escarpment Parks and Open Space System; and
- allows a consistent set of management objectives to be implemented through a key location within the Niagara Escarpment Plan Area.

Based upon the foregoing, the Town of Milton respectfully requests that the Province gives favourable consideration to this request and introduces a special provision within the Niagara Escarpment Plan to allow the extension of urban services (municipal water and wastewater) to the Central Milton Holdings Lands and the Jannock Lands. In addition, the Town requests consideration within that special provision to allow the development of active and passive recreational programming and facilities including the construction of small-scale support facilities (complementary buildings, structures and amenities) and lighting in appropriate locations in addition to the recreational uses already permitted by the policies of the Niagara Escarpment Plan within the context of a Parks Master/Management Plan pursuant to Part 3 of the Plan.

We appreciate the opportunity to provide input to the Provincial Review of the Niagara Escarpment Plan **and thank you for consideration of the Town's request.** We would be pleased to provide any further information or clarification required in **support of the Town's** submission.



**NEC 2015 Plan Review
Escarpment View Lands
Site Context Plan - Figure 1**



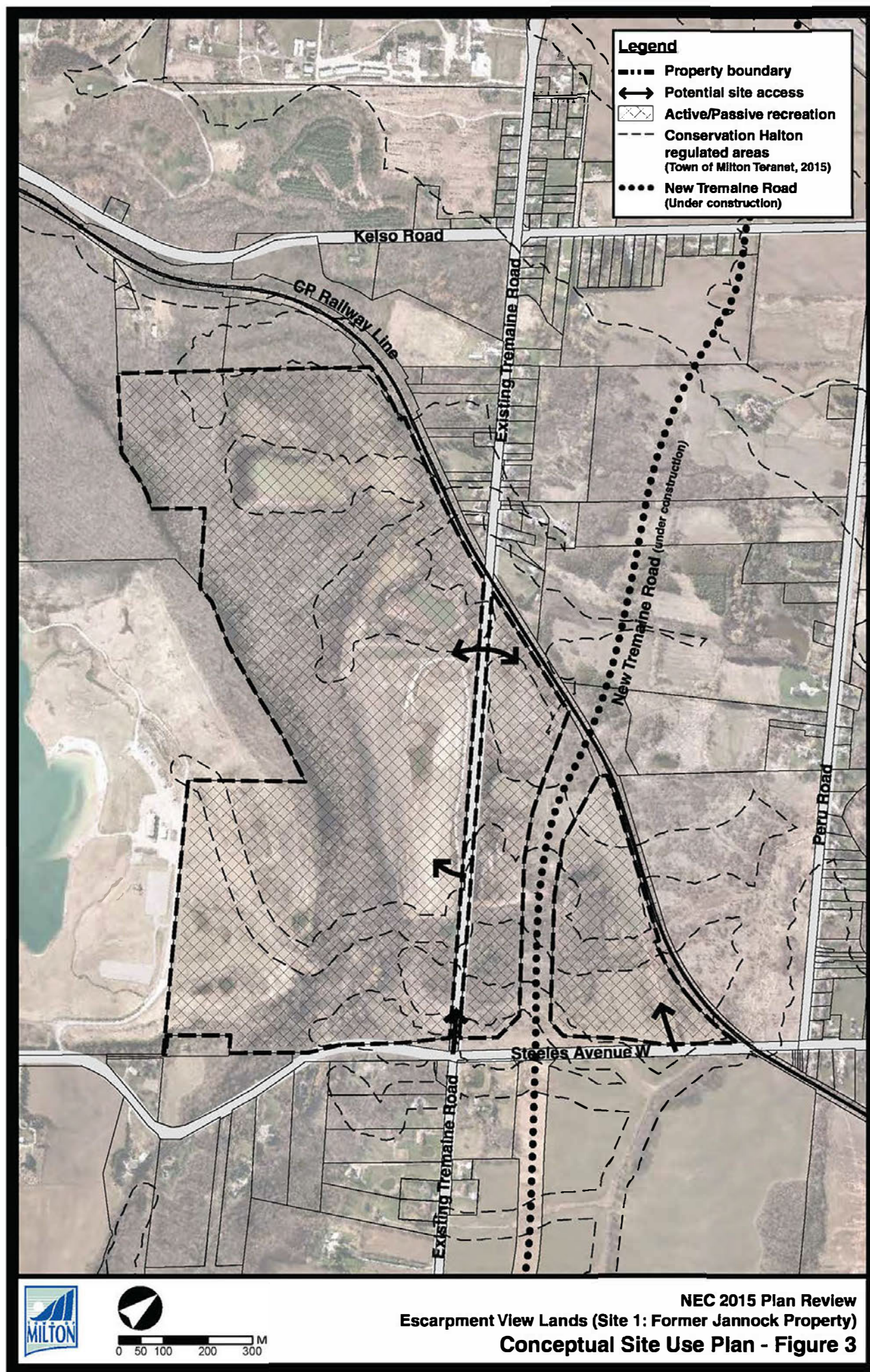
Escarpment View

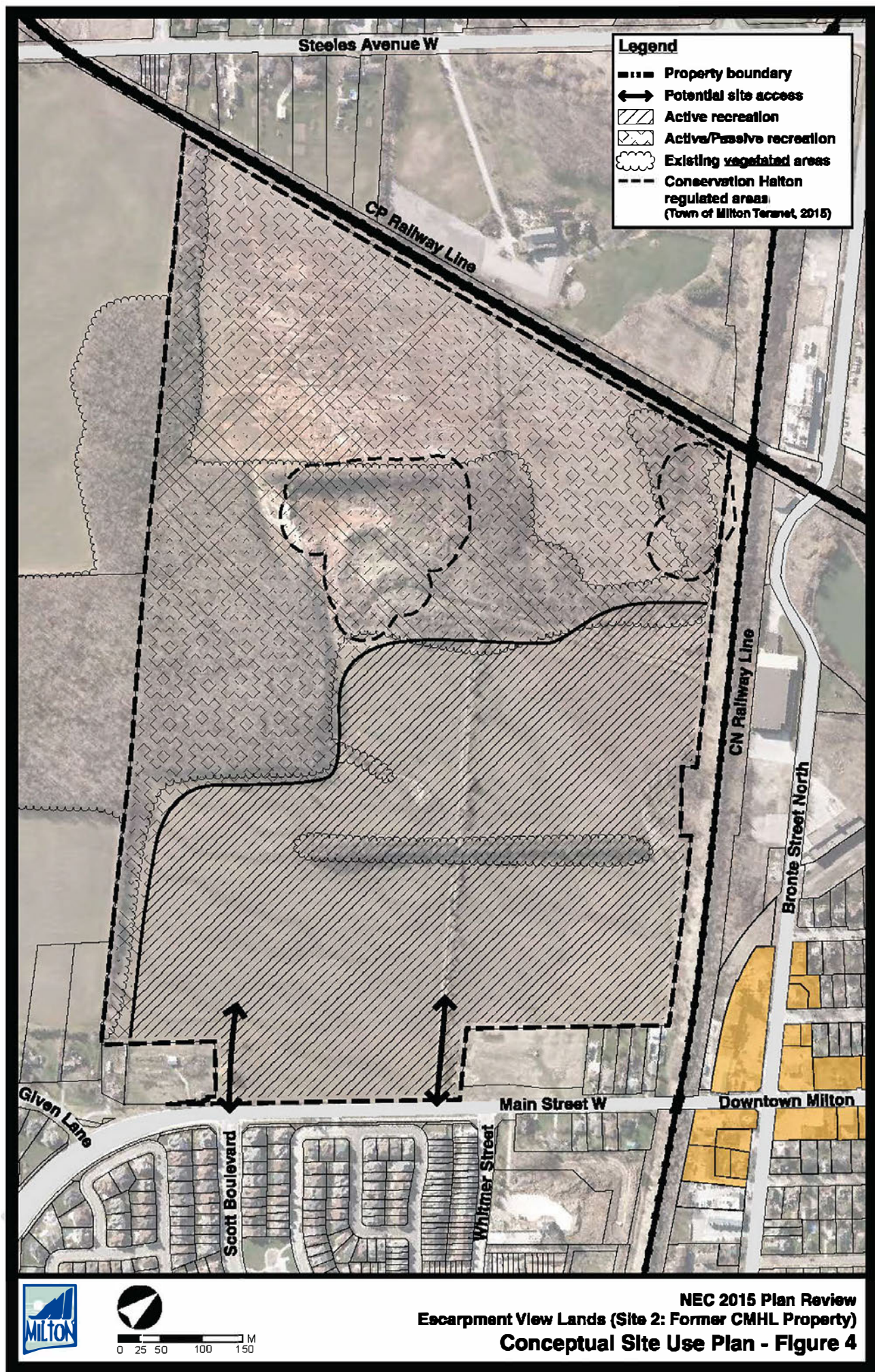
Scale 1 : 20,000

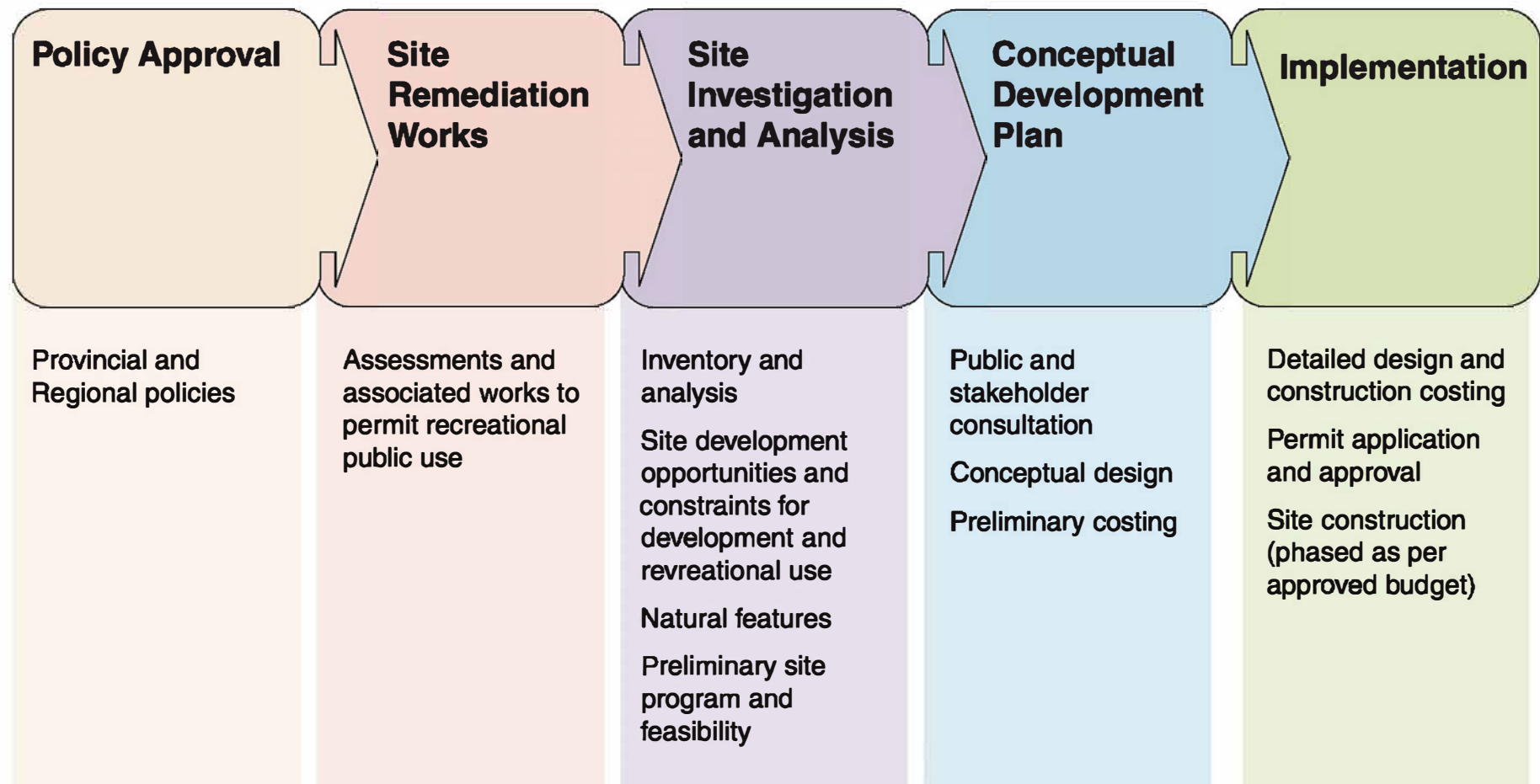
- ▬ Municipal Boundary
- ▨ Country Heritage Agricultural Society Owned
- ▨ Conservation Halton Owned
- ▨ Town Owned



April 2015
 Planning & Development Department
 Copyright 2015: Town of Milton, Teranet Inc.







**UA 46: Part Lots 1 & 2, Concession 1, Esquesing and Part Lots 1, 2 and 3,
Concession 7, Nassagaweya**

APPLICANT / SUBJECT PROPERTY:

Town of Milton, Barbara Koopmans, Director of Planning and Development
Part Lots 1 & 2, Concession 1, Esquesing and Part Lots 1, 2 and 3, Concession 7,
Nassagaweya; northeast and northwest corners of Steeles Avenue West and old
Tremaine Road.

Town of Milton, Region of Halton

CURRENT NEP DESIGNATION: Escarpment Natural Area and Escarpment Protection
Area

PROPOSAL: To provide urban services to a portion of the 114.8 hectare lands owned
by the Town of Milton to facilitate the development of passive recreation uses in a future
Town park and to include the subject lands as part of the Niagara Escarpment Parks
and Open Space System (NEPOSS).

RECOMMENDATION: That the Commission recommend to the Minister that the
application should be approved.

BACKGROUND/OVERVIEW:

Site / Area Description

- The site has an area of 81 ha.
- The subject lands were formerly used for mineral aggregate extraction and brick making.
- The lands have been disturbed by the previous use of the property but have been partially rehabilitated. There are streams that traverse the property that originate at the top of the Escarpment and there are some wetland areas on the easterly property.
- Subject to the approval of an active Development Permit application, new Tremaine Road would be extended north through the easterly portion of the lands and old Tremaine Road would be closed and the pavement removed.

Applicant's Justification

- The application is in the public interest and the proposal meets the Purpose and Objectives of the NEP, is consistent with the PPS 2014 and current Provincial Direction.
- The property is adjacent to the Town's urban area and is within the Sherwood Survey Secondary Plan Area.
- The site was acquired by the Town specifically for park and open space purposes. The easterly lands are still owned by a developer because they are responsible for final site remediation, which is ongoing, but the developer is in support of the application and the lands will ultimately be conveyed to the Town.
- The subject lands have a physical connection to the Escarpment and provide opportunities for linked parkland, trail activities excluding motorized vehicle trails and non-intensive recreation such as nature viewing, which does not require

building of major structures together with the protection of natural heritage features and areas.

- Water and wastewater services already front the subject land or will be installed along new Tremaine Road.
- Services are necessary for the construction of washroom facilities, field maintenance or emergency purposes (e.g. fire).
- A plan showing conceptual NEPOSS zones was prepared by the Town showing that most of the subject lands would be in the Nature Reserve Zone, some in the Access Zone and a small portion in the Development Zone.
- Development of the land for a park would ensure the remediation of contaminated sites and the rehabilitation of a former extractive operation.

NEC's Recommendation: Phase 1 of the Co-ordinated Review

- That the application be deferred as it could be considered as a site specific amendment;
- That the Town intends to go through a Master Planning process in accordance with Part 3 of the NEP (NEPOSS);
- That a more comprehensive review must be undertaken on the type and intensity of possible future park and open space uses.

ANALYSIS:

1) Niagara Escarpment Planning and Development Act

- The purpose of the Act is "to provide for the maintenance of the Niagara Escarpment and land in its vicinity substantially as a continuous natural environment and to ensure only such development occurs as is compatible with that natural environment".
- Section 6.1 of the NEPDA allows applicants to propose Plan amendments during the review of the Niagara Escarpment Plan that would permit urban uses. Urban servicing is considered an urban use in accordance with Commission policy.
- Section 8 of the NEPDA sets out the objectives of the NEP and provides that these objectives are to be sought in the consideration of amendments to the NEP. Section 17(5) provides that amendments to the NEP resulting from a review under this section shall be consistent with and promote the objectives of the Plan described in Section 8.
- The use of the subject property as a future NEPOSS park supports the Purpose of the Act and the Objectives of the Act relating to providing opportunities for outdoor recreation, maintaining the open landscape character and providing adequate public access to the Escarpment.

2) Niagara Escarpment Plan

- Existing Plan designation: Escarpment Natural Area and Escarpment Protection Area. Permitted Uses (current Plan): These designations allow compatible recreation in the form of non-intensive activities that require minimal modification of the land and do not involve building major structures and uses permitted in Park and Open Space Master Plans which are not in conflict with the Niagara Escarpment Plan. The Town proposes to limit park uses to passive recreation and has proposed a concept plan for the park that would limit the development

area. The future development of a Master Plan would provide the opportunity to further refine the park concept.

- Development Criteria (current Plan): Part 2.13, Recreation requires that recreational activities be designed and located so as not to conflict with surrounding land uses and be compatible with the natural and cultural characteristics of the area. There are currently no residential uses immediately adjacent to the subject lands. Development of the park would afford the opportunity to further rehabilitate the site and the Master Plan process will allow public consultation to ensure that appropriate recreation opportunities are made available to meet public needs while protecting any sensitive natural areas from development through park zoning in accordance with Part 3 of the NEP.
- The policies of Part 2.11, Recreation in the proposed NEP would require that permitted recreation uses in Escarpment Natural Areas and Escarpment Protection Areas shall require minimal modification of the natural and topographic features of the Escarpment, shall not require the building of major structures and shall have no negative impact on the Escarpment environment. The Town of Milton has indicated in its justification that it is proposing passive recreation uses with minimal modification of the existing natural and topographic landscape and it is not proposing major structures for the future park. As such, the extension of services to the subject lands and adding it to NEPOSS would also be consistent with the proposed Recreation policies in the NEP.
- The inclusion of the lands in NEPOSS would also be consistent with the policies in Part 3.1.1 of the proposed NEP in that the inclusion of additional lands into NEPOSS and their proposed protection largely in a nature reserve zone would support the Objectives to mitigate the effects of climate change and improve resilience by protecting sensitive areas in the Escarpment.

3) Provincial Policy Statement

- The PPS 2014 supports planning for a full range of publically-accessible built and natural settings for recreation including facilities, parklands, public spaces and open spaces (Policy 1.5.1).
- Infrastructure shall be provided in a co-ordinated, efficient and cost effective manner that considers climate change but accommodates projected needs. (Policy 1.6.1) Infrastructure should protect human health and the natural environment.
- Development on lands affected by former mineral aggregate operations is only permitted if the site is remediated to mitigate known hazards (Policy 3.2.1).
- The proposed park is requesting full municipal services to meet projected needs. Providing the appropriate infrastructure to support the establishment of the park to support the growing population in the adjacent urban area and making use of planned infrastructure is consistent with the PPS. It would be the future responsibility of the Region of Halton to determine whether capacity exists for the park and to approve the construction of the municipal services.
- Human health would be better protected if municipal servicing is available in consideration of the former industrial use of the lands and the proposed park development would support ongoing site remediation and rehabilitation.

4) Regional and Local Official Plans

- Region of Halton OP – Property is located in the Regional Natural Heritage System. The proposed park use would be permitted. An amendment to the Region of Halton Official Plan would be necessary to allow the connection to services. Halton's OP policies allows for making new locations eligible for urban services for existing (prior to 2010) public uses that already had a connection to water or sewer services, if the provision of services does not conflict with Provincial Plans and if the site fronts on municipal services. The park may meet these policy tests as it proposes a public use and has or will front on the municipal water and sewer once Tremaine Road is extended. It will be up to the Region in considering a future amendment to its OP to confirm whether the subject property will be eligible for the service connection.
- Town of Milton OP – Property is designated Escarpment Protection Area (east of Tremaine Road) where non-intensive recreation uses are permitted, Escarpment Natural Area where non-intensive recreation uses are permitted on publicly owned land and Mineral Resource Extraction Area which permits recreational uses oriented toward the land and not involving building of major structures (west of Tremaine Road).

5) Other Provincial Plans (if relevant)

- Growth Plan – Infrastructure planning and land use planning are to be co-ordinated to implement the Growth Plan (Policy 3.2.1.1). The proposed amendment links the NEPOSS park planning process with the need for related infrastructure to facilitate future park development.

6) Related Files

- Development Permit Applications:
 - H/T/2016-2017/288 – application in circulation to permit the extension of Tremaine Road and closure of old Tremaine Road.
 - H/F/2015-2016/168 - application to remove 1800 cubic metres of contaminated soil on a portion of the subject lands and place an equivalent amount of clean fill on the lands. Application has been appealed by area resident due to concerns relating to species at risk, absence of a long term monitoring plan, potential threat to a watercourse and consistency with previous development permit (see below).
 - 9752/H/F/2009-2010/211 – application approved to remove asphalt, permit fill, grading, re-vegetation and fence construction to rehabilitate former aggregate site.
- NEP Amendments: NEC initiated amendment (PH 186) to change the Mineral Resource Extraction Area designation to Escarpment Natural Area and Escarpment Protection Area due to the surrender of the ARA licence. The Amendment was approved in March 2013.

