Jessica Dorgo

From: Flora, Eric <eric.flora@peelregion.ca>
Sent: Friday, April 22, 2016 9:50 AM
To: Maram Miri
Cc: Sonya Kapusin
Subject: FW: Ninth Line Class EA - Notice of Study Commencement
Attachments: B000637_TAC Reply Form_e01.docx.pdf; B000637_TAC_Peel_Saiyed_e01.pdf

Categories: Completed

Maram:

Good morning.

Please add my name as the primary contact name for Peel Region. My contact information is noted below.

I will coordinate Peel's comments amongst the various internal departments and divisions (transportation, water, wastewater, planning, health, etc) and participate on the TAC, as required.

We will be able to provide any relevant background information upon request by your study team.

Thank you.

Eric L. Flora, P.Eng., CET
Principal Planner | Infrastructure Planning & Design
Transportation Division
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON, L6T 4B9

☎ 905-791-7800 ext.4694
eric.flora@peelregion.ca

From: Saiyed, Sabbir
Sent: April 22, 2016 9:07 AM
To: Flora, Eric
Cc: Detaramani, Tina; Chan, Eric; Dewar, Kathryn
Subject: FW: Ninth Line Class EA - Notice of Study Commencement

Hi Eric:
Can you please let me know who will be coordinating Peel comments on this study? This is an external EA? Thanks,

Sabbir.

Sabbir Saiyed, Ph.D.,P.Eng.
Manager, Transportation System Planning
Transportation Division
Public Works | Region of Peel

T: 905-791-7800 ext: 4352
F: 905-791-7920
E: sabbir.saiyed@peelregion.ca
http://www.peelregion.ca |10 Peel Centre Drive