COMMENTS:

- Conservation Halton: the subject property is traversed by several tributaries of Sixteen Mile Creek and contains wetlands less than 2 hectares in size. The property is within their regulated area and development should be directed outside the regulated area. The subject lands are connected to other lands

containing environmentally significant features. The conservation authority may support the amendment provided that natural features and hazards are identified, protected by setbacks and buffers and that there would be no negative impact on natural heritage features and functions.

- Milton resident: submitted a comment requesting that the Plan amendment be deferred until after the Plan Review to afford an opportunity to hold public consultation and consider the type and intensity of possible future park and open space uses. Removal of contaminated soil on the easterly parcel should be completed before the Town proceeds with its plans for the future land use.
- The Public Interest Advisory Committee supported the application at its meeting on January 5, 2017.

SUMMARY:

- Infrastructure is a permitted use and the applicant could apply for a Development Permit.
- An amendment to the Region of Halton Official Plan may be required to permit the extension of urban services.
- Municipal servicing is preferred to a septic system and well in light of the presence of land disturbed by industrial activity and the presence of contaminated soil.
- NEC staff notes that a NEP amendment and/or Development Permit would not “compel” the Region to provide a service connection to the property, but would only enable the additional approvals that would subsequently be required at the municipal level.
- The request for urban services can be supported as transportation and utility facilities are a Permitted Use in the Escarpment Natural and Protection Area, the request is consistent with the Development Criteria in Part 2.15 of the existing NEP.
- The passive recreation uses and facilities proposed are consistent with the land use designation and the policies of Part 3 (NEPOSS).
- Part 3 of the NEP has an objective to complete a public system of major parks and open space and to provide adequate opportunities for outdoor education and recreation. Including the lands in NEPOSS would allow a master plan process to take place which could address public needs, identify areas to be protected from development and support continued rehabilitation of the lands from their former aggregate and industrial uses. The Town has committed to undertaking a Master Plan process. It is therefore appropriate to show the NEPOSS overlay on the NEP maps and to include the lands in the list of NEPOSS parks in Part 3 of the Plan.
- After Phase 1 of the Co-ordinated Review, the applicant met with NEC staff and provided additional information regarding the application and so staff can now support its approval.

SUMMARY RECOMMENDATION:

That the Commission recommend to the Minister that the application should be approved.

APPENDICES:

- Current mapping and orthophoto
- Site plan

Falcone, Olivia

From: George-Hiebert, Rhonda
Sent: December 1, 2022 12:35 PM
To: Falcone, Olivia
Cc: Gentile, Catherine; Dabagh, Nadia
Subject: FW: FILED: ARCHAEOLOGICAL REPORT for P1106-0030-2022 / *



Rhonda George-Hiebert, P.Eng., M.Eng.

Manager
Transportation Planning
(she/her)

T+ 1 289-835-2485
M+ 1 437-214-2839

From: Ramsoomair, Craig <Craig.Ramsoomair@wsp.com>
Sent: December 1, 2022 12:27 PM
To: George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Gentile, Catherine <Catherine.Gentile@wsp.com>
Cc: Morgan, Jenn <Jenn.Morgan@wsp.com>
Subject: FW: FILED: ARCHAEOLOGICAL REPORT for P1106-0030-2022 / *

Hi everyone,

Here is the confirmation receipt for the Steeles MCEA arch report submitted on November 25th.

Craig Ramsoomair, MA *he/him*
Professional Archaeologist

T+ 1 416-616-1303
M+ 1 416-997-5180



582 Lancaster West Kitchener, Ontario, Canada

wsp.com | golder.com

WSP and Golder have joined together to form the premier environmental consultancy in the industry. Together we are 14,000 strong, future ready and delivering innovative solutions to our clients around the globe.

From: pastport <pastport@ontario.ca>
Sent: Thursday, December 1, 2022 12:10:01 PM
To: Craig Ramsoomair <craig.ramsoomair@mail.utoronto.ca>
Cc: PastPort@ontario.ca <PastPort@ontario.ca>
Subject: FILED: ARCHAEOLOGICAL REPORT for P1106-0030-2022 / *

Dear Craig Ramsoomair,

The ministry has screened the project report package for P1106-0030-2022 that you submitted on Nov 25, 2022 for completeness.

The package is complete and the report is now considered 'filed' with the ministry.

Next, we will either add it to our queue to be reviewed or enter it into the register without technical review.

Please do not reply to this e-mail. The message will be undeliverable and we are unable to respond from this address.

If you have any questions about this report email us at: Archaeology@ontario.ca

Thank you,

Zeeshan Abedin

Zeeshan.Abedin@ontario.ca

May 31, 2022

Jessica Dorgo, P.Eng.
Project Manager I
Infrastructure Planning & Policy
Regional Municipality of Halton
1151 Bronte Rd.
Oakville, Ontario
L6M 3L1

BY EMAIL (jessica.dorgo@halton.ca)

Dear Jessica Dorgo:

Re: **Steeles Avenue (Regional Road 8) Transportation Corridor Improvements EA –
Draft ESR Report
Tremaine Road to Industrial Road
Town of Milton
CH Files: MPR 711
Region of Halton Project: PR-3131**

Proposal

Halton Region is proposing to realign and widen Steeles Avenue (between Tremaine Road and Industrial Road from 2 lanes to 4 lanes with on-road bike lanes and an in-boulevard multi-use trail in both east and west directions. Steeles Avenue continues as a 4-lane road to the east. Additionally, the works include construction of a grade separation at the Canadian-Pacific Rail (CPR) crossing, SWM Pond and associated controls and a replacement bridge crossing of Sixteen Mile Creek.

Ontario Regulation 162/06

Conservation Halton (CH) regulates alterations to shorelines and watercourses; development within hazard lands (floodplains, lands susceptible to erosion, valleys, dynamic beaches; hazardous sites); and allowances as specified in *Ontario Regulation 162/06*. Please be advised that development, including grading, filling, or the construction of structures, within Conservation Halton's regulated area, requires permission pursuant to Ontario Regulation 162/06. Please visit www.conservationhalton.ca for a copy of Ontario Regulation 162/06 and the related policy document *Policies and Guidelines for the Administration of Ontario Regulation 162/06* (Last revised November 26, 2020).

Comments on Draft ESR

A list of items from the design submission reviewed by CH is appended to this letter. Staff require that the following comments please be addressed prior to issuance of the Final ESR.

Section 3.4.98 Significant Wildlife Habitat

1. Confirm the Ecoregion for the study area as it is noted on the Ontario GeoHub and CH's internal mapping that the Ecoregion is 7E. Staff recommend a reassessment of significant wildlife habitat against the criteria schedules for Ecoregion 7E be completed and report updated where appropriate.

Section 8.1.2.3 – Wildlife Movement Corridors

2. Add the the thicket hedgerow in ELC Unit 12 to list of wildlife movement corridors as it is noted in Section 3.4.6.5 that it provides a connection between the rail corridor and the larger woodlot to the southeast (ELC Unit 11); thus this area will warrant mitigation measure at detail design stage.

Section 8.1.3 – Fish and Fish Habitat

3. Discussion should be included regarding direct and indirect impacts to the watercourse from the release of concentrated storm flows from a quantitative, qualitative, and thermal perspective.

Section 8.8.1 – Potential Impacts During Construction

4. Include general discussion regarding a monitoring program after construction. It is noted in this section however no details are provided.

Section 8.8.2 – Disposal of Excess Materials

5. This section outlines that written approval from CH per Ontario Regulation 162/06 is required in order to allow for the placement of any generated fill material. Staff would advise that a future permit condition will be that any generated fill from the project will be required to be placed outside of a CH regulated area. Please add additional detail that if this is not possible or not included in the detail design submission, separate approval from CH will be required for fill placement. As a part of that approval, it will be required that CH's Large Fill policy (2.47 of *Conservation Halton Policies and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning Document*). Approval of the applicable municipal Site Alteration permits will also be required, please contact the Town of Milton for additional details.

Section 8.1.5.1 – Design Related Mitigation Measures

6. Staff recommend this section be expanded to outline mitigation measures that would be implemented associated with thermal impacts from the road runoff.

Exhibit 3-1 - Existing Conditions/Key Features Plan

7. It is recommended that the Region's natural heritage systems and key features be indicated on the exhibit.

Section 8.7 Summary of Mitigation Measures and Commitments

8. Dimensions of proposed culverts and bridges are to be confirmed during the detailed design.
9. Floodplain modeling and mapping will be required at the detailed design stage for areas being altered and/or influenced by the road project.
10. A geotechnical analysis will be required at detailed design to confirm stable top of bank, footing design, and abutment location.
11. The following is recommended to be added for commitments to be completed at detail design:

1.0 Design-related Mitigation Measures

- Thermal mitigation assessment

4.0 Vegetation

- Tree Preservation Plan will be required at detail design.
- Consultation with CH should occur to assess wetland impacts.

6.0 Fish and Aquatic Habitat

- As noted in Section 8.4.3.1, the small swale feature associated with the Sixteen Mile Creek crossing area is to be further assessed at the detailed design stage to determine the appropriate constraint level (e.g., low or medium).
- Evaluate impacts to form and function of watercourses to ensure road design related mitigation measures have no impacts to systems.

9.0 Restoration

12. Vegetation compensation to be completed which will follow current policies and guidelines of agencies.

Appendix E – Natural Environment Supplementary Materials

13. Verify and correct reference to "Appendix G", Appendix G is a Hydrogeology report.
14. Include survey methodology for the fish community surveys.

Appendix F – Drainage and Stormwater Management Report

15. Note that many of the comments below also apply to their equivalent sections within the main report

Section 2.1 SWM Design Criteria

16. The quantity control requirement should also include an impact assessment for the Regional storm.

Section 3.1 Existing Conditions Drainage

17. Review/clarify if the 4th bullet point regarding the 2.4x1.6m box culvert is describing culvert C2.
18. Please review and confirm if the flow rates shown in Table 3-1 are correct as they don't appear consistent with the model output tables at the end of the report.
19. Exhibit 1, Existing Conditions Drainage Mosaic – Please clarify the size and area for Catchment 107. Earlier draft materials noted this area as 13.0ha rather than the 8.5ha currently shown. The text within the body of the report notes this area as 13.0ha which may indicate that the figure (Exhibit 1) is an older version.

Section 3.2 Existing Conditions Hydraulic Modelling

20. Please clarify which modelling software was used for each part of the analysis since both Visual OTTHYMO and SWMHYMO were used.
21. For ease of reference, it's recommended that Table 3-2 make a connection between Catchment ID and Culvert ID (i.e., Catchment 510 corresponds to Culvert C1).

Section 3.3 Proposed Conditions Hydraulic Modelling

22. This section should include analysis up to the Regional storm event.
23. It is unclear how drainage will reach the receiving creeks once it leaves the road corridor. Please include some discussion on possible conveyance methods and outlets.

Section 4.1 Hydraulic Performance Standards

24. It's recommended to include a criterion that expresses the desire to make Region of Halton roads flood-free during a Regional storm event where feasible.

Section 4.3 Existing Conditions Assessment

25. Please review if Culvert C3 should be included in the introductory sentence.
26. Please review the wording being used to describe Culvert C1 and C2 because it can be interpreted that there is another unidentified culvert in the area.

Section 4.4 Proposed Conditions Assessment

27. The report should further discuss whether the Region of Halton intends to remove the existing Steeles Avenue bridge.
28. Consider including preliminary floodplain mapping as Exhibits to supplement the numerical floodplain elevations.
29. It's recommended that the report also discuss how resulting floodplain elevations at the Steeles Avenue bridge interact with the CPR underpass.

Section 4.5 Proposed Conditions – Opportunity for Future CNR Culverts Improvements

- 30. Consider including preliminary floodplain mapping as Exhibits to supplement the numerical floodplain elevations.
- 31. It's suggested that this section also show the benefits the CNR culvert improvements would have at the new CPR underpass and for properties along Old Steeles Avenue, west of the bridge.

Section 5.2 Proposed Dry Pond

- 32. Table 5-1 should be expanded to include a Regional storm analysis.
- 33. Preliminary design information for emergency overflow weirs should be included.
- 34. There is concern with the location of the proposed dry pond. Stormwater management ponds should normally be located outside the Regional storm floodplain. Please review and discuss alternative locations for this facility. If the facility can only be located within the Regional storm floodplain the report should refer to CH Policy 2.24.5.1 (*Conservation Halton Policies and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning Document*) and further analysis will be required at the detailed design stage. The report should also reference Conservation Halton's 2021 Guidelines for Stormwater Management Engineering Submissions as it has additional design requirements.

Section 5.3 Underground Pipe Storage Facility

- 35. Table 5-2 should be expanded to include a Regional storm analysis.
- 36. Based on the preliminary dimensions proposed it is unclear whether pipes or tanks are proposed. This can be decided during the detailed design stage; however, it should be noted that underground tank systems have the added benefit of providing some quality control and easier maintenance via isolator rows.
- 37. At the detailed design stage, inlet capture efficiency will need to be evaluated for the full range of storm events.

Appendix G – Hydrogeology Report

- 38. It's suggested that the introduction section be reworded because a preferred alternative has been selected.

Appendix J – Preferred Plan

- 39. If possible, it is recommended that the preliminary plan and profile be shown on a continuous drawing for visual clarity.
- 40. Plate 9 – It's suggested that the removal of the existing Steeles Avenue bridge be noted on the figure.

General Comments

41. CH is currently undertaking a Floodplain Mapping Study (FPM), known as the Urban Milton FPM Study. The section of Steeles Avenue proposed to be widened and realigned is location within the FPM study area in proximity to the West Branch of Sixteen Mile Creek. Draft modelling information was provided to Halton Region and its consultant for the ESR to establish base conditions. Further refinements to the study are currently being undertaken however it is not anticipated that these refinements will significantly change preliminary results. At detailed design Halton Region will need to consult with CH regarding the status of the FPM and its use in the project.
42. There are candidate significant woodlands within the study area. We recommend confirming significance based on the Region of Halton official plan criteria and that all efforts be made to limit disturbance to these areas regardless of level of significance.
43. CH's internal mapping shows a swamp wetland in the northwest corner of ELC unit 11, direct and indirect impacts and mitigation measures should be discussed to ensure no negative impacts the wetland.
44. Staff understand that vegetation compensation is determined at the detail design stage, however, there is no mention of vegetation compensation within the ESR. A section should be included that discusses vegetation compensation in general and that the compensation will follow the current policies and guidelines of agencies (Region of Halton, Conservation Halton, MECP, DFO, etc.) at time of detail design.
45. Provide the Landscape Concept Plan noted in Section 8.1.1.2 Potential Indirect Impacts.
46. Editorial Comments:
 - Section 3.4.3. Surface Drainage and Watershed Characteristics (page 3-11) - Change "Greater Toronto Area (GTA)" to respective local community.
 - Section 3.4.6.1 Avifauna (page 3-16) - Verify and correct area requirement for Open County Area-Sensitive species candidate or confirmed SWH, staff believe it should read >30 ha.
 - Section 3.4.9 – Significant Wildlife Habitat – Habitats for Species of Conservation Concern (page 3-33) - Verify section reference is correct. Staff believe it should be 3.4.8.2.
47. CH staff recommend including a note in Table 5-3 and any applicable sections: Evaluation of Road Alignment Design Alternatives under Transportation, Emergency Services that realigned Steeles Avenue will be susceptible to flooding during Regulatory storm events and that emergency services take this into account in their emergency access and routing plans.

48. CH staff advise that at detailed design, a Geotechnical Investigation and Hydrogeologic Investigation detailing groundwater quality and potential temporary and/or permanent (if applicable) dewatering impacts to natural heritage features due to dewatering will be required. Additional details on all CH permit requirements for all applicable permits will be provided prior to detailed design.

In Summary

Thank you for the opportunity to review and comment on the Steeles Avenue Transportation Corridor Improvements from Tremaine Road to Industrial Road Draft ESR. Once the comments above have been addressed please resubmit to CH for review and comment prior to finalizing the ESR.

If you have any questions or to arrange a meeting to discuss the above further, please contact the undersigned at bdavis@hrca.on.ca.

Sincerely,



Ben Davis, CAN-CISEC
Regional Infrastructure Team Lead

CC: Rhonda George-Hiebert, WSP (by email: Rhonda.George-Hiebert@wsp.com)

Appendix

Items Reviewed – per Halton Region Circulation, dated May 4, 2022

- *Steeles Avenue Corridor Improvements Class Environmental Assessment (Tremaine Road to Industrial Drive) Environmental Study Report – Draft, dated May 4, 2022*
- *Appendix E – Natural Environment Supplementary Materials*
- *Appendix F – Drainage and Stormwater Report*
- *Appendix G – Hydrogeology Report*
- *Appendix J – Preferred Plan*
- *Appendix K - Geomorphological Report*

November 10, 2022

Jessica Passingham, P. Eng.
Project Manager I
Infrastructure Planning & Policy
Halton Region
1151 Bronte Rd.
Oakville, ON
L6M 3L1

BY EMAIL (jessica.passingham@halton.ca)

Dear Ms. Passingham:

Re: Draft Environmental Study Report
Steeles Avenue (Tremaine Road to Industrial Road) Transportation Corridor
Improvements EA
Town of Milton
Region of Halton File: PR-3131
Conservation Halton File: MPR 711

Conservation Halton (CH) staff has reviewed the *Steeles Avenue Corridor Improvements Class Environmental Assessment (Tremaine Road to Industrial Drive) Environmental Study Report – Updated Draft, prepared by WSP, dated October 2022* and is supportive of the Draft ESR.

As outlined in the Detailed Design Commitments, CH staff advise that at detailed design, a Geotechnical Investigation and Hydrogeologic Investigation detailing groundwater quality and potential temporary and/or permanent (if applicable) dewatering impacts to natural heritage features due to dewatering will be required. Additional details on all CH permit requirements for all applicable permits will be provided prior to detailed design. This will include incorporating relevant information from ongoing studies in proximity to the proposed corridor improvements such as Conservation Halton's Floodplain Mapping Program work for Sixteen Mile Creek.

CH staff have the following additional recommendations to be included in the Final ESR:

- CH staff recommend including a note in Table 5-3 and any applicable sections: Evaluation of Road Alignment Design Alternatives under Transportation, Emergency Services that realigned Steeles Avenue will be susceptible to flooding during Regulatory storm events and that emergency services take this into account in their emergency access and routing plans.
- Section 3.4.9 – Significant Wildlife Habitat – Habitats for Species of Conservation Concern (page 3-33) - Verify section reference is correct. Staff believe the referenced section should be 3.4.9 as there appears there is no section 3.4.9.2.

Section 4.1 Hydraulic Performance Standards

- CH understands that Halton Region will review and include wording outlining the feasibility (best efforts) in terms of making roads flood free.

Thank you for the opportunity to review and comment on the Steeles Avenue (Tremaine Road to Industrial Road) Transportation Corridor Improvements Draft ESR. CH staff looks forward to working with Halton Region and the consultant team at the detailed design stage.

If you have any questions or require additional information, please contact the undersigned at bdavis@hrca.on.ca.

Sincerely,

A handwritten signature in black ink, appearing to be 'Ben Davis', with a stylized flourish at the end.

Ben Davis, CAN-CISEC
Team Lead, Regional Infrastructure Team
905.336.1158 ext. 2278
bdavis@hrca.on.ca

Meeting Minutes:

Town of Milton - July 31, 2019

Town of Milton - August 13, 2020

Conservation Halton (CH), Niagara Escarpment Commission (NEC) - September 8, 2017

CH, NEC, Ministry of the Environment Conservation and Parks (MECP) - July 5, 2019

CH, NEC, MECP - August 23, 2019

CH - November 30, 2021

CH - January 17, 2022

CP Rail (CPR) - November 26, 2019

CPR - August 14, 2020

Technical Agencies Committee (TAC) - October 21, 2019

TAC - September 30, 2020



MEETING MINUTES

JOB TITLE	Halton Region - Steeles Avenue Municipal Class EA Study from Tremaine Road to Industrial Drive	
PROJECT NUMBER	WO 17M-00979-00	
DATE	July 31, 2019	
TIME	9:30 am to 11:00 am	
VENUE	Town of Milton Office – 150 Mary Street	
SUBJECT	Town of Milton Meeting #1	
PRESENT	Heide Schlegl Melissa Green-Battiston Ann Larkin Jeffrey Reid Jim Dowell Gillie Thompson	Town of Milton Halton Region Halton Region Halton Region WSP WSP
DISTRIBUTION	All Attendees; Katherine Jim	

ITEMS	MEETING DETAILS	ACTION
1.0	INTRODUCTIONS AND OVERVIEW OF MUNICIPAL CLASS EA STUDY	
1.1	Meeting attendees introduced themselves.	
1.2	Halton Region provided a brief introduction to the meeting: <ul style="list-style-type: none">Halton Region is undertaking a Municipal Class Environmental Assessment (MCEA) Study for transportation corridor improvements on Steeles Avenue between Tremaine Road and Industrial Drive.From late 2017 until mid-2019, the project has been on hold.The purpose of meeting is to reintroduce the project and to discuss the Project Team's current approach to considering planning and design alternatives.	
1.3	Study Area Overview <ul style="list-style-type: none">The project limits are relatively short in length (~1.3 km); however, the study area has numerous competing interests, constraints and issues that will have to be considered in the MCEA Study including: existing hamlet of Peru and associated community and cultural heritage factors; existing businesses along Steeles Avenue; natural environmental features; drainage patterns and deficiencies; Niagara Escarpment Plan and policies; approved population and employment growth guided by the Sherwood Secondary Plan; existing at-grade CP Rail crossing.	

MEETING NOTES

ITEMS	MEETING DETAILS	ACTION
	<ul style="list-style-type: none"> The Project Team will be looking at how best to balance potential impacts and trade-offs. 	
2.0	STUDY PROCESS AND SCHEDULE	
2.1	The study process was reviewed. The Region is following the Schedule C Municipal Class EA process and will complete the first involves 4 phases of the MEA.	
2.2	<p>The study commenced in 2017 and has been on hold through 2018 and early part of 2019. The study has now restarted. Tentative timeframes for moving forward were discussed, including:</p> <ul style="list-style-type: none"> Technical Agency Meeting 1 and Public Information Centre 1 - Fall 2019 Technical Agency Meeting 2 and Public Information Centre 2 - Winter 2020 Finalize ESR and public review period – Fall 2020 	
3.0	BACKGROUND INFORMATION AND EXISTING CONDITIONS	
3.1	<p>Background – Transportation</p> <ul style="list-style-type: none"> The proposed improvements on Steeles Avenue between Tremaine Road and Industrial Drive were identified in the Halton Region Transportation Master Plan (TMP 2011). Once the extension of Tremaine Road (north of Steeles Avenue) and new interchange at Highway 401 / Tremaine Road are opened, there will be a change in traffic patterns. Improvements identified through this MCEA Study will tie into the existing Tremaine Road roundabout and the widened Steeles Avenue (recently completed) east of Industrial Drive. 	
3.2	<p>Land Use</p> <ul style="list-style-type: none"> Existing land use characterized by: urban area, east of Peru Road including residential area, industrial development and other businesses along Steeles Avenue Future development on the [REDACTED] lands, per the Secondary Plan and ongoing planning efforts (Approved Zooning By-Law, Draft Plan of Subdivision in progress) Niagara Escarpment Plan (NEP) lands west of CP Rail line and south of Steeles Avenue Natural heritage system components and agricultural activities Land ownership was reviewed – it was noted that the Town of Milton owns the 'Escarpment View' lands, consisting of two parcels that include the former Jannock lands (north of Steeles Avenue on east and west sides of Tremaine Road) and the former Central Milton Land Holdings parcel (south of CP rail line and west of CN rail line). The Project Team has the understanding that the Town is planning passive recreation area for the north property and active reaction facilities (sports field) for the south property. The Project Team will follow up with Town staff for a status update of the park planning efforts. 	Project Team
3.3	<p>Cultural Heritage</p> <ul style="list-style-type: none"> A Stage 1 Archaeological Assessment has been completed as part of the MCEA Study. As would be expected, areas of archeological potential are associated with previously undisturbed areas in proximity to watercourses. There are no properties 'designated' under the Ontario Heritage Act present within the study area. However, there are 12 properties listed on the Town of Milton's Heritage Register. The Peru Character Area is present within the study area. 	
3.4	Natural Environment	

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ITEMS	MEETING DETAILS	ACTION
	<ul style="list-style-type: none"> Long history of ecological field investigations and sensitivity analysis associated with land use planning – this study will utilize available information and augment, as appropriate, to address needs of the MCEA. Key features are Sixteen Mile Creek and its tributary (known in the Secondary Plan and Subwatershed Impact Study as “NW-1-E”). Terrestrial features within the study area include the forested riparian corridors around Sixteen Mile Creek and Tributary NW-1-E and a few cultural woodlands, thickets, meadows and hedgerows. Sixteen Mile Creek and the two tributaries within the study area are considered ‘Contributing Habitat for Redside Dace’. 	
3.5	Drainage <ul style="list-style-type: none"> Overview of existing conditions at culverts and Sixteen Mile Creek Bridge Identification of overtopping conditions on existing Steeles Avenue at Culvert C1 and at SMC bridge 	
3.6	Existing and Future Traffic Conditions <ul style="list-style-type: none"> Reviewed existing conditions and future 2031 needs. Grade separation at CP Rail line is warranted by 2031. Currently there are limited provisions for cyclists/pedestrians. Within the study area, the Region’s Active Transportation Master Plan (ATMP) identifies continuous on-road bike lanes and multi-use path (both sides of the road). Analysis of future conditions confirms that road capacity will be exceeded by 2031, leading to the recommendation for a 4-lane Steeles Avenue within the study area. 	
4.0	ALTERNATIVE SOLUTIONS	
4.1	Problems and Opportunities <ul style="list-style-type: none"> Based on the review of plans/policies and existing conditions, the Project Team has identified key Problems and Opportunities: <ul style="list-style-type: none"> Approved community growth within the Secondary Plan areas and future linkage to Highway 401 via the Tremaine Road extension are expected to change traffic patterns and demand on Steeles Avenue resulting in traffic delays during peak periods by 2031. Infrastructure improvements are required in order to support planned growth and meet travel demand. A grade separation is warranted at the CP Rail line by 2031. Improvements will include provision for all modes of travel. 	
4.2	Alternative Solutions <ul style="list-style-type: none"> A number of Alternative Solutions (i.e. planning alternatives) have been considered to address problems and opportunities: <ul style="list-style-type: none"> Two alternatives, Do Nothing and Limit Development, are not carried forward as they do not address the Problems and Opportunities and are not consistent with approved plans (Official Plans / Secondary Plans) Three alternatives represent broader transportation network initiatives and are already being implemented through existing Region initiatives: Improvements to Other Roadways; Transportation Demand Management; and Improved Transit Infrastructure and Other Modes of Transportation. While these efforts are an important component of the Region (and Town’s) overall transportation strategy, on their own, they do not fully address needs on Steeles Avenue, within the study area. Two alternatives are recommended to address the needs on Steeles Avenue: Operational Improvements and Improvements to Steeles Avenue 	

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ITEMS	MEETING DETAILS	ACTION
	<ul style="list-style-type: none"> The Town noted that the general policies related to improving transit infrastructure and active transportation infrastructure are also consistent with the Town's policies. The Town noted that the preferred solution to widen Steeles Avenue and provide multi-modal transportation opportunities for users was consistent with Town transportation objectives. 	
5.0	FACTORS FOR ANALYSIS AND EVALUATION	
5.1	<p>Design Considerations</p> <ul style="list-style-type: none"> Based on the Project Team's review of existing conditions, a number of specific design considerations are identified. These represent a combination of key constraints, design challenges and environmental sensitivities that will be factored into the generation and evaluation of design alternatives. (Phase 3 of the MCEA process). 	
5.2	<p>Design Alternatives</p> <ul style="list-style-type: none"> The Development of Design Alternatives will be considered as a series of design components to allow for traceability (i.e. Road Corridor Concept, Road Alignment, Preliminary Design). It is a stepped progression, allowing the process to be iterative and flexible. For example, the location of the road corridor may influence other design factors such as the future grade separation. 	
5.3	<p>Factors for Analysis and Evaluation</p> <ul style="list-style-type: none"> The Project Team has identified key factors that will be considered in the evaluation of design alternatives to capture the interests and complexities in the study area. The factors for Analysis and Evaluation include: <ul style="list-style-type: none"> Socio-Economic Environment Natural Environment Cultural Environment Surface Water and Groundwater Transportation & Technical Preliminary Cost Estimate 	
5.4	<p>Proposed Typical Cross-Section</p> <ul style="list-style-type: none"> Per the Halton Region TMP and Official Plan, the road right-of-way for future Steeles Avenue is identified as 35m This includes four through lanes (two 3.5 m travel lanes in each direction), 1.8 m on-road bike lane and 3.0 m multi-use path in both directions. 	
5.5	<p>Road Corridor Concept Alternatives</p> <ul style="list-style-type: none"> Within the scope of the EA and as part of a due diligence process, the Project Team has considered a range of 'corridors' for the future Steeles Avenue. The Sherwood Survey Secondary Plan envisioned a southerly corridor and this has been carried forward into the Class EA study for consideration (Concept 2) along with two other concepts – existing (Concept 1) and north (Concept 3). 	
6.0	ROAD CORRIDORS – PRELIMINARY ANALYSIS SUMMARY	
6.1	<p>Corridor Concepts Preliminary Analysis:</p> <ul style="list-style-type: none"> The Project Team provided an overview of the road corridor preliminary analysis (Concepts 1, 2 and 3). The high-level preliminary analysis provided both advantages/disadvantages of each analysis factor (socio-economic environment, cultural environment, natural environment, transportation & technical, surface water & groundwater and preliminary cost estimate) 	
7.0	NEXT STEPS	

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ITEMS	MEETING DETAILS	ACTION
7.1	Halton Region staff will coordinate with Town of Milton staff to set up the next meeting, that will also include Town planning and parks staff, as appropriate. The purpose of the next meeting is for the Project Team to provide a more comprehensive analysis summary of each Concept, based on Agency comments.	Project Team



MEETING MINUTES

JOB TITLE	Halton Region - Steeles Avenue Municipal Class EA Study from Tremaine Road to Industrial Drive	
PROJECT NUMBER	WO 17M-00979-00	
DATE	August 13, 2020	
TIME	10:30 am to 11:30 am	
VENUE	Zoom Meeting	
SUBJECT	Town of Milton Meeting #2	
PRESENT	Heide Schlegl Stirling Todd Megan Lovell Jeffrey Reid Katherine Jim Jim Dowell Gillie Thompson	Town of Milton Town of Milton Town of Milton Halton Region WSP WSP WSP
DISTRIBUTION	All Attendees	
ATTACHMENTS	Town of Milton Meeting #2 Presentation	

ITEMS	MEETING DETAILS	ACTION
1.0	INTRODUCTIONS	
1.1	Halton Region provided an introduction to the meeting and reviewed the meeting purpose: to present the design alternatives, the assessment / evaluation and the preliminary preferred design. The Town of Milton staff were previously engaged on July 31, 2019 and again at Technical Agencies Committee (TAC) Meeting # 1 on October 21, 2019.	
2.0	STATUS OF CLASS EA STUDY	
2.1	WSP provided an overview of the Study Area and existing conditions along Steeles Avenue (Refer to Slides 2 to 4).	
2.2	The Study is currently in Phase 3 of the Municipal Class Environmental Assessment (MCEA) process. The project team has developed and evaluated alternatives designs and identified a preliminary preferred design. Through fall 2020, the project team will be consulting with agencies, property owners and the public to seek feedback on the decision-making process and preliminary	

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	recommendations (Refer to Slide 5). Following this consultation milestone, the preferred design will be confirmed, and the Environmental Study Report prepared for filing in Winter 2021.	
3.0	STUDY PROGRESS SINCE TAC MEETING # 1 (OCTOBER 21, 2019)	
3.1	<p>The Project Team met with the Town of Milton on July 31, 2019, followed by TAC Meeting # 1 on October 19, 2019.</p> <p>The purpose of these meetings was to review existing conditions, confirm the needs and justification for improvements on Steeles Avenue corridor, review the assessment / evaluation of corridor concepts and the preferred Corridor Concept 2 (South) (Refer to Slide 6).</p>	
3.2	<p>Key activities since TAC Meeting # 1 have included (Refer to Slides 7 to 9):</p> <ul style="list-style-type: none"> • An update of the hydraulic model with Conservation Halton • Identified the need to replace the CN culverts located west of Bronte Street (downstream of Steeles Avenue) in order to create flood free conditions on future Steeles Avenue. WSP modeled three different scenarios for the CN culvert replacement and found that a 25 m bridge achieves the necessary reduction in the flood conditions. CN is being engaged by the Region to undertake this work. • Assessed and evaluated grade separation options for the CP rail crossing. • Developed, assessed and evaluated road design alternatives and selected a preliminary preferred design. 	
4.0	DESIGN ALTERNATIVES	
4.1	The approach to developing and assessing Steeles Avenue design alternatives has considered the following key decision points: road cross-section, road corridor concept, CP rail grade separation type and road alignment. The road cross-section and corridor concepts were discussed at the previous Town of Milton meeting and summarized below.	
4.2	Road Cross Section - Future Steeles Avenue is proposed as a 4-lane roadway with active transportation facilities. The Steeles Avenue Typical Road Cross-Section generally consists of four 3.5 m travel lanes, 1.8 m cycling on street bike lane, 3 m boulevard and 3 m multi-use path (Refer to Slide 10). The design process had several components as presented on Slide 11.	
4.3	As reviewed at TAC Meeting # 1, the preferred Road Corridor Concept is to realign Steeles Avenue to the south of the existing corridor. Therefore, the grade separation type and road alignment alternatives were considered within the south corridor.	
5.0	DESIGN ALTERNATIVES ANALYSIS AND EVALUATION	
5.1	<p>Overpass and underpass options were considered for CP rail grade separation.</p> <p>The preferred rail grade separation type is Underpass (Refer to Slide 11) (i.e. road under rail). Numerous reasons support this decision; however, most noteworthy: the underpass has a smaller footprint and there less overall property impact; is more attractive to pedestrians and cyclists and is more consistent with Niagara Escarpment Plan policies that seek to protect escarpment views.</p>	
5.2	Three road alignment alternatives were developed: Alternatives A, B and C. The key differences between the alternatives are: the location of the CPR crossing;	

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	proximity of the roadway to the backyards of existing Steeles Avenue residents; the location of tie-in with existing Steeles Avenue; and the Sixteen Mile Creek crossing location/orientation.	
5.3	<p>The key factors that were considered in the evaluation of design alternatives to capture the interests and complexities in the study area include:</p> <ul style="list-style-type: none"> • Socio-Economic Environment • Natural Environment • Cultural Environment • Surface Water and Groundwater • Transportation & Technical • Preliminary Cost Estimate 	
5.4	<p>A summary of the road alignment evaluation was presented and illustrated the relative rankings/preferences among the three alternatives relative to each evaluation criteria/factor. (Refer to Slide 19)</p> <p>Overall, Alternative B is more preferred than the other alternatives because: it is generally ranked similar for Cultural Environment, Transportation, Technical Considerations and Costs; it will have slightly more impact under Natural Environment compared to Alternative A but impacts are considered mitigable; and Alternative B has less impact to residential properties than Alternative A.</p>	
6.0	PRELIMINARY PREFERRED DESIGN ALTERNATIVE	
6.1	<p>The Preliminary Preferred Alternative – Alternative B was described in more detail including the implications to the Regional flood lines. It was noted that the development of a flood-free new Steeles Avenue is predicated on the replacement of the existing CN culverts located just east (downstream) of the existing and proposed Sixteen Mile Creek crossings. While the required hydraulic design criteria have been confirmed for the CN culverts replacements, it was noted that the culvert replacement works are beyond the scope of the MCEA (i.e. Halton Region is not seeking EA approval for the replacement of CN culverts). Halton Region is working with CN directly on this effort.</p> <p>The proposed road profile through the underpass was reviewed which confirmed the roadway will be flood-free under the Regional storm.</p> <p>Other design considerations noted include:</p> <ul style="list-style-type: none"> • A new structural culvert at the Sixteen Mile Creek (SMC) tributary crossing; • Existing Steeles Avenue culvert at the SMC tributary to be removed; • Tie-in between existing and new Steeles Avenue to be a conventional intersection or roundabout (both being considered at this time); • Existing SMC bridge on existing Steeles Avenue (just east of the access to the Milton Banquet & Conference Centre) may be removed. <p>Group discussion included the following points:</p> <ul style="list-style-type: none"> • The Oscar Group (developer group) owns existing farm lands east of Tremaine Road and south of existing Steeles Avenue. These lands will be impacted by the preferred alternative. Halton Region confirmed that engagement of the affected property owners is occurring as part of the upcoming consultation milestone (i.e. Public Information Centre # 2). With property owner meetings being planned for September / early October 2020. It was noted that the Oscar Group has been informed in the past that they are within Niagara Escarpment Plan Area. 	

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	<ul style="list-style-type: none"> The status of park planning on the Town of Milton lands south of the CP rail line were discussed. Town staff noted that Roberta Sagar, Manager Parks Planning at the Town of Milton should be contacted. Halton Region to initiate contact. The Town noted that a remnant property analysis should be considered in detailed design to confirm property requirements and determine possible outcomes for remnant properties. Halton Region Realty has been looking at this and it is likely that remnant parcels are to be small. It was noted that the Milton Banquet & Conference Centre is within the floodplain, so cannot be (re)developed. The Project Team understand that [REDACTED] lands, located north of existing Steeles Avenue, have various unapproved /draft concept plans including drainage design concepts. The Steeles Avenue design does not preclude/affect any work north of Steeles Avenue. It was noted that CH has indicated a preference to remove the existing watercourse crossings on existing Steeles Avenue. Halton Region noted that the future of the Sixteen Mile Creek bridge is to be discussed with Town, as 'old' Steeles Avenue will be downloaded to the Town. The Region's preference would be to cul-de-sac existing Steeles Avenue just west of the bridge. It was noted that, through the MCEA engagement program, local residents have asked if sidewalks will be upgraded and cycling facilities provided on the remaining portion of 'old' Steeles Avenue. Town staff indicated that these options will need to be considered by senior Town staff. 	Halton Region
7.0	NEXT STEPS	
7.1	<p>Next steps in technical work includes the following:</p> <ul style="list-style-type: none"> Permission to Enter for technical field investigations Geotechnical investigations Tree inventory <p>Next steps in the EA process and stakeholder engagement include:</p> <ul style="list-style-type: none"> Individual property owner meetings (Fall 2020) Technical Agency Committee (TAC) Meeting # 2 (Fall 2020) Virtual Public Information Center #2 (Fall 2020) ESR to be prepared (Fall/Winter 2020/2021) ESR Filing (Winter 2021) <p><i>[Post meeting notes: TAC Meeting #2 will be held on September 30, 2020; an invitation has been sent to Milton staff.]</i></p>	



MEETING NOTES

JOB TITLE	Halton Region - Steeles Avenue Municipal Class EA Study from Tremaine Road to Industrial Drive	
PROJECT NUMBER	WO 17M-00979-00	
DATE	September 8, 2017	
TIME	3:00 pm to 4:00 pm	
VENUE	Conservation Halton Office – 2596 Britannia Road West	
SUBJECT	Conservation Halton and Niagara Escarpment Commission Meeting #1	
PRESENT	Paul Bond Holly Anderson Tawnia Martel Kim Peters Melissa Green-Battiston Walter Scattolon Richard Clark Jason Elliott Stirling Todd Neil Ahmed Katherine Jim Heather Drost	Conservation Halton Conservation Halton Conservation Halton Niagara Escarpment Commission Halton Region Halton Region Halton Region Halton Region Halton Region WSP WSP WSP
DISTRIBUTION	All Attendees, J. Reid	

ITEMS MEETING DETAILS

ACTION

1.0	INTRODUCTIONS	
1.1	Those at the meeting were introduced.	
1.2	Halton Region is undertaking a Class EA Study for transportation corridor improvements on Steeles Avenue between Tremaine Road and Industrial Drive. The purpose of the meeting is to provide Conservation Halton (CH) and Niagara Escarpment Commission (NEC) with an overview of the EA Study and natural environment work completed to date, as well as to discuss any key issues identified by CH and NEC.	
1.3	Using a PowerPoint presentation handout (attached), the Project Team reviewed the following points in the meeting minutes.	
2.0	STEELES AVENUE EA BACKGROUND AND STUDY STATUS	
2.1	Within the Study Area, land uses along Steeles Avenue are generally rural with some established residential development along Peru Road. There is an at-grade crossing with CP railway on Steeles	

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	Avenue west of Peru Road. West of the CP railway, lands are under Niagara Escarpment and Greenbelt area designation.	
2.2	The proposed improvements on Steeles Avenue between Tremaine Road and Industrial Drive were identified in the Halton Region Transportation Master Plan (TMP 2011). Once the extension of Tremaine Road and new interchange of Highway 401 / Tremaine Road are opened, there will be a change in traffic patterns. Improvements identified through this MCEA Study will tie into the Tremaine Road roundabout and the widened Steeles Avenue (currently under construction) east of Industrial Drive (including intersection).	
2.3	The Notice of Study Commencement was issued in May 2017. CH and NEC would have received a copy of the notice. PIC 1 is tentatively planned to be held in winter 2017/2018, and PIC 2 is tentatively planned to be held in spring 2018.	
2.4	Relevant background documents include Halton Region TMP (2011), Halton Region Official Plan (ROPA 38), and Halton Region Active Transportation Master Plan (2015). The study area is also located within the Town of Milton Sherwood Secondary Plan (2008). The Secondary Plan shows the potential realignment of Steeles Avenue to the south between Tremaine Road and Industrial Drive.	
2.5	There was some discussion about the existing conditions of the study area:	
	<ul style="list-style-type: none"> Town of Milton is planning a park in the northeast quadrant of Tremaine Road / Steeles Avenue, which is designated under Niagara Escarpment Plan and therefore would require NEC approval. The Town's currently going through the application with NEC. Usage of the park includes soccer fields, passive uses, etc. CH advised that as part of the Tremaine Road extension and interchange project, overall compensation for ecological benefits are to be located within the Town of Milton property south of Steeles Avenue, west of CP railway. CH added that overall compensation should be considered as part of an EA Study. CH indicated that during the Sherwood Survey Secondary Plan review, they were not supportive of the proposed realignment of Steeles Avenue. NEC advised that under the new NEC Plan (2017), similar to the previous NEC plan, infrastructure shall avoid Escarpment Natural Areas, unless the project has been deemed necessary to the public interest after all other alternatives have been considered. 	
3.0	NATURAL ENVIRONMENT REVIEW	
3.1	The Study Area is largely dominated by NEC lands (west of CP railway). The Project Team has carried out extensive background review and field work completed in summer of 2017. There will be ongoing consultation with CH and NEC as the study progresses. A 1-page summary handout was distributed at the meeting.	
3.2	<p>Policy Designated Areas:</p> <ul style="list-style-type: none"> Lands Regulated by Conservation Halton 'Key (Natural Heritage) Features' and 'Prime Agricultural Areas in Natural Heritage System' lands under Halton Region Official Plan (2015); 'Escarpment Rural Area' and 'Escarpment Protection Area' under Niagara Escarpment Plan (2017) 'Protected Countryside' lands under Greenbelt Plan (2017) 	
3.3	<p>Key Features:</p> <ul style="list-style-type: none"> Sixteen Mile Creek and associated tributaries Contributing Habitat for Species At Risk 	
3.4	Sixteen Mile Creek and its wooded riparian corridor is the most prominent natural feature within the study area and is a sensitive, high constraint, coldwater stream. In the vicinity of the Steeles Ave crossing, the watercourse supports coldwater species including Rainbow Trout, Brown Trout and Mottled Sculpin, as well as a variety of other sportfish and baitfish species.	
3.5	Within the Steeles Avenue right-of-way, initial fieldwork indicates most of the remaining non-wetland habitat consists of low quality habitats, including cultural meadow, residential areas (including	

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	manicured lawns) and agricultural fields. Field investigations within the greater study area are ongoing.	
3.6	MNRF have indicated that Sixteen Mile Creek and the two tributaries within the study area are considered 'Contributing Habitat for Redside Dace', which is a protected species listed as Endangered under the Endangered Species Act (ESA) in Ontario and Endangered under the Species at Risk Act in Canada (SARA).	
3.7	MNRF also indicated the following SAR records have been recorded in the area and that eight other terrestrial species have potential to occur: Barn Swallow, Bridle Shiner, Snapping Turtle, and Wood Thrush.	
3.8	The Natural Heritage Information Centre (NHIC) database has also identified Butternut as being present in the general area. This species was not observed in the Steeles Avenue right-of-way during initial fieldwork nor was any other vascular plant SAR.	
3.9	Initial fieldwork has identified two Barn Swallow nests in the vicinity of the Tributary NW-1-E of Sixteen Mile Creek crossing. Barn Swallow were also observed foraging in adjacent fields.	
3.10	Next steps for ecology work include: <ul style="list-style-type: none"> • Policy and other background information review (Species at Risk & Significant Wildlife Habitat) and additional field visits • All available information summarized into tables by appropriate feature identifier • Natural heritage constraints and key issues summary • Provide Natural Environment input into assessment and evaluation of design alternatives • Impact identification and mitigation recommendations for preferred improvements 	
4.0	NEXT STEPS	
4.1	The Project Team will develop improvement alternatives on Steeles Avenue based on: existing and future land uses and potential property impacts, policy areas – Niagara Escarpment Plan and Greenbelt, natural environment features (e.g. Sixteen Mile Creek and associate tributary crossing), geometric requirements, provisions for all modes of transportation, consistent with planning documents, and input from technical agencies.	
4.2	Widening of Steeles Avenue may include: improvements along existing Steeles Avenue corridor (e.g. widen along current centreline, widen to the north only, widen to the south only, or combination), or new alignment of Steeles Avenue.	
4.3	The Project Team contacted CP and were provided with the number of trains per day crossing Steeles Avenue. The Exposure Index (EI) is calculated based on the multiplication between the annual daily traffic and the number of trains and a grade separation (between road and railway) is warranted if EI = 200,000 or greater. In the case of Steeles Avenue, the EI exceeds 200,000 under future 2031 traffic conditions. Therefore, a grade separation is warranted.	
5.0	OTHER BUSINESS	
5.1	CH advised that when meeting with the Town of Milton, their Park and Facility Planning Manager, Roberta Sager, should also be invited.	
5.2	Halton Region ecology staff advised their input is similar to that expressed by CH.	



MEETING NOTES

JOB TITLE	Halton Region - Steeles Avenue Municipal Class EA Study from Tremaine Road to Industrial Drive	
PROJECT NUMBER	WO 17M-00979-00	
DATE	July 5, 2019	
TIME	9:30 am to 11:30 am	
VENUE	Conservation Halton Office – 2596 Britannia Road West	
SUBJECT	Conservation Halton, Ministry of Environment, Conservation and Parks & Niagara Escarpment Commission Meeting #2	
PRESENT	Matt Howatt Holly Anderson Tawnia Martel Kate Sapozhnikova Aurora McAllister Kim Peters Melissa Green-Battiston Ann Larkin Jeffrey Reid Richard Clark Jim Dowell Katherine Jim Gillie Thompson Alden Drost Madhav Baral	Conservation Halton Conservation Halton Conservation Halton Conservation Halton Ministry of Environment, Conservation and Parks Niagara Escarpment Commission Halton Region Halton Region Halton Region Halton Region WSP WSP WSP WSP WSP
DISTRIBUTION	All Attendees	
ATTACHMENTS	Presentation, Ecology Notes and Maps	

ITEMS MEETING DETAILS

ACTION

1.0	INTRODUCTIONS AND OVERVIEW OF CLASS EA STUDY	
1.1	Meeting attendees introduced themselves.	
1.2	Halton Region provided an introduction to the meeting: <ul style="list-style-type: none">— Halton Region is undertaking a Class EA Study for transportation corridor improvements on Steeles Avenue between Tremaine Road and Industrial Drive.— A meeting was convened with Conservation Halton (CH) and Niagara Escarpment Commission (NEC) in September 2017 to provide an overview of the EA Study and	

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ACTION

	<p>natural environment work completed to date, as well as to discuss key issues identified by CH and NEC. Following that meeting, CH provided feedback including comments about the corridor/alignment of the future Steeles Avenue.</p> <ul style="list-style-type: none"> – From late 2017 until mid-2019, the project has been on hold. – The purpose of today's meeting is to reintroduce the project and to discuss the Project Team's current approach to considering planning and design alternatives. 	
1.3	<p>Jim Dowell provided an overview of the presentation and how the members of the Project Team will cover respective sections of the presentation. Using the PowerPoint presentation handout (attached), the Project Team reviewed the following points in the meeting minutes.</p>	
1.4	<p>Study Area Overview - Please refer to Slide 3 of the presentation (attached).</p> <ul style="list-style-type: none"> – The project limits are relatively short however, the study area has numerous competing interests, constraints and issues that will have to be considered in the EA study including: existing hamlet of Peru and associated community and cultural heritage factors; existing businesses along Steeles Avenue; natural environmental features; drainage patterns and deficiencies; Niagara Escarpment Plan and policies; approved population and employment growth guided by the Sherwood Secondary Plan; existing at-grade CP Rail crossing. – The Project Team will be looking at how best to balance potential impacts and trade-offs. 	
2.0	STUDY PROCESS AND SCHEDULE	
2.1	<p>The study process (presentation Slide 4) was reviewed. The Region is following the Schedule C Municipal Class EA process which involves 4 phases of work as outlined in the presentation.</p>	
2.2	<p>The study commenced in 2017 and has been on hold through 2018. The study has now restarted. Tentative timeframes for moving forward were discussed, including:</p> <ul style="list-style-type: none"> – Technical Agency Meeting 1 and Public Information Centre 1 - Fall 2019 – Technical Agency Meeting 2 and Public Information Centre 2 - Winter 2020 – Finalize ESR and public review period - Fall 2020 	
3.0	BACKGROUND INFORMATION AND EXISTING CONDITIONS	
3.1	<p>Background - Transportation: Please refer to Slide 6 of the presentation (attached).</p> <ul style="list-style-type: none"> – The proposed improvements on Steeles Avenue between Tremaine Road and Industrial Drive were identified in the Halton Region Transportation Master Plan (TMP 2011). – Once the extension of Tremaine Road and new interchange of Highway 401 / Tremaine Road are opened, there will be a change in traffic patterns. Improvements identified through this MCEA Study will tie into the Tremaine Road roundabout and the widened Steeles Avenue (currently under construction) east of Industrial Drive (including intersection). – Steeles Avenue is now 4 lanes, east of Industrial Drive. Therefore, the current study area is the 'missing link' in completing the 4 lane east-west road network to Tremaine Road. 	
3.2	<p>Existing Conditions Overview (refer to overview map on Slide 7):</p> <ul style="list-style-type: none"> – Many factors and considerations within the small study area <p>Land Use (Slides 8 and 9):</p> <ul style="list-style-type: none"> – Existing land use characterized by: urban area east of Peru Road including residential area, industrial development and other businesses along Steeles Avenue – Planned future development per the Secondary Plan – Agricultural lands south of Steeles Avenue – NEP lands west of CP Rail line and south of Steeles Avenue – Natural heritage system components and natural features 	
3.3	Cultural Heritage:	

MEETING NOTES

ITEMS MEETING DETAILS

ACTION

	<ul style="list-style-type: none"> — A Stage 1 Archaeological Assessment is being conducted as part of the Class EA study. As would be expected, areas of archeological potential are associated with previously undisturbed areas in proximity to watercourses. — An assessment of built cultural heritage and cultural heritage landscape resources is being completed as part of the Class EA. There are no properties 'designated' under the Ontario Heritage Act present within the study area. However, there are 12 properties listed on the Town of Milton's Heritage Register. 	
3.4	<p>Natural Environment (Refer to Slides 11 to 13 in handout – attached):</p> <ul style="list-style-type: none"> — Policy Designated Areas: Lands Regulated by Conservation Halton; 'Key (Natural Heritage) Features' and 'Prime Agricultural Areas in Natural Heritage System' lands under Halton Region Official Plan (2015); 'Escarpment Rural Area' and 'Escarpment Protection Area' under Niagara Escarpment Plan (2017); 'Protected Countryside' lands under Greenbelt Plan (2017) — Key Features: Sixteen Mile Creek and associated tributaries — Sixteen Mile Creek and its wooded riparian corridor is the most prominent natural feature within the study area and is a sensitive, high constraint, coldwater stream. In the vicinity of the Steeles Ave crossing, the watercourse supports coldwater species. — Within the Steeles Avenue right-of-way, initial fieldwork indicates most of the remaining non-wetland habitat consists of low quality habitats, including cultural meadow, residential areas (including manicured lawns) and agricultural fields. — Sixteen Mile Creek and the two tributaries within the study area are considered 'Contributing Habitat for Redside Dace', which is a protected species listed as Endangered under the Endangered Species Act (ESA) in Ontario and Endangered under the Species at Risk Act in Canada (SARA) — SAR records were reviewed per handout. 	
3.5	<p>Drainage (refer to Slides 14 and 15 in handout – attached):</p> <ul style="list-style-type: none"> — Overview of existing conditions at culverts and Sixteen Mile Creek Bridge — Identification of overtopping conditions on existing Steeles Avenue 	
3.6	<p>Existing Conditions Discussion:</p> <ul style="list-style-type: none"> — CH noted that it appears to be another structure on an abandoned access lane. This is noted for existing conditions only and does not require any change to the model. This potentially adds to complications in the area and may need to be addressed or factored into design. CH (Holly) provided a photograph of the area for illustrative purposes. — It was noted that surface water features have been realigned on the north side of Steeles, west of the CP Rail line. WSP will update existing conditions mapping to reflect current drainage pattern including tributary realignment. — The Project Team noted that a separate meeting with CH will be convened in future to review specific drainage related aspects including design criteria and detailed review of analysis. 	<p>Project Team</p> <p>Project Team</p>
3.7	<p>Existing and Future Traffic Conditions (refer to Slide 16 and 17 in handout – attached):</p> <ul style="list-style-type: none"> — Reviewed existing conditions and future needs — Grade separation at CP Rail line is warranted for 2031 — Currently no provision for pedestrians. Need to address this deficiency in a way that is consistent with Region Active Transportation policies. — Analysis of future conditions confirms that road capacity will be exceeded by 2031, leading to the recommendation for a 4-lane arterial road. 	
4.0	ALTERNATIVE SOLUTIONS	
4.1	<p>Problems and Opportunities:</p> <p>Based on the review of plans/policies and existing conditions, the Project Team has identified key Problems and Opportunities (Slide 18):</p>	

MEETING NOTES

ITEMS	MEETING DETAILS	ACTION
	<ul style="list-style-type: none"> – Approved community growth within the Secondary Plan areas and future linkage to Highway 401 via the Tremaine Road extension are expected to change traffic patterns and demand on Steeles Avenue resulting in traffic delays during peak periods by 2031. – Improvements are required in order to support planned growth and meet travel demand. – A grade separation is warranted at the CP Rail line by 2031. – Improvements will include provision for all modes of travel. 	
4.2	<p>Alternative Solutions:</p> <ul style="list-style-type: none"> – A number of Alternative Solutions (i.e. planning alternatives) have been considered to address problems and opportunities – details are presented on Slide 19 – Two alternatives (Do Nothing and Limit Development) are not carried forward as they do not address the Problems and Opportunities and are not consistent with approved plans (Secondary Plans) – Three alternatives are already being implemented through other region initiatives on a broader scale (Improve Other Roadways, Transportation Demand Management and Improve Transit and Other Modes) – Two alternatives are recommended to address the needs on Steeles Avenue (Operational Improvements and Improvements to Steeles Avenue) – It is noted that these improvements will include AT facilities to contribute to the broader implementation of the cycling network i.e. implementation of broader network is realized through individual projects such as the Steeles Avenue Class EA 	
4.3	<p>Design Considerations (Slide 20):</p> <ul style="list-style-type: none"> – Based on our review of existing conditions, a number of specific design considerations are identified. These represent a combination of key constraints, design challenges and environmental sensitivities that will be factored into the generation and evaluation of design alternatives. (Phase 3 of the EA process). 	
4.4	<p>Design Alternatives (Slide 21):</p> <ul style="list-style-type: none"> – Design Alternatives (Slide 21) will be considered as a series of design components or steps to allow for traceability. Although this graphic depicts a step-wise progression, the process is iterative and flexible. For example, the location of the road corridor may influence other design factors such as the grade separation – some corridor concepts (to be discussed on Slide 23) may limit the feasibility of an overpass or underpass. 	
4.5	<p>Proposed Typical Cross-Section (Slide 22):</p> <ul style="list-style-type: none"> – Per the Halton Region TMP and Official Plan, the road right-of-way for future Steeles Avenue is identified as 35m – This includes two 3.5 m travel lanes in each direction, 1.8 m on-road bike lane and 3.0 m multi-use path in both directions. 	
4.6	<p>Road Corridor Concept Alternatives (Slide 23):</p> <ul style="list-style-type: none"> – Based on CH feedback in 2017, the Project Team ‘stepped back’ to consider other ‘corridors’ for the future Steeles Avenue. The Secondary Plan envisioned a southerly corridor for Steeles Avenue and this has been carried forward into the Class EA study for consideration along with two other concepts – existing and north. – The Project Team led the group through a high-level discussion of the corridor concept advantages/disadvantages. This is summarized below. Please note, these aspects are for early discussion purposes only. – Concept 1 – Existing: <ul style="list-style-type: none"> ○ Minimizes new infrastructure within the Niagara Escarpment Protection Area. 'However, not consistent with ‘vision’ of Secondary Plan. ○ Involves encroachment into the wetland to the north, encroachment into natural communities to the south – extent of encroachment footprint depends on type of grade separation (Overpass will involve substantial fill / footprint). ○ The existing SMC Tributary crossings of Steeles and CP Rail are located close together and in the area of the future grade separation. Underpass would require 	

ITEMS	MEETING DETAILS	ACTION
	<p>lengthy realignment of the SMC Tributary and possible permanent pumping station. Given overtopping condition along Steeles, may need to consider raising road elevation which will introduce additional impacts in community (i.e. footprint and grading) – also comes into play at Sixteen Mile Creek Bridge where there may be a requirement for additional freeboard under new structure. Working with the existing road may limit ability to deal with some of the existing drainage issues (i.e. we can only do ‘so much’ with existing road).</p> <ul style="list-style-type: none"> ○ Encroachment into all properties along Steeles Avenue through community of Peru. Likely to result in removal of some homes, including listed heritage properties. Additional community impacts resulting from design adjustments at the intersection of Peru Road i.e. intersection likely to be relocated with an overpass. ○ Traffic staging is complex with anticipated long periods of road closure at the grade separation. <p>— Concept 2: South</p> <ul style="list-style-type: none"> ○ Introduces new infrastructure within the Niagara Escarpment Protection and Rural Area, however, likely a better opportunity to minimize visual intrusion through the construction of an underpass at CP rail line. Consistent with previous planning (Secondary Plan). ○ Involves new crossings into natural communities however, crossings tend to be at discreet locations where the road alignment and crossing location may be better planned to minimize footprint. Greenfield build offers better opportunity to accommodate wildlife passage at crossings, as necessary i.e. likely more flexibility in setting road elevation/profile along entire alignment. ○ Better opportunity to set road profile/elevation and design crossings that better accommodate flood flows. ○ Will result in removal of prime agricultural lands (Class 1,2,3). Consideration may be given to farm field access for heavy equipment and presence of tile drain system. ○ Likely far fewer technical constraints in grade separation design, underpass is likely to be more feasible. This will assist in minimizing visual intrusion for Niagara Escarpment Plan areas. ○ Least impacts to Peru and associated listed heritage properties. Opportunity to improve community character once arterial road is located away from hamlet. Impacts to properties will tend not to result in removal of homes/businesses (i.e. better opportunity to manage impacts). ○ Less impacts during construction since construction is in greenfield and way from Peru. <p>— Concept 3 - North</p> <ul style="list-style-type: none"> ○ Minimizes new infrastructure within the Niagara Escarpment Protection Area (infrastructure is not precluded by NEP). However, not consistent with previous planning (Secondary Plan) which has planned other infrastructure in this area (SWM, community park). ○ Removes a large portion of wetland and associated habitat. ○ Overpass grade separation option involves substantial fill in floodplain that may be not be feasible to mitigation (or carry significant costs). ○ Possibility of an underpass may be precluded by groundwater conditions or require permanent groundwater pumping (with all associated issues) and would require lengthy realignment of the Sixteen Mile Creek tributary. ○ Substantial impact to historic community of Peru, including removal of several listed heritage properties and removal of a portion of the community, with additional community impacts resulting from associated realignment and new intersections of Peru and ‘Old’ Steeles Avenue. ○ Likely removal (or substantial reduction in property) to businesses on north side of Steeles, east of Peru Road. 	
4.7	Corridor Concepts Discussion:	

MEETING NOTES

ITEMS	MEETING DETAILS	ACTION
	<ul style="list-style-type: none"> — NEC noted that the Town of Milton park proposed north of Steeles Avenue, west of CP Rail would likely be impacted by the north corridor concept. It was also noted that the park includes approved compensation for ecological benefits. As such, any impacts to the park area, as a result of Steeles Avenue Class EA, would have to address the previously negotiated compensation plan. CH added that overall compensation should be considered as part of the EA Study. — NEC noted a strong preference for an underpass at the CP Rail grade separation. This would be consistent with NEP principles and policies around protection of viewscape. — NEC noted that Town of Milton lands “Escarpment View” may be an option for compensation that may be required for the Steeles Avenue project. — The Project Team noted that decisions around where / how existing Steeles Avenue may be terminated in a cul-de-sac have yet to be made. Access to residents and businesses on Steeles Avenue, east of the rail line, will continue to be provided. — CH asked about the feasibility of having the planned multi-use path / bike lanes on “old” Steeles Avenue rather than in the new corridor. The Region prefers to keep the multi-modal travel opportunities on the major arterial with the planned grade-separated rail crossing. — Halton region noted that decisions regarding Culverts C1 and C2 (i.e. including possible removal of C1) will come in future project steps, pending decisions made regarding road corridor, alignment, grade separation and further hydrotechnical analysis. — It was recommended that the Project Team refer to the Milton Heights background documents for possible additional information/context for the wetlands north of Steeles Avenue. The Project Team agreed that the SIS will be appropriately referenced in the evaluation process to ensure a complete understanding of the level of constraint these of features. 	Project Team
4.8	<p>Factors for Analysis and Evaluation (Slide 24):</p> <ul style="list-style-type: none"> — The Project Team has identified key factors that will be considered in the evaluation of design alternatives. The list is comprehensive to capture all of the interests and complexities in the study area. — Attendees are invited to review the list and provide feedback on any aspects that may be missing. 	All
5.0	NEXT STEPS	
5.1	CH staff will provide initial feedback on the meeting discussion.	CH
5.2	Project Team will assess and evaluate the three corridor alternatives and will reconvene with this group to review the results. Tentative timing for this meeting is August 2019.	Project Team
6.0	OTHER BUSINESS	
6.1	CH staff advised that American Eel (Endangered) had recently been found at Kelso Dam (4 adults observed). The Project Team will add this information to the existing conditions database. MECP noted that based on the observation, Sixteen Mile Creek is considered Occupied Habitat. This will be factored into MECP’s future review of design alternatives.	Project Team
6.2	Halton Region confirmed that they will be meeting with the Town of Milton in the near future.	



MEETING MINUTES

JOB TITLE	Halton Region - Steeles Avenue Municipal Class EA Study from Tremaine Road to Industrial Drive	
PROJECT NUMBER	WO 17M-00979-00	
DATE	January 17, 2022	
TIME	1:30 pm to 2:10 pm	
VENUE	Virtual - Microsoft Teams Meeting	
SUBJECT	Meeting with Conservation Halton	
PRESENT	Ben Davis Tawnia Martel Joseph Asztalos Matt Howat Melissa Green-Battiston Ann Larkin Jessica Dorgo Rhonda George-Hiebert Catherine Gentile Talal Antar Bryan Orendorff Dwayne West	Conservation Halton Conservation Halton Conservation Halton Conservation Halton Halton Region Halton Region Halton Region WSP WSP WSP WSP WSP
DISTRIBUTION	All Attendees	
ATTACHMENTS	Meeting Presentation	

ITEMS	MEETING DETAILS	ACTION
1.0	INTRODUCTION	
1.1	<p>The purpose of this meeting is to continue the discussion with Conservation Halton on the preliminary hydraulic analysis completed and to discuss Conservation Halton's comments on the materials presented on November 26, 2021.</p> <p>Halton Region and WSP noted that since the last meeting, the presentation has been revised to add the CP underpass to the summary tables. The revised presentation was distributed to Conservation Halton on December 7, 2021, for their review and comment.</p>	

MEETING NOTES

ITEMS	MEETING DETAILS	ACTION
2.0	COMMENTS FROM CONSERVATION HALTON	
2.1	<p>Conservation Halton indicated that the revised presentation has been reviewed. Conservation Halton will distribute the comments to Halton Region and WSP via email.</p> <p><i>[Post-Meeting Note: Conservation Halton distributed the comments to WSP.]</i></p>	Conservation Halton
2.2	<p>Comment 1: Are the flow rates used in the hydraulic model the most up to date?</p> <p>WSP confirmed that the hydraulic model was modelled with the most current flow rates.</p>	
2.3	<p>Comment 2: Are the stormwater management ponds located within the floodplain? If so, an alternative location should be identified for consideration during detailed design.</p> <p>WSP confirmed that the proposed SWM pond is located within the floodplain. Due to tailwater analysis and receiving creek analysis, Conservation Halton requests that additional analysis be completed to ensure that water does not flow back into the proposed stormwater management ponds during the Regional storm. Though the additional analysis can be completed at the detailed design stage, WSP will investigate and propose a secondary SWM Pond location in the event that the detailed design is unable to accommodate the proposed location of the pond.</p>	WSP
2.4	<p>Comment 3: Conservation Halton noted the enhanced level of water quality control, as well as the roadside ditches and swales are to be designed to provide conveyance and treatment of flows.</p> <p>Per Conservation Halton request, WSP will revise text in the Stormwater Management report and ESR to ensure enhanced level of water quality control is provided for all road catchment areas.</p>	WSP
3.0	DISCUSSION	
3.1	<p>The improvements associated with the preliminary preferred design can accommodate the 100-year storm (without improvements to the CN culverts).</p> <p>The Regional storm event has been reviewed through the preliminary drainage analysis as documented in the presentation.</p> <p>Any potential improvements to the CN culverts would be implemented though other capital improvements in the area. CH acknowledged that the CN culvert improvements may be beyond the scope of this MCEA study and that this potential scope may align better with the other capital improvement in the area associated with the CN Rail structure.</p> <p>Prior to permitting and construction, Halton Region will holistically review the approach for implementation for all projects in the area.</p>	
4.0	STUDY UPDATE AND NEXT STEPS	
4.1	<p>Conservation Halton indicated that the Town of Milton latest HEC-RAS model has been distributed to Halton Region and WSP, which will form the basis for the new analysis. WSP will submit the new drainage analysis as part of the draft ESR. WSP</p>	Conservation Halton WSP

MEETING NOTES

ITEMS	MEETING DETAILS	ACTION
	will submit the analysis using the HEC-RAS model prior to the ESR so that Conservation Halton can determine how the structures are coded.	
4.2	Conservation Halton will provide their summary of comments to Halton Region and WSP by January 21, 2022. These comments will include SWM Pond guidelines. <i>[Post-Meeting Note: Conservation Halton distributed the summary of comments and guidelines to WSP. A comment-response table is attached.]</i>	Conservation Halton
4.3	Halton Region will meet internally to refine the schedule and determine whether additional meetings may be required.	Halton Region
5.0	OTHER BUSINESS	
5.1	No other business was discussed.	

Attachment

Comments from Conservation Halton (CH) and WSP Response

Item	Comment from CH	Response from WSP	Proposed Draft Wording for Report
1	The flow rates found within the previously distributed Urban Milton FPM hydraulic model may be used for analysis of Steeles Avenue.	<p>This was reviewed and confirming that the flow rates from the latest model have been incorporated in the analysis.</p> <p>Flows used can be found in HEC-RAS outputs Appendices C and D of Report.</p> <p>16 Mile Creek</p> <ul style="list-style-type: none"> • 2 year – 10.80 m³/s • 5 year – 22.49 m³/s • 10 year – 31.56 m³/s • 25 year – 45.27 m³/s • 50 year – 56.76 m³/s • 100 year – 67.05 m³/s • Regional – 243.04 m³/s <p>Tributary NW1-E</p> <ul style="list-style-type: none"> • 2 year – 1.99 m³/s • 5 year – 3.53 m³/s • 10 year – 4.67 m³/s • 25 year – 6.22 m³/s • 50 year – 7.41 m³/s • 100 year – 8.62 m³/s • Regional – 14.90 m³/s 	<p>4.2 Cross-sections and Model Updates</p> <p><u>Sixteen Mile Creek</u></p> <p>The existing Sixteen Mile Creek HEC-RAS hydraulic model, received in June 2021 has been updated with the following:</p> <ul style="list-style-type: none"> – Three new creek sections, in order to model the new Steeles Avenue crossing (Section 2166, Section 2126 and Section 2072). – The left overbank portion of Section 2204 has been revised with a new section alignment. – CNR Culverts characteristics have been updated based on the survey information received from CNR and presented below: Twin CSP Culvert with Diameter 4.42 m. <ul style="list-style-type: none"> – Culvert 1: Length 73.2 m, U/S Invert = 197.248; D/S Invert: 197.137 – Culvert 2: Length 72.2 m, U/S Invert = 197.373; D/S Invert: 197.188 – Bronte Street Bridge, currently under construction has been coded in the model based on the new bridge, due to its impact on the CNR crossing. It has been modelled as a 19.6 m clear span bridge as per detail design drawings. – It should be noted that the updated model received in June 2021 included new flows that have been incorporated in the analysis. <p>In the HEC-RAS model, the creek cross-section runs from left to right looking downstream.</p>

MEETING NOTES

Item	Comment from CH	Response from WSP	Proposed Draft Wording for Report
2	<p>Stormwater Management (SWM) Ponds should normally be located outside of the Regional Storm floodplain. If SWM ponds are located within the Regional floodplain additional analysis will be required in order to support their location. Review Policy 2.24.5.1 of CH Policies and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning Policy Document April 27, 2006 (last amended November 26, 2020) for required technical justifications as well as CH Stormwater Management Guidelines, dated November 2021. Both of these documents have been attached.</p>	<p>Alternative options for the stormwater management identified and summarized in Section 5.2 of report.</p>	<p>Within the vicinity of the proposed pond, the water surface elevation levels are 214.27m for the Regional storm event. Given that the pond bottom elevation is set at 212.00m, it is expected that an appropriate backflow prevention measure is designed and implemented during the detailed design phase. The design can potentially consider a flap gate to allow discharges, but when water levels on the face side rise above the invert during the Regional storm event, the flap closes to prevent backflow. This will prevent the rising waters from entering the system and protect the pond from potential flooding. Additionally, as currently designed, the pond holds back 95% of the rainfall event, a relative minor size increase during detail design would allow it to potentially hold back the entire rainfall event if required to do so under surcharge conditions. Therefore, an alternative solution would be to increase the footprint of the proposed pond by 10 to 20% to achieve extra storage or even replace it with an underground storage facility.</p>
3	<p>Please confirm if the flow rates from the Urban Milton FPM hydraulic model were used in the preliminary assessment. It's noted that Slide 9 mentions the new model being used, however the subsequent</p>	<p>Please see response to comment 1 above.</p>	

MEETING NOTES

Item	Comment from CH	Response from WSP	Proposed Draft Wording for Report
	tables show old flow rates (e.g. Slide 12).		
4	Ensure enhanced level of water quality control is provided for all road catchment areas.	Text revised to ensure enhanced level of water quality control is provided for all road catchment areas. Refer to Section 5.1 of report.	5.1 Approach <p>The proposed improvements of Steeles Avenue will result in an increase of impervious areas compared to the existing conditions. Under current conditions, there are no SWM facilities in place for quality and quantity controls of the roadway runoff. Under proposed conditions, improvements to quality and quantity controls will be achieved by directing some of the roadway areas to a proposed dry pond and an underground pipe storage facility to provide peak flow control. Enhanced level of quality treatment of the roadway will be provided for all catchments by using OGSs, enhanced grassed swales, and LIDs where feasible.</p>
5	Ensure roadside ditches/swales are designed to provide conveyance and treatment for flows.	Comment addressed and included in Section 5.1 of Report.	5.1 Approach <p>The proposed improvements of Steeles Avenue will result in an increase of impervious areas compared to the existing conditions. Under current conditions, there are no SWM facilities in place for quality and quantity controls of the roadway runoff. Under proposed conditions, improvements to quality and quantity controls will be achieved by directing some of the roadway areas to a proposed dry pond and an underground pipe storage facility to provide peak flow control. Enhanced level of quality treatment of the roadway will be provided for all catchments by using OGSs, enhanced grassed swales, and LIDs where feasible.</p>



MEETING MINUTES

JOB TITLE	Halton Region - Steeles Avenue Municipal Class EA Study from Tremaine Road to Industrial Drive	
PROJECT NUMBER	WO 17M-00979-00	
DATE	November 30, 2021	
TIME	10:00 am to 11:00 am	
VENUE	Virtual - Microsoft Teams Meeting	
SUBJECT	Meeting with Conservation Halton	
PRESENT	Ben Davis Tawnia Martel Joseph Asztalos Melissa Green-Battiston Ann Larkin Jessica Dorgo Rhonda George-Hiebert Talal Antar Bryan Orendorff Dwayne West Olivia Falcone	Conservation Halton Conservation Halton Conservation Halton Halton Region Halton Region Halton Region WSP WSP WSP WSP WSP
DISTRIBUTION	All Attendees	
ATTACHMENTS	Meeting Presentation	

ITEMS	MEETING DETAILS	ACTION
1.0	INTRODUCTIONS	
1.1	Halton Region, WSP and Conservation Halton each introduced the project team for this MCEA study.	
1.2	<p>The purpose of this meeting is to update Conservation Halton on the preliminary hydraulic analysis completed since the last meeting and discuss the results. The meeting was facilitated with a presentation.</p> <p>[Post Meeting Note: A revised presentation was distributed to include the CP Underpass in the analysis summary tables. A copy of the revised presentation is attached].</p>	

MEETING NOTES

ITEMS	MEETING DETAILS	ACTION
2.0	STATUS OF CLASS EA STUDY	
2.1	The project team provided an overview of the study including, study area and existing conditions along Steeles Avenue, study process and schedule, overview of PIC #2, typical cross-section and the preliminary preferred alignment as presented at PIC #2. (Refer to Slides 1 to 8).	
2.2	<p>The Study is currently in Phase 4 of the Municipal Class Environmental Assessment (MCEA) process.</p> <p>PIC #2 was held virtually from April 15 to May 17, 2021. PIC #2 presented a summary of PIC #1 including feedback received, road alignment alternatives, preliminary preferred design, typical cross-section and next steps.</p> <p>Filing of the Environmental Study Report (ESR) is tentatively planned for Winter 2022.</p>	
3.0	DESCRIPTION OF HYDRAULIC MODEL	
3.1	The hydraulic modelling for this study was complete using the new HEC-RAS Hydraulic Model of Sixteen Mile Creek received from Conservation Halton in June 2021. The existing hydraulic model of Tributary NW1-E was provided by Conservation Halton on September 5, 2018.	
4.0	EXISTING CONDITIONS	
4.1	<p>The project team reviewed the existing infrastructure and assessment of existing culverts in the study area including Culverts C1, C2, C3, and C4 (Refer to Slides 9 to 11).</p> <p>Culvert C1 is currently overtopping Steeles Avenue as a result of the existing culvert size and backwater caused by culvert C2. Culvert C2 is in poor condition and is overtopping during Regional Storm events.</p>	
4.2	The project team reviewed the existing conditions for the Steeles Avenue structure over the Sixteen Mile Creek, including the flooding conditions. During the 100-year and Regional Storm, the Steeles Avenue structure is overtopped by 0.41 m and 4.64 m, respectively.	
4.3	<p>The project team presented a table to demonstrate the design storm event and flow depth above a crossing at critical locations in the study area for existing conditions (Refer to Slide 13). Critical locations listed the table include:</p> <ul style="list-style-type: none"> - Existing culverts C1 - C4 - Existing culvert for Tributary NW1-E - Existing Steeles Avenue structure - Existing CN structure - Existing Bronte Street structure - Existing CP culverts <p>The CNR crossing culverts have an impact on the upstream water surface elevations by controlling the flows, therefore creating a backwater impact, which is modelled to overtop the existing Steeles Avenue structure over Sixteen Mile Creek under existing conditions.</p>	
5.0	PROPOSED CONDITIONS	

MEETING NOTES

ITEMS	MEETING DETAILS	ACTION
5.1	The project team reviewed the proposed drainage conditions for the study area. Proposed conditions reflect the preliminary preferred design for Steeles Avenue including the realignment and widening (Refer to Slide 15 and 16).	
5.2	The project team presented the improvements modelled as part of the preliminary modelling analysis for proposed conditions (i.e., sizing of culvert and structure, etc.) (Refer to Slide 17).	
5.3	The project team reviewed the stormwater management considerations for the study (See Slide 18).	
5.4	The project team presented a table to demonstrate the design storm event and flow depth above a crossing at critical locations in the study area for proposed conditions (Refer to Slide 19).	
6.0	PROPOSED CONDITIONS WITH IMPROVEMENTS TO CN CULVERTS	
6.1	In addition to modelling the proposed conditions, the project team initiated a preliminary modelling analysis of the downstream CN culverts in response to comments received from Conservation Halton at previous meetings. The preliminary modelling analysis for this scenario assumed a 26.5 m wide opening with a 1.8 m pier in the middle. However, as discussed, it was noted that the constructability of any improvements at the CNR rail crossing is complex and would need to be assessed further.	
6.2	The project team presented a table with the results of the preliminary hydraulic modelling for Proposed Conditions - with Improvements at CN Culverts at key locations in the study area (Refer to Slide 21).	
6.3	<p>A comparison table was presented to compare the results of the preliminary hydraulic modelling for the proposed conditions with and without improvements to the CN culverts (Refer to Slide 24). The following key differences were noted:</p> <p>Without Improvements to CN Culverts</p> <ul style="list-style-type: none"> - CP Underpass overtops by 2.67 m under the Regional Storm, meets 100-year storm [provided in post-meeting update] - New Steeles Avenue bridge overtops by 4.37m under the Regional Storm, meets 100-year storm <p>With Improvements to CN Culverts:</p> <ul style="list-style-type: none"> - CP Underpass meets the Regional and 100-year storm [provided in post-meeting update] - New Steeles Avenue bridge overtops by 1.10 m under the Regional Storm, meets 100-year storm <p>It was noted that the overtopping threshold for emergency vehicles to operate is 0.35m.</p>	
6.4	The floodplain maps of the existing and proposed conditions with improvements to CN culverts were presented (Refer to Slide 25 to 26).	
7.0	DISCUSSION: PROPOSED CONDITIONS	

MEETING NOTES

ITEMS	MEETING DETAILS	ACTION
7.1	The proposed hydraulic performance of Culverts C1 to C6 are not impacted by the CN culvert improvements. The CN culvert improvements affect the Steeles Avenue structure.	
7.2	The project team confirmed that under proposed conditions there would not be any impacts to flooding on private property.	
7.3	<p>The CP underpass was not included in the summary tables on Slides 19, 21 and 24. The Project Team will add this location to the presentation prior to distributing the presentation to CH.</p> <p>[Post Meeting Update: CP underpass was added to the tables on Slides 19, 21 and 24]</p>	Project Team
8.0	DISCUSSION: PROPOSED CONDITIONS WITH IMPROVEMENTS TO CN CULVERTS	
8.1	The proposed improvements at the CN crossing could create a flood-free condition at the proposed CP grade separation, however the Steeles Avenue Bridge continues to overtop the road under the Regional Storm. The Steeles Avenue Bridge meets the 100-year storm with or without improvements to the CN culverts, which is an improvement over existing conditions as the road is not flood free under the 100-year or Regional storm.	
8.2	The team noted that there may be an opportunity to raise the road profile to further reduce flooding however, additional design and modelling is required to confirm. The modelling may show that if the road profile is raised, then the backwater will increase by the same amount.	
9.0	DISCUSSION: GENERAL	
9.1	Conservation Halton requested that the treatment train be incorporated in the ESR, rather than only the OGS.	
9.2	Conservation Halton will review the presented information internally and will provide comments to the Project Team.	Conservation Halton
10.0	NEXT STEPS	
10.1	<p>The project team will send Conservation Halton a copy of the working meeting presentation for review and comments (Post Meeting Note: The presentation was sent to CH on December 7, 2021).</p> <p>Conservation Halton anticipates comments will be provided to the project team early in 2022.</p> <p>The Region will send a meeting request as a place holder for the next working meeting with Conservation Halton for January 2022.</p>	



MEETING MINUTES

JOB TITLE	Halton Region - Steeles Avenue Municipal Class EA Study from Tremaine Road to Industrial Drive	
PROJECT NUMBER	WO 17M-00979-00	
DATE	January 17, 2022	
TIME	1:30 pm to 2:10 pm	
VENUE	Virtual - Microsoft Teams Meeting	
SUBJECT	Meeting with Conservation Halton	
PRESENT	Ben Davis Tawnia Martel Joseph Asztalos Matt Howat Melissa Green-Battiston Ann Larkin Jessica Dorgo Rhonda George-Hiebert Catherine Gentile Talal Antar Bryan Orendorff Dwayne West	Conservation Halton Conservation Halton Conservation Halton Conservation Halton Halton Region Halton Region Halton Region WSP WSP WSP WSP WSP
DISTRIBUTION	All Attendees	
ATTACHMENTS	Meeting Presentation	

ITEMS	MEETING DETAILS	ACTION
1.0	INTRODUCTION	
1.1	<p>The purpose of this meeting is to continue the discussion with Conservation Halton on the preliminary hydraulic analysis completed and to discuss Conservation Halton's comments on the materials presented on November 26, 2021.</p> <p>Halton Region and WSP noted that since the last meeting, the presentation has been revised to add the CP underpass to the summary tables. The revised presentation was distributed to Conservation Halton on December 7, 2021, for their review and comment.</p>	

MEETING NOTES

ITEMS	MEETING DETAILS	ACTION
2.0	COMMENTS FROM CONSERVATION HALTON	
2.1	<p>Conservation Halton indicated that the revised presentation has been reviewed. Conservation Halton will distribute the comments to Halton Region and WSP via email.</p> <p><i>[Post-Meeting Note: Conservation Halton distributed the comments to WSP.]</i></p>	Conservation Halton
2.2	<p>Comment 1: Are the flow rates used in the hydraulic model the most up to date?</p> <p>WSP confirmed that the hydraulic model was modelled with the most current flow rates.</p>	
2.3	<p>Comment 2: Are the stormwater management ponds located within the floodplain? If so, an alternative location should be identified for consideration during detailed design.</p> <p>WSP confirmed that the proposed SWM pond is located within the floodplain. Due to tailwater analysis and receiving creek analysis, Conservation Halton requests that additional analysis be completed to ensure that water does not flow back into the proposed stormwater management ponds during the Regional storm. Though the additional analysis can be completed at the detailed design stage, WSP will investigate and propose a secondary SWM Pond location in the event that the detailed design is unable to accommodate the proposed location of the pond.</p>	WSP
2.4	<p>Comment 3: Conservation Halton noted the enhanced level of water quality control, as well as the roadside ditches and swales are to be designed to provide conveyance and treatment of flows.</p> <p>Per Conservation Halton request, WSP will revise text in the Stormwater Management report and ESR to ensure enhanced level of water quality control is provided for all road catchment areas.</p>	WSP
3.0	DISCUSSION	
3.1	<p>The improvements associated with the preliminary preferred design can accommodate the 100-year storm (without improvements to the CN culverts).</p> <p>The Regional storm event has been reviewed through the preliminary drainage analysis as documented in the presentation.</p> <p>Any potential improvements to the CN culverts would be implemented though other capital improvements in the area. CH acknowledged that the CN culvert improvements may be beyond the scope of this MCEA study and that this potential scope may align better with the other capital improvement in the area associated with the CN Rail structure.</p> <p>Prior to permitting and construction, Halton Region will holistically review the approach for implementation for all projects in the area.</p>	
4.0	STUDY UPDATE AND NEXT STEPS	
4.1	<p>Conservation Halton indicated that the Town of Milton latest HEC-RAS model has been distributed to Halton Region and WSP, which will form the basis for the new analysis. WSP will submit the new drainage analysis as part of the draft ESR. WSP</p>	Conservation Halton WSP

MEETING NOTES

ITEMS	MEETING DETAILS	ACTION
	will submit the analysis using the HEC-RAS model prior to the ESR so that Conservation Halton can determine how the structures are coded.	
4.2	Conservation Halton will provide their summary of comments to Halton Region and WSP by January 21, 2022. These comments will include SWM Pond guidelines. <i>[Post-Meeting Note: Conservation Halton distributed the summary of comments and guidelines to WSP. A comment-response table is attached.]</i>	Conservation Halton
4.3	Halton Region will meet internally to refine the schedule and determine whether additional meetings may be required.	Halton Region
5.0	OTHER BUSINESS	
5.1	No other business was discussed.	

Attachment

Comments from Conservation Halton (CH) and WSP Response

Item	Comment from CH	Response from WSP	Proposed Draft Wording for Report
1	The flow rates found within the previously distributed Urban Milton FPM hydraulic model may be used for analysis of Steeles Avenue.	<p>This was reviewed and confirming that the flow rates from the latest model have been incorporated in the analysis.</p> <p>Flows used can be found in HEC-RAS outputs Appendices C and D of Report.</p> <p>16 Mile Creek</p> <ul style="list-style-type: none"> • 2 year – 10.80 m³/s • 5 year – 22.49 m³/s • 10 year – 31.56 m³/s • 25 year – 45.27 m³/s • 50 year – 56.76 m³/s • 100 year – 67.05 m³/s • Regional – 243.04 m³/s <p>Tributary NW1-E</p> <ul style="list-style-type: none"> • 2 year – 1.99 m³/s • 5 year – 3.53 m³/s • 10 year – 4.67 m³/s • 25 year – 6.22 m³/s • 50 year – 7.41 m³/s • 100 year – 8.62 m³/s • Regional – 14.90 m³/s 	<p>4.2 Cross-sections and Model Updates</p> <p><u>Sixteen Mile Creek</u></p> <p>The existing Sixteen Mile Creek HEC-RAS hydraulic model, received in June 2021 has been updated with the following:</p> <ul style="list-style-type: none"> – Three new creek sections, in order to model the new Steeles Avenue crossing (Section 2166, Section 2126 and Section 2072). – The left overbank portion of Section 2204 has been revised with a new section alignment. – CNR Culverts characteristics have been updated based on the survey information received from CNR and presented below: Twin CSP Culvert with Diameter 4.42 m. <ul style="list-style-type: none"> – Culvert 1: Length 73.2 m, U/S Invert = 197.248; D/S Invert: 197.137 – Culvert 2: Length 72.2 m, U/S Invert = 197.373; D/S Invert: 197.188 – Bronte Street Bridge, currently under construction has been coded in the model based on the new bridge, due to its impact on the CNR crossing. It has been modelled as a 19.6 m clear span bridge as per detail design drawings. – It should be noted that the updated model received in June 2021 included new flows that have been incorporated in the analysis. <p>In the HEC-RAS model, the creek cross-section runs from left to right looking downstream.</p>

MEETING NOTES

Item	Comment from CH	Response from WSP	Proposed Draft Wording for Report
2	<p>Stormwater Management (SWM) Ponds should normally be located outside of the Regional Storm floodplain. If SWM ponds are located within the Regional floodplain additional analysis will be required in order to support their location. Review Policy 2.24.5.1 of CH Policies and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning Policy Document April 27, 2006 (last amended November 26, 2020) for required technical justifications as well as CH Stormwater Management Guidelines, dated November 2021. Both of these documents have been attached.</p>	<p>Alternative options for the stormwater management identified and summarized in Section 5.2 of report.</p>	<p>Within the vicinity of the proposed pond, the water surface elevation levels are 214.27m for the Regional storm event. Given that the pond bottom elevation is set at 212.00m, it is expected that an appropriate backflow prevention measure is designed and implemented during the detailed design phase. The design can potentially consider a flap gate to allow discharges, but when water levels on the face side rise above the invert during the Regional storm event, the flap closes to prevent backflow. This will prevent the rising waters from entering the system and protect the pond from potential flooding. Additionally, as currently designed, the pond holds back 95% of the rainfall event, a relative minor size increase during detail design would allow it to potentially hold back the entire rainfall event if required to do so under surcharge conditions. Therefore, an alternative solution would be to increase the footprint of the proposed pond by 10 to 20% to achieve extra storage or even replace it with an underground storage facility.</p>
3	<p>Please confirm if the flow rates from the Urban Milton FPM hydraulic model were used in the preliminary assessment. It's noted that Slide 9 mentions the new model being used, however the subsequent</p>	<p>Please see response to comment 1 above.</p>	

MEETING NOTES

Item	Comment from CH	Response from WSP	Proposed Draft Wording for Report
	tables show old flow rates (e.g. Slide 12).		
4	Ensure enhanced level of water quality control is provided for all road catchment areas.	Text revised to ensure enhanced level of water quality control is provided for all road catchment areas. Refer to Section 5.1 of report.	5.1 Approach <p>The proposed improvements of Steeles Avenue will result in an increase of impervious areas compared to the existing conditions. Under current conditions, there are no SWM facilities in place for quality and quantity controls of the roadway runoff. Under proposed conditions, improvements to quality and quantity controls will be achieved by directing some of the roadway areas to a proposed dry pond and an underground pipe storage facility to provide peak flow control. Enhanced level of quality treatment of the roadway will be provided for all catchments by using OGSs, enhanced grassed swales, and LIDs where feasible.</p>
5	Ensure roadside ditches/swales are designed to provide conveyance and treatment for flows.	Comment addressed and included in Section 5.1 of Report.	5.1 Approach <p>The proposed improvements of Steeles Avenue will result in an increase of impervious areas compared to the existing conditions. Under current conditions, there are no SWM facilities in place for quality and quantity controls of the roadway runoff. Under proposed conditions, improvements to quality and quantity controls will be achieved by directing some of the roadway areas to a proposed dry pond and an underground pipe storage facility to provide peak flow control. Enhanced level of quality treatment of the roadway will be provided for all catchments by using OGSs, enhanced grassed swales, and LIDs where feasible.</p>



MEETING NOTES

JOB TITLE	Halton Region - Steeles Avenue Municipal Class EA Study from Tremaine Road to Industrial Drive	
PROJECT NUMBER	WO 17M-00979-00	
DATE	August 14, 2020	
TIME	1:00 pm to 2:30 pm	
VENUE	Video Conference – Zoom Call	
SUBJECT	CP Meeting #2	
PRESENT	Jennifer Benedict Jeffrey Reid Jim Dowell Katherine Jim	CP Halton Region WSP WSP
DISTRIBUTION	All Attendees	
ATTACHMENTS	CP Meeting #2 Presentation	

ITEMS	MEETING DETAILS	ACTION
1.0	STATUS OF THE STEELES AVENUE CLASS EA STUDY	
1.1	Those at the meeting were introduced.	
1.2	Halton Region is carrying out the Municipal Class Environmental Assessment (MCEA) Study for the proposed improvements on Steeles Avenue between Tremaine Road and Industrial Drive, in the Town of Milton. The first meeting with CP was held on November 16, 2019 which reviewed the existing conditions of the study area, confirmed the need and justification of improvements on Steeles Avenue corridor, reviewed the assessment / evaluation of corridor concepts and confirmed that the corridor concept for the realignment of Steeles Avenue to the south is preferred.	
1.3	The purpose of this meeting with CP was to review activities completed since Technical Agency Committee (TAC) Meeting 1 (October 21, 2019)/Public Information Centre (PIC) 1 (November 2019), review the analysis and evaluation of design alternatives and the identification of the preliminary preferred design alternative. (Refer to attached slide deck).	
1.4	The Project Team provided a brief overview of the existing conditions of Steeles Avenue within the study area. The project limits are relatively short in length (~1.3 km); however, the study area has numerous competing interests, constraints and issues that will need to be considered in the MCEA Study including: existing Hamlet of Peru and associated community and cultural heritage factors; existing businesses along Steeles Avenue; natural environmental features (Sixteen Mile Creek); existing drainage deficiencies; Niagara Escarpment Plan and policies;	

MEETING NOTES

ITEMS	MEETING DETAILS	ACTION
	approved population and employment growth guided by the Sherwood Survey Secondary Plan (SSSP); and existing at-grade CP Rail crossing. (Refer to Slide 4)	
2.0	STUDY PROGRESS SINCE TAC MEETING 1 (OCT 21, 2019)	
2.1	Drainage was identified as one of the key issues in the study area. The drainage model was updated in consultation with Conservation Halton. The need for improvements to the culverts under CN railway west of Bronte Street was identified in order to improve flooding conditions for proposed realigned Steeles Avenue. (Refer to Slides 8 and 9)	
2.2	The grade separation types (overpass vs. underpass) was evaluated based on factors in social environment, natural environment, surface water and groundwater, cultural heritage, technical, transportation, as well as capital and maintenance costs. An underpass (i.e. road under rail) is preferred as it has a smaller footprint and there less overall property impact; is more attractive to pedestrians and cyclists and is more consistent with Niagara Escarpment Plan policies that seek to protect escarpment views. The Project Team noted that to the north of this project, the new Tremaine Road / CP railway grade separation is also an underpass. (Refer to Slides 12 and 13)	
2.3	Three design alternatives for the realignment of Steeles Avenue to the south were developed and evaluated: Alternatives A, B and C. The key differences between the alternatives are: the location of the CPR crossing; proximity of the roadway to the backyards of existing Steeles Avenue residents; the location of tie-in with existing Steeles Avenue; and the Sixteen Mile Creek crossing location/orientation. (Refer to Slides 14 to 18)	
3.0	DESIGN ALTERNATIVES	
3.1	CP noted that they do not oppose the proposed underpass option at this location; however, would like to note that CP's general preference is for an overpass structure as it would be less complex during design and construction compare to an underpass. CP added that an underpass structure will generally add significant cost to the project due to additional work associated with detailed design and construction logistics (e.g. track diversion). From planning to detailed design, it may take 5 years and construction may take 2 ½ to 3 years.	
3.2	The challenges typically associated with track diversion include geometric constraints (i.e. curve on tracks), flagging, relocation of rail switches and general coordination. Generally, it will take three years for track diversion and construction of an underpass structure – Year 1 track diversion, Year 2 construction of structure, Year 3 move track back to its original location. At this location, the CP tracks curve just north of existing Steeles Avenue (east of Tremaine Road).	
3.3	CP will be engaged prior to the start of detailed design and will review the detailed design packages at major milestones. CP will identify a staff who will be assigned to the project and will provide the necessary design requirements throughout the detailed design process.	
3.4	CP added that the relocation of signals will also add capital cost to the underpass. There are signals which may be connected to the main system in Calgary. CP will provide the signal plans at this location to the Project Team.	CP
3.5	Halton Region advised that the improvements on Steeles Avenue is currently planned for construction to start in 2023/2024 subject to approved financing.	

MEETING NOTES

ITEMS	MEETING DETAILS	ACTION
	CP noted they will typically fund ~15% of the contract on a project similar to this; they would like to plan for a fixed contribution for budgeting purposes.	
4.0	DESIGN ALTERNATIVES ANALYSIS AND EVALUATION	
4.1	The Project Team prepared an assessment / evaluation table which compared the advantages and disadvantages of the three design alternatives (namely Alternatives A, B and C) under factors in socio-economic and land use, natural environment, surface water and groundwater, cultural environment, transportation, technical consideration, and estimated capital cost. (Refer to Slide 19)	
5.0	PRELIMINARY PREFERRED DESIGN ALTERNATIVE	
5.1	Overall, Alternative B is more preferred than the other alternatives because: it is generally ranked similar for Cultural Environment, Transportation, Technical Considerations and Costs; it will have slightly more impact under Natural Environment compared to Alternative A but impacts are considered mitigatable; and Alternative B has less impact to residential properties than Alternative A.	
5.2	CP noted that a total of 3 tracks should be protected for the grade separation structure (2 existing tracks plus 1 future tracks); especially with Metrolinx's 10-year plan to provide all day two-way service along this corridor. [Post Meeting Note: Via email dated August 14, 2020, CP confirmed that they would require capacity on a new bridge for the existing tracks (2) plus an allowance for 2 additional tracks (one for CP, one for Metrolinx). This is consistent with the capacity that was provided at the new Tremaine Road and Main Street bridges.]	
5.3	The Project Team will begin field work in Fall 2020 (including geotechnical work) and will not be on CP property. Most field work will be completed on the Town of Milton property and the Milton Banquet & Conference Centre which are to the west and east of the CP corridor, respectively. CP noted that field work must be 25 ft away from the CP property line or 50 ft away from the railway track.	
5.4	Jennifer will be the main contact for CP.	
6.0	NEXT STEPS	
6.1	TAC Meeting #2 will be held in Fall 2020; the content will be similar to today's meeting. [Post Meeting Note: TAC Meeting #2 will be held on September 30, 2020; an invitation has been sent to CP.]	
6.2	Upcoming milestones are as follows: <ul style="list-style-type: none"> • PIC #2 (online) – Fall 2020 • Preparation of Draft Environmental Study Report (ESR) – ongoing • File ESR and issue Notice of Study Completion – Winter 2021 	



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

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

CP Meeting #2

Date: August 14, 2020

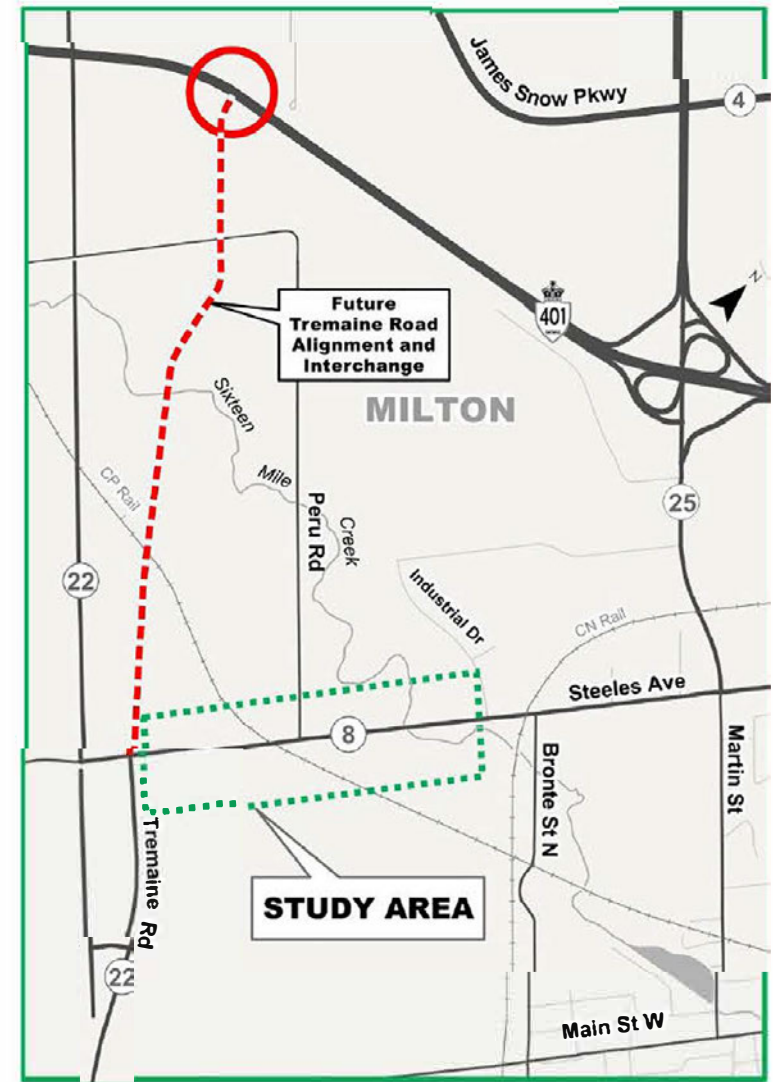


Purpose of the Meeting

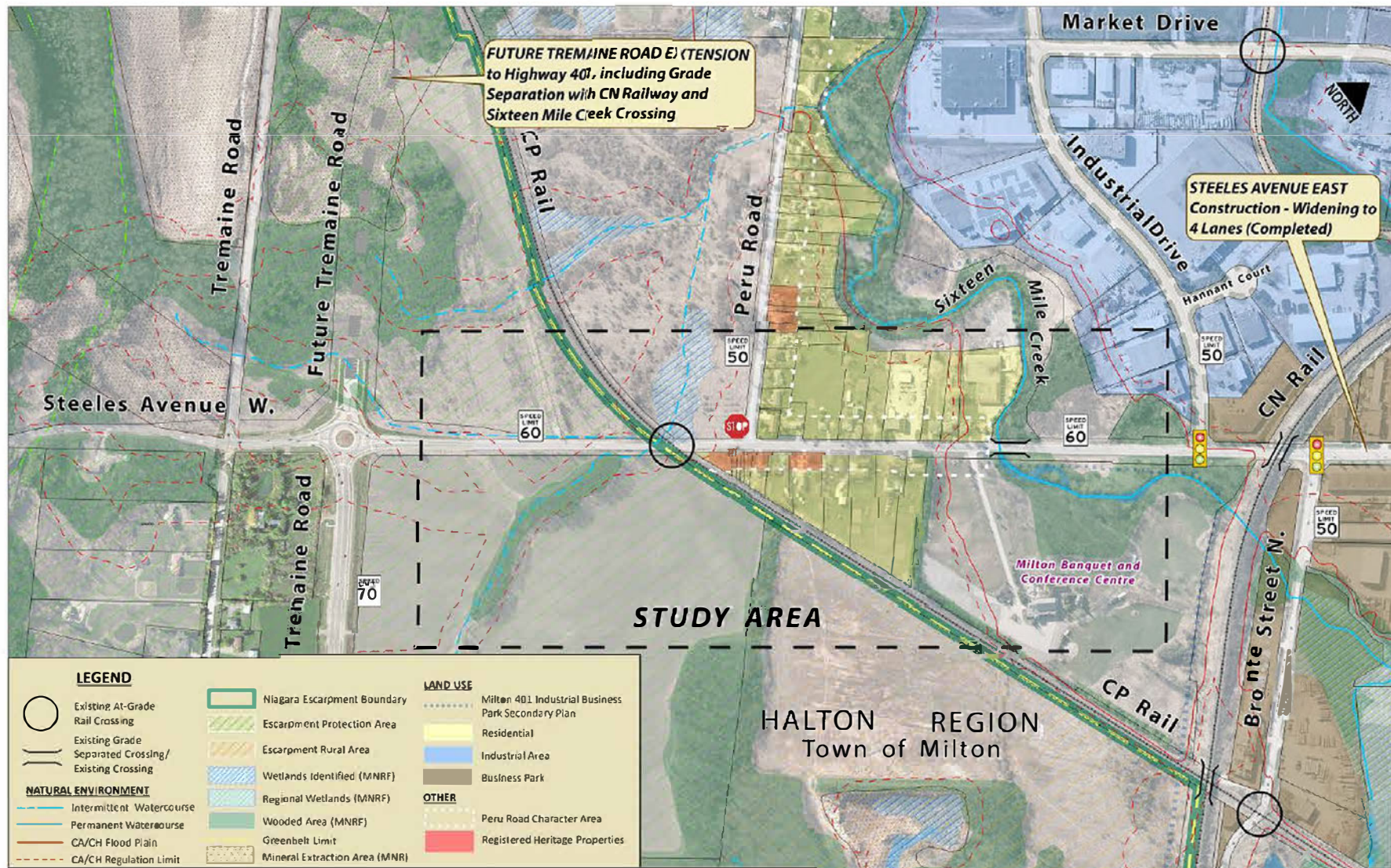
- ❖ Status of Class EA Study
- ❖ Study Progress since TAC Meeting #1 (Oct 21, 2019)
- ❖ Design Alternatives
- ❖ Design Alternatives Analysis and Evaluation
- ❖ Preliminary Preferred Design Alternative
- ❖ Next Steps

Study Area

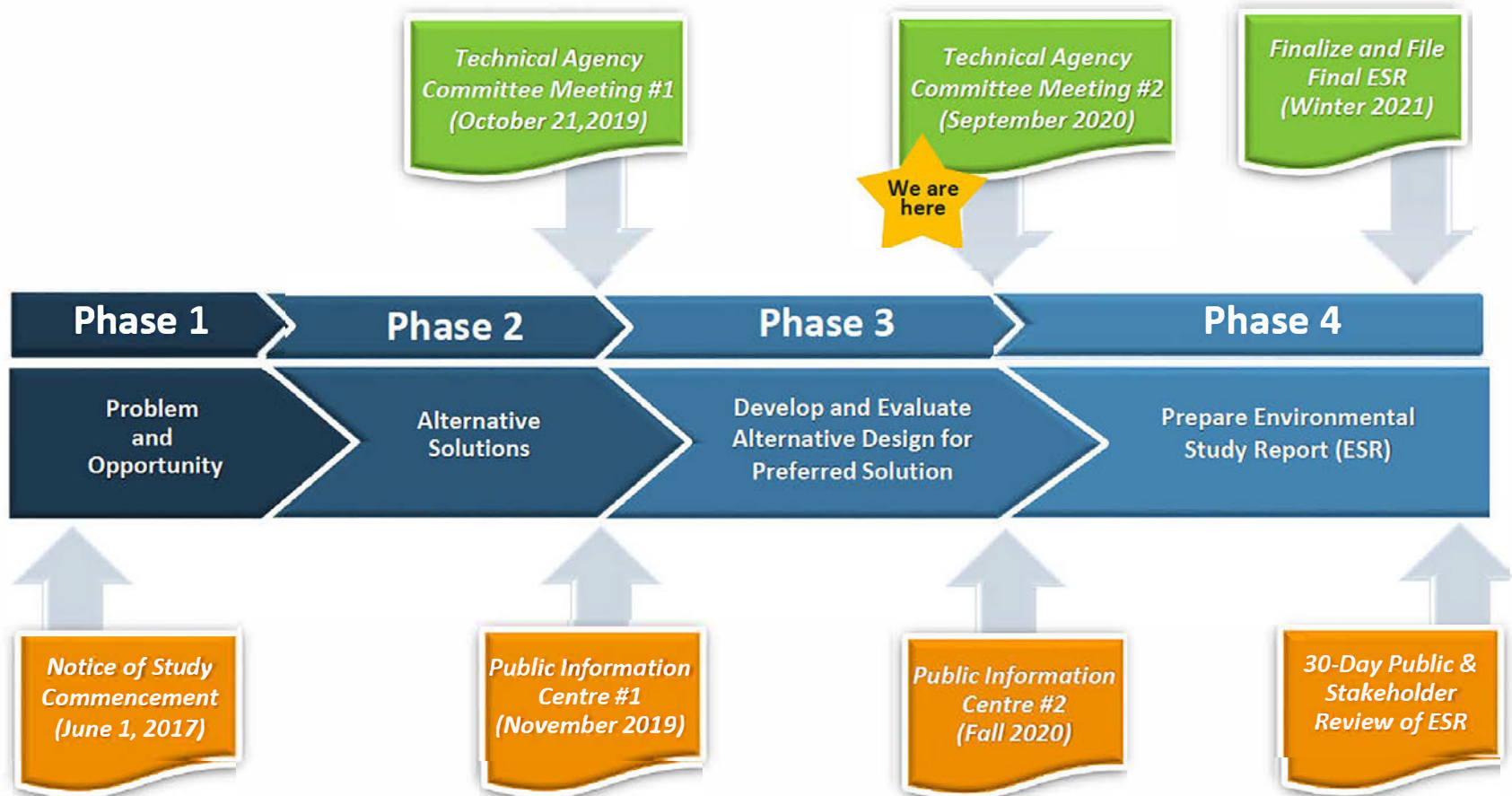
- ❖ Steeles Avenue is a Regional **Major Arterial Road** serving both local and inter-Regional trips
- ❖ It is a **key east-west road connection** with **future access to Highway 401 via the future Tremaine Road** extension and interchange
- ❖ Study area extends about 1.3 km, from Tremaine Road to Industrial Drive
- ❖ Existing road character is generally rural
- ❖ Largely within the **Sherwood Survey Secondary Plan area** (future development)
- ❖ **Existing At-grade CP railway crossing** located west of Peru Road
- ❖ Sixteen Mile Creek and Tributary Crossing



Existing Conditions

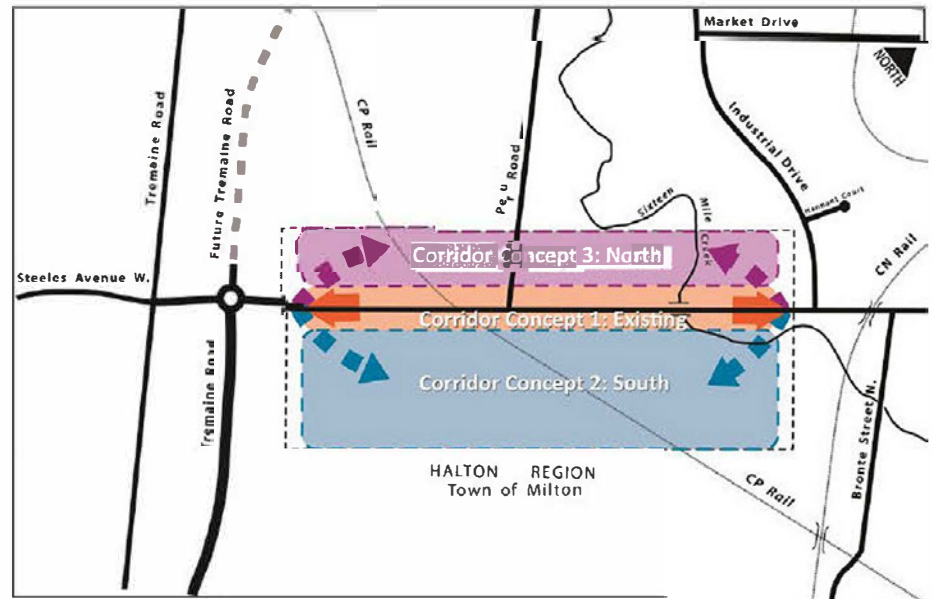


Study Schedule



Summary of TAC Meeting #1

- ❖ TAC Meeting #1 held on October 21, 2019, prior to PIC #1 (November 21)
- ❖ Reviewed existing conditions – land use, cultural heritage, natural environment, transportation, and drainage.
- ❖ Confirmed the need and justification for improvements on Steeles Avenue corridor.
- ❖ Reviewed corridor concepts, and analysis / evaluation.
- ❖ Confirmed **Corridor Concept 2 (South)** is preferred.
- ❖ Reviewed typical cross section and design process.
- ❖ Identified drainage / flooding as one of the key issues in the study area.



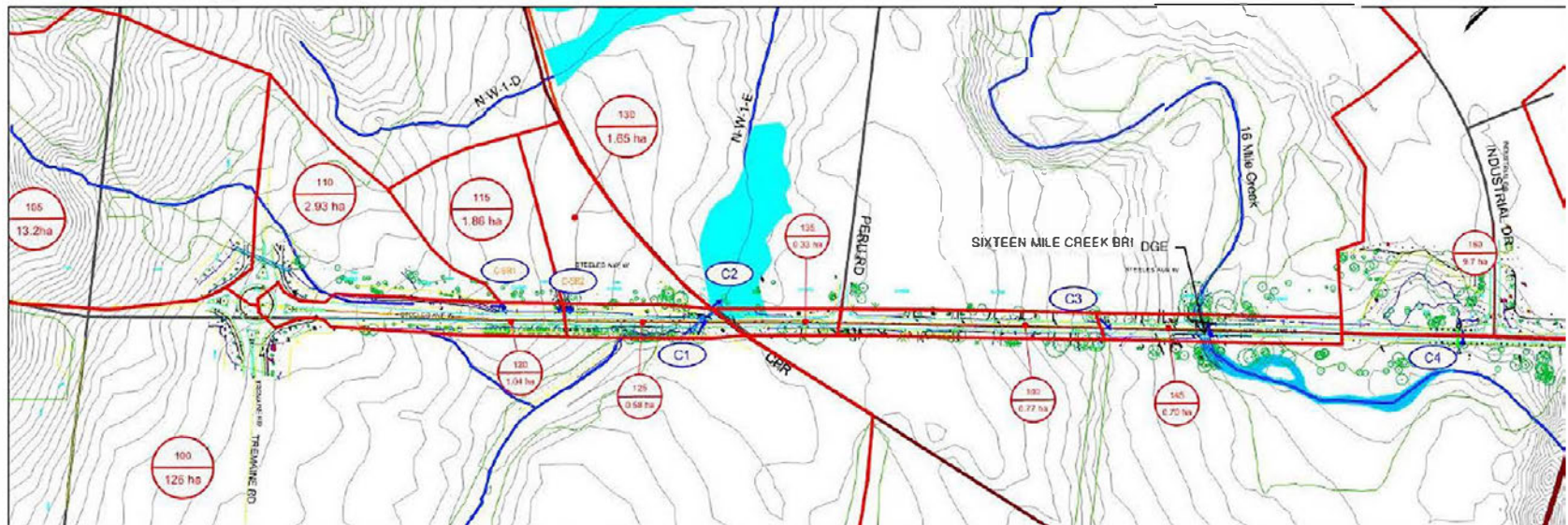
Key Activities since TAC Meeting #1

- ❖ Drainage model update in consultation with Conservation Halton
- ❖ Identified the need for improvements to culverts under the CN railway west of Bronte Street in order to improve flooding conditions at proposed Steeles Avenue
- ❖ Developed road design alternatives south of existing Steeles Avenue
- ❖ Assessed and evaluated design alternatives
- ❖ Identified preliminary preferred alternative



Activities since TAC Meeting #1 - 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 on CPR immediately downstream of Culvert C1.
- ❖ Existing Conditions:
 - Sixteen Mile Creek overtops Steeles Avenue by over 5 m under Regional storm event
 - Water level appears to be controlled by CN culverts and existing Steeles Avenue bridge
 - Existing CN culverts are two ~4 m diameter CSP



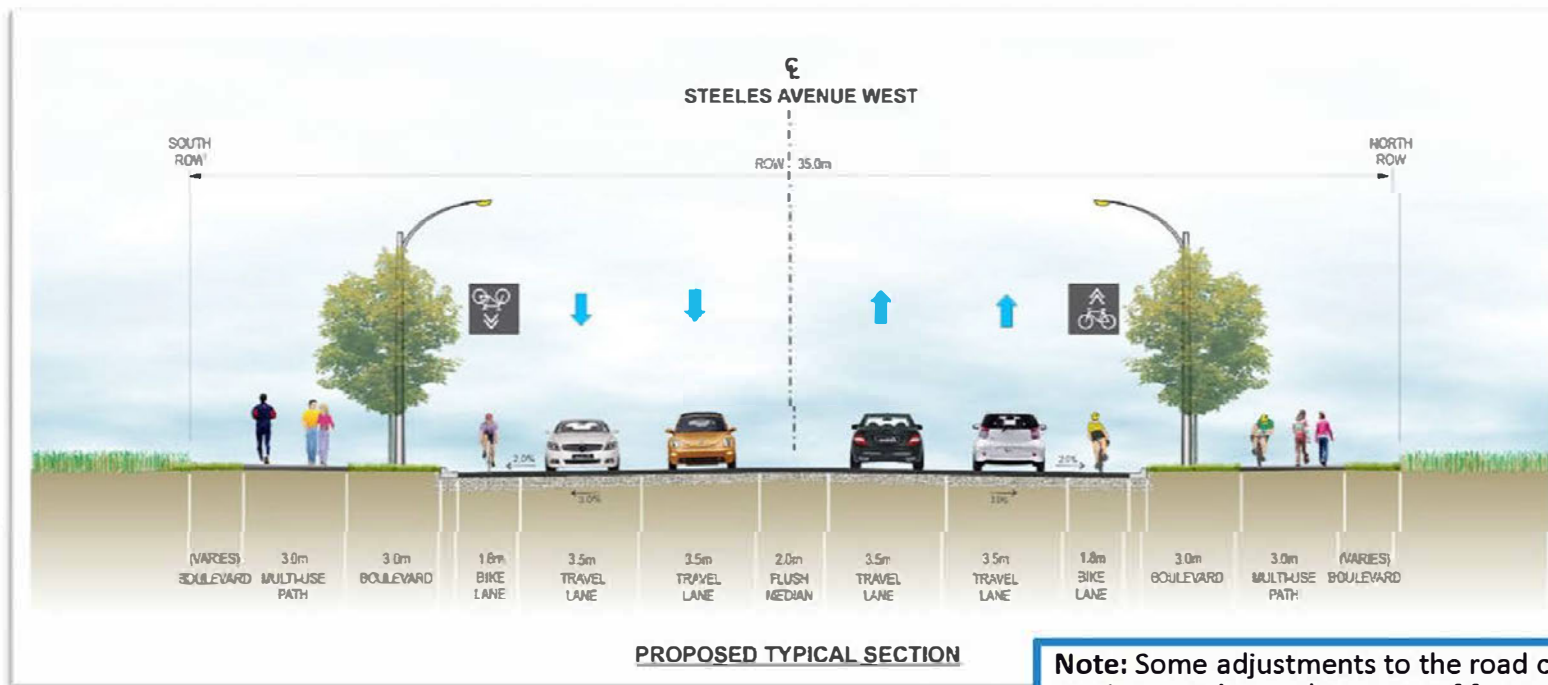
Activities since TAC Meeting #1 - Drainage

- ❖ The Region's standard practice is to achieve flood-free conditions on all new Regional roads.
- ❖ Hydraulic analysis revealed the magnitude of the overtopping of Steeles Avenue for the Regional storm. The Project Team explored potential mitigation measures to reduce the flood elevations and create flood free conditions for the future Steeles Avenue.
- ❖ The conclusion was that the existing CN culverts create a backwater effect under flood conditions and would need to be replaced.
- ❖ Three options for the replacement of the CN culverts were assessed involving bridge spans of: 20 m, 25 m and 30 m
- ❖ The 25 m span structure would reduce the floodplain in the proximity of Steeles Avenue under Regional Storm, creating flood free conditions on the new Steeles Avenue.
- ❖ Conservation Halton generally accepts the updated hydraulic assessment and recommendations.
- ❖ **The development and assessment/evaluation of flood free road design alternatives for new Steeles Avenue was predicated on the replacement of the CN culverts with a 25 m structure.**

Steeles Avenue Cross-Section

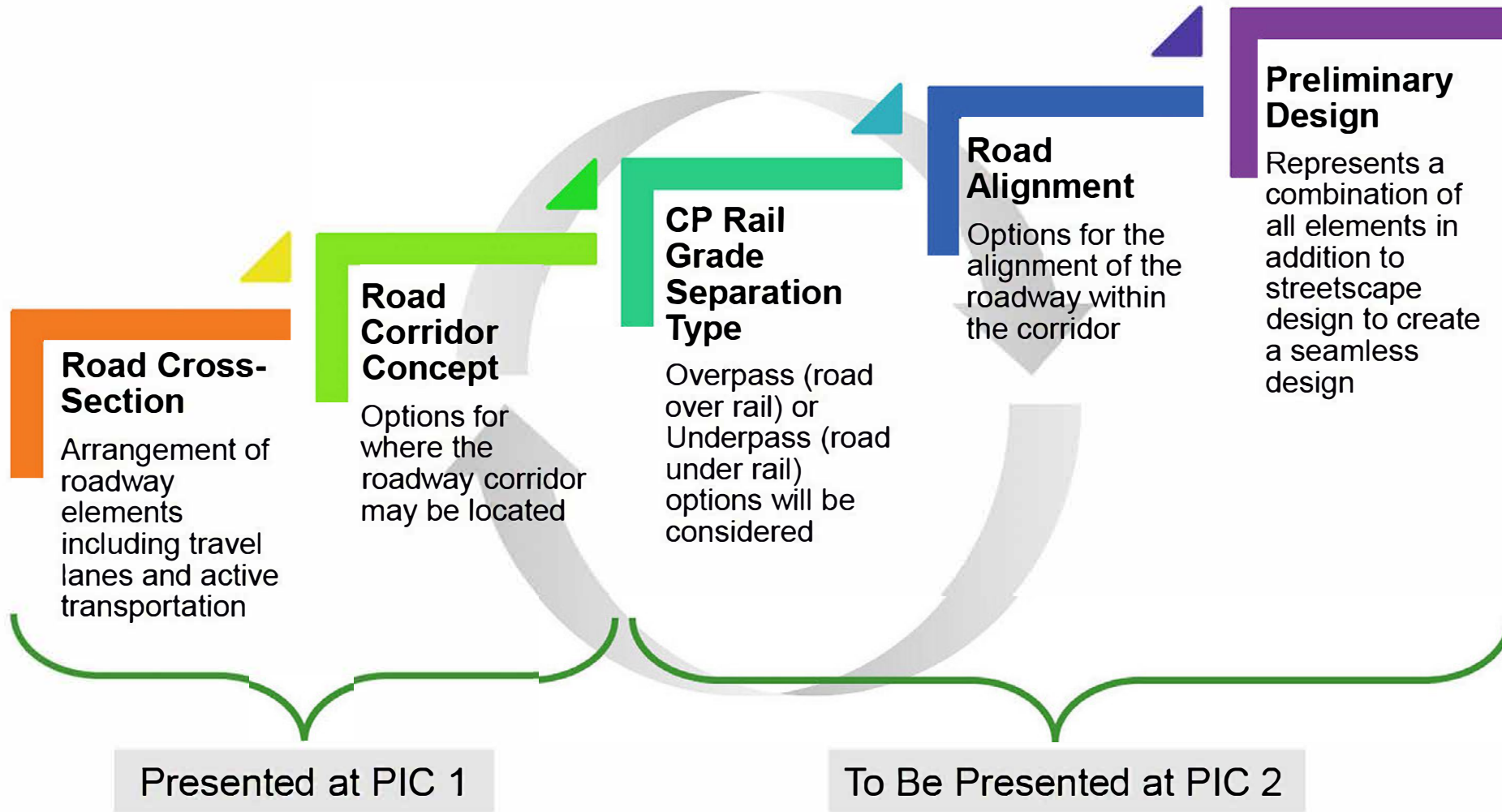
The typical cross-section for the proposed 4-lane Steeles Avenue have been developed based on:

- ❖ Planned overall road right-of-way width of 35 m, consistent with Halton Region Transportation Master Plan, Active 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 and 3.0 m multi-use path (both directions) to accommodate cyclists and pedestrians;



Note: Some adjustments to the road cross-section may be made as part of future detailed design in order to reduce localized impacts, where feasible.

Steeles Avenue Design Components



Rail Grade Separation Type

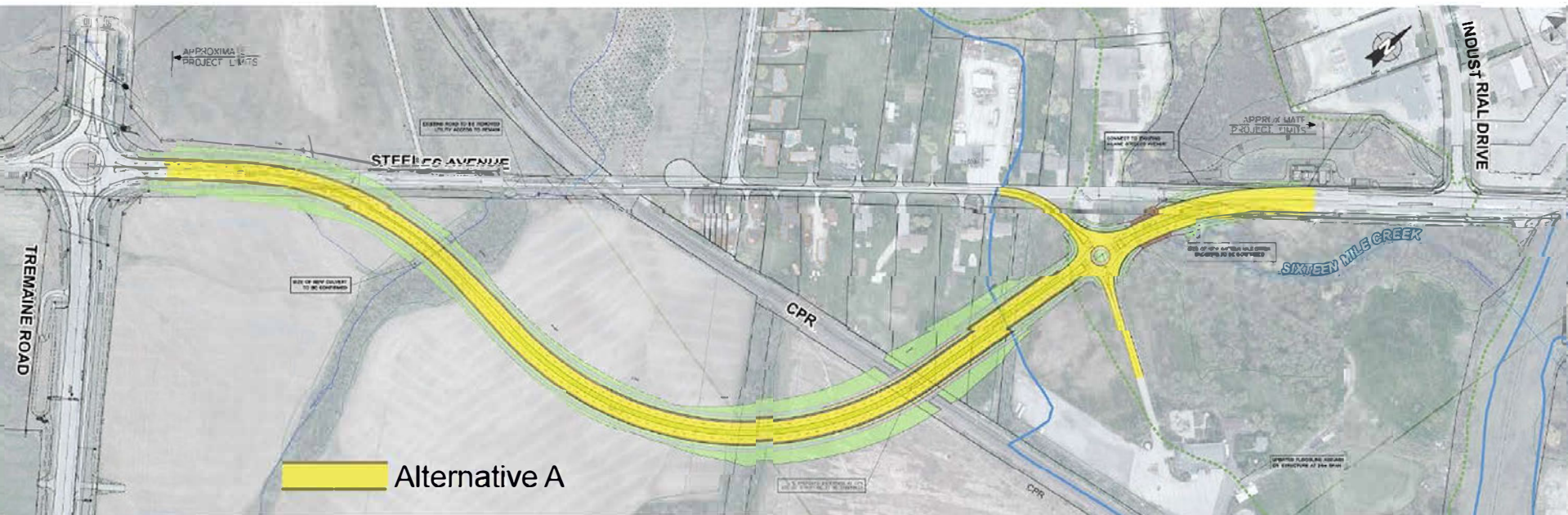
Factors	Overpass - (Road Over Rail)	Underpass - (Road Under Rail)	Preference
Social - Economic	<ul style="list-style-type: none"> Greater property impacts and visual intrusion Higher traffic noise from elevated roadway 	<ul style="list-style-type: none"> Less property impacts and visual intrusion Lower traffic noise from the depressed roadway 	Underpass
Natural Environment	<ul style="list-style-type: none"> Visual intrusion impact to the Niagara Escarpment and not consistent with NEC policies Larger footprint may result in greater impacts to natural areas nearby 	<ul style="list-style-type: none"> More consistent with NEC policies and is preferred by Niagara Escarpment Commission Smaller footprint reduces impacts to adjacent natural areas 	Underpass
Surface Water and Groundwater	<ul style="list-style-type: none"> Drainage will be accommodated via gravity flow 	<ul style="list-style-type: none"> Underpass will remain outside of the Regional Flood limit for Sixteen Mile Creek but may require pumping station 	Overpass
Cultural Heritage	<ul style="list-style-type: none"> Visual intrusion would have an adverse impact on Peru Character Area No impacts (direct or indirect) to the built heritage resources Higher potential impact to archaeological resources due to larger footprint 	<ul style="list-style-type: none"> No impacts (direct or indirect) to the built heritage resources Stage 2 Archaeology Assessment would be required to identify/protect Less potential impact to archaeological resources due to smaller footprint 	Underpass
Technical (including impacts to rail operations)	<ul style="list-style-type: none"> Up to 10 m of vertical clearance Maximum grade up to 6%. Longer distance to meet road grade of existing intersection Significant fill requirements Temporary rail detour (for construction) likely not required 	<ul style="list-style-type: none"> 5 m of vertical clearance Maximum grade at ~4%. Shorter distance to meet road grade of existing intersection Less cut/fill requirements Temporary rail detour (for construction) may be required. 	Underpass
Transportation	<ul style="list-style-type: none"> Longer structure reduces flexibility for tying into local road network and driveway access Would likely be a deterrent for pedestrians and cyclists given steep grades 	<ul style="list-style-type: none"> Shorter structure length allows greater flexibility for tying into local street network and driveway access Would be more attractive to pedestrians and cyclists due to better grades 	Underpass
Capital and Maintenance Costs	<ul style="list-style-type: none"> \$\$\$ Significant fill requirements No pumping station required 	<ul style="list-style-type: none"> \$\$\$ Minimal cut/fill requirements May require pumping station and ongoing operating costs 	Same

Rail Grade Separation Type

- ❖ **An Underpass (road under rail) is preferred** because this option:
 - ❖ Has a smaller footprint and therefore less overall property impact;
 - ❖ More consistent with Niagara Escarpment Plan policies that protect escarpment viewscales;
 - ❖ Has less visual intrusion and reduced traffic noise to the nearby community;
 - ❖ Provides better flexibility for road/access connections to existing Steeles Avenue; and
 - ❖ Much more attractive to pedestrians and cyclists since the grade change for these activities can be better managed through a raised platform through the underpass.

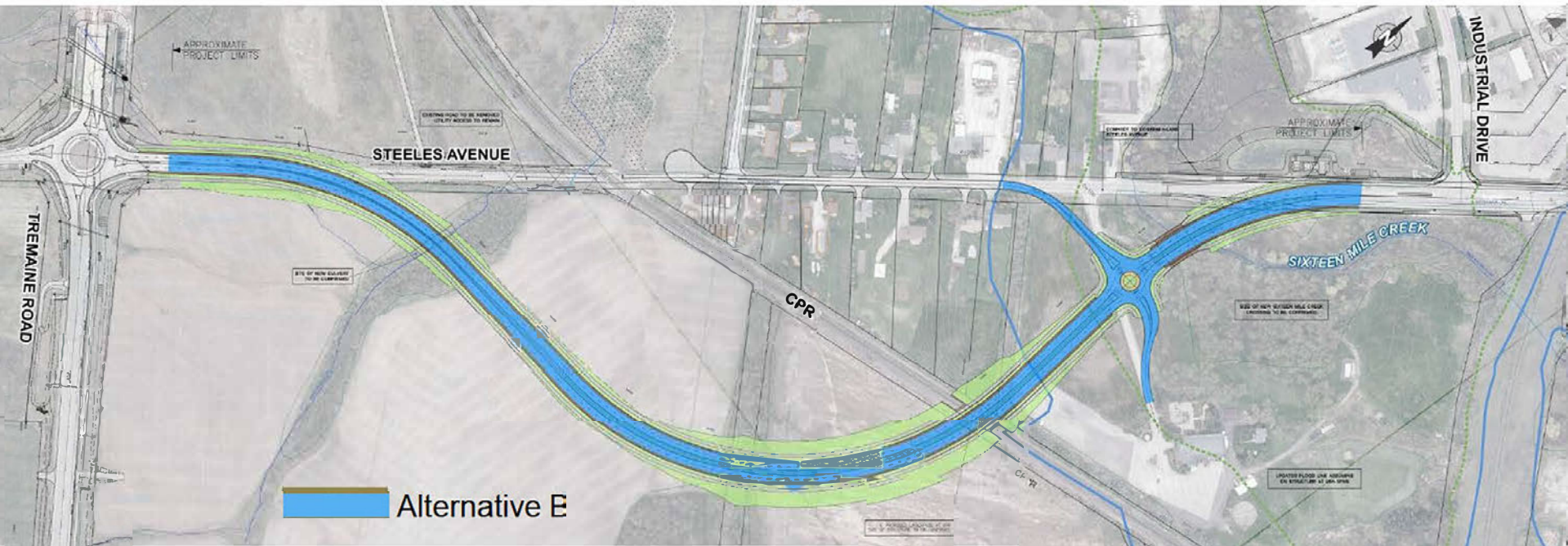


Road Alignment - Alternative A



DRAFT – See Roll Plan

Road Alignment - Alternative B



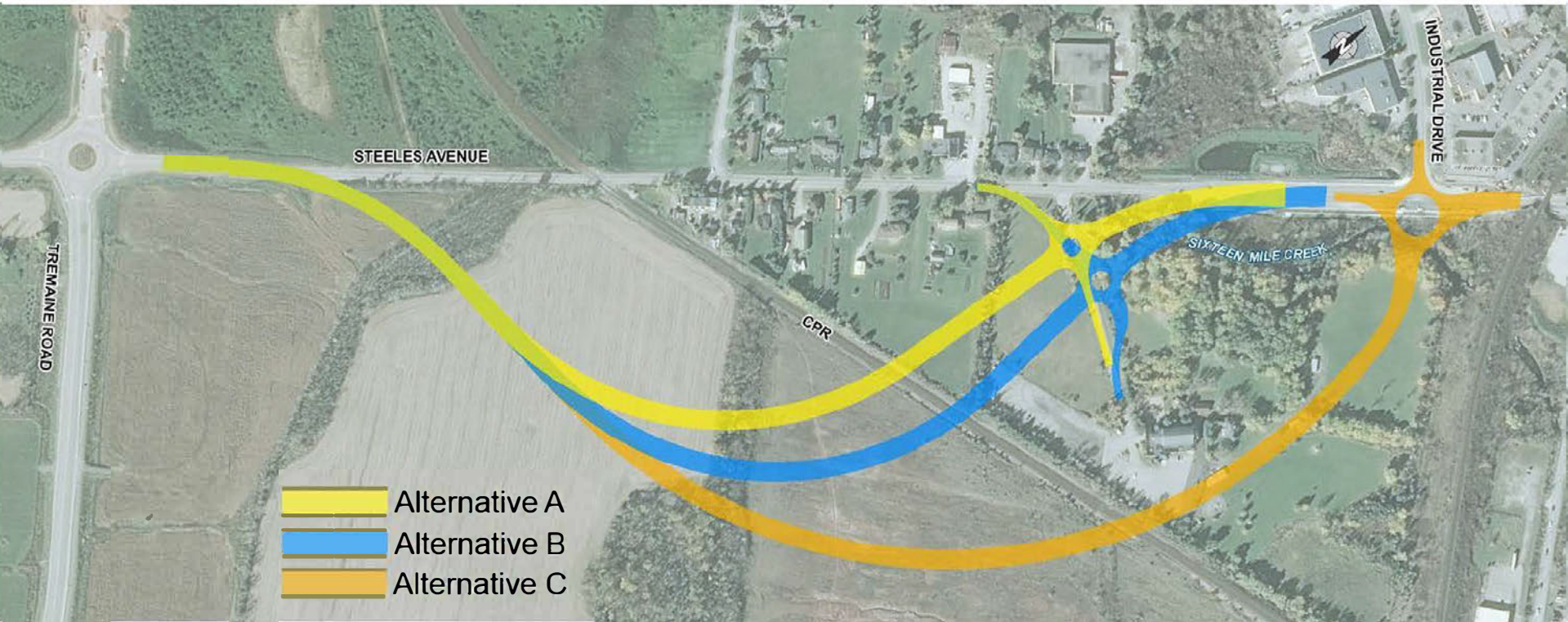
DRAFT – See Roll Plan

Road Alignment - Alternative C



DRAFT – See Roll Plan

Road Alignment Alternatives



DRAFT

Factors for Analysis and Evaluation

Design Alternatives were evaluated using the factors below. The preliminary preferred design alternative will be refined based on comments received from agencies, stakeholders and members of the public.

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

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

Transportation & Technical



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

Cultural Environment



- Archeological Resources
- Cultural Heritage Resources (including Peru Road Character Area)

Surface Water and Groundwater



- Fluvial geomorphology
- Drainage and stormwater management
- Groundwater

Preliminary Cost Estimate



- High level cost estimate for comparative purposes only

Road Alignment Evaluation

DRAFT FOR DISCUSSION

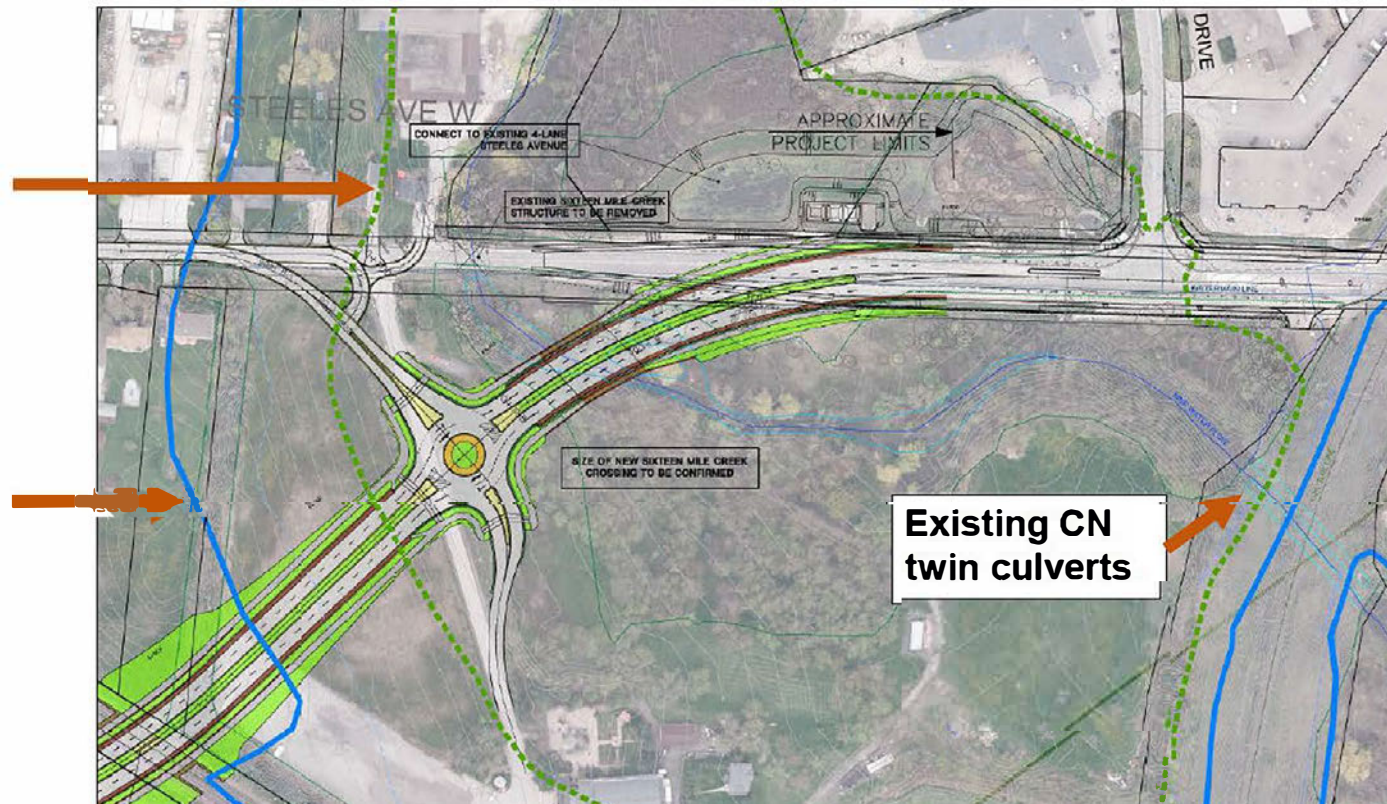
FACTORS	Alternative A	Alternative B	Alternative C
Socio-Economic	Less Preferred	More Preferred	Less Preferred
Natural Environment	More Preferred	Moderately Preferred	Less Preferred
Surface Water and Groundwater	Moderately Preferred	More Preferred	Less Preferred
Cultural Environment	More Preferred	More Preferred	Moderately Preferred
Transportation	More Preferred	More Preferred	Moderately Preferred
Technical Consideration	More Preferred	More Preferred	Less Preferred
Estimated Capital Costs	More Preferred	More Preferred	Less Preferred
Overall Summary	<p>Moderately Preferred</p> <p>Alternative A is generally ranked similar in factors under Cultural Environment, Transportation, Technical Consideration and Costs. Alternative A is slightly more preferred under Natural Environment because slightly less natural vegetation area will be impacted than in Alternative B. Road elevation in both Alternatives A and B in the proximity of the CP railway underpass will be above Regional storm water level. Alternative A is also has greater implications to geomorphic conditions in Sixteen Mile Creek than Alternative B. However, Alternative A will directly and indirectly impact more residential properties compared to Alternative B. Therefore, Alternative A is less preferred than Alternative B.</p>	<p>More Preferred</p> <p>While Alternative B is generally ranked similar in factors under Cultural Environment, Transportation, Technical Consideration and Costs, it will have slightly more impact under Natural Environment compared to Alternative A; however, impacts are considered to be mitigable. Road elevation in both Alternatives A and B in the proximity of the CP railway underpass will be above Regional storm water level. Compare to Alternative A, Alternative B will impact less residential properties. Therefore, overall, Alternative B is preferred.</p>	<p>Less Preferred</p> <p>Alternative C is not preferred as the low point of new Steeles Avenue in the proximity of the CP railway underpass will be below Regional storm water level and is not considered to be acceptable for the operation of a Regional Arterial Road. In addition, this alternative would likely require the realignment of Sixteen Mile Creek just south of Industrial Drive due to the proximity of the watercourse to the intersection. In terms of geometric design consideration, this alternative will have the most skewed crossing at CP railway, which is less desirable from a design perspective. This alternative is also not preferred in terms of overall transportation network operation as commuters and active transportation users will have to make a turn at Industrial Drive intersection to continue on Steeles Avenue, which is not desirable given Steeles Avenue is a Regional Arterial Road.</p>

Alternative B is Preferred

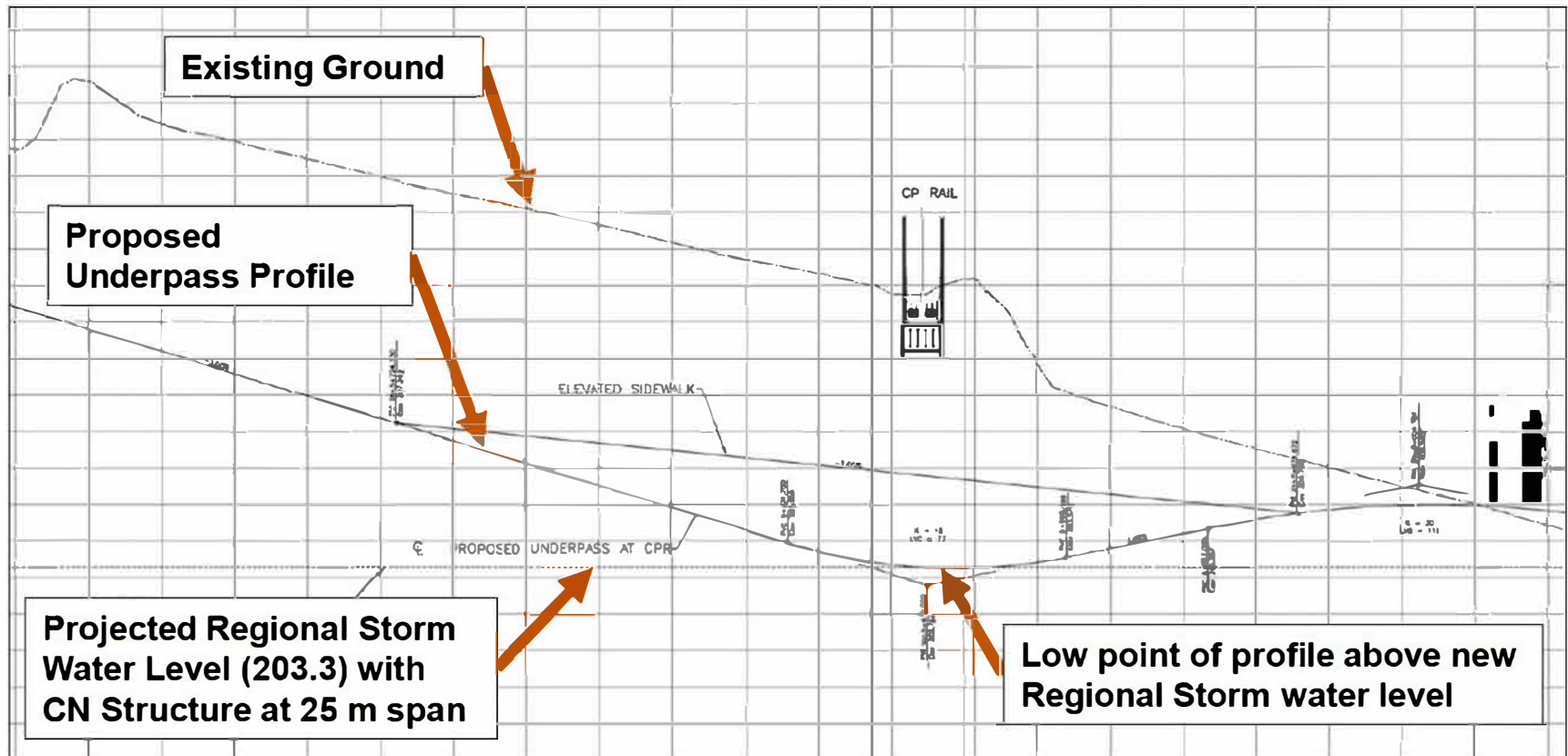
Preliminary Preferred Alignment – Alternative B (Partial Plan west of CN)

Regional storm
floodline assuming
25 m structure at
CN crossing

Regional storm
floodline with existing
CN twin culverts



Preliminary Preferred Alignment – Alternative B (Partial Profile at CP Crossing)



Preliminary Preferred Alignment – Alternative B (Other Design Considerations)



Next Steps

- ❖ Individual Property Owner Meetings
- ❖ TAC Meeting #2 (September 2020)
- ❖ Virtual PIC #2 (Fall 2020)
- ❖ Prepare draft Environmental Study Report (ESR) (ongoing)
- ❖ File ESR and issue Notice of Study Completion (Winter 2021)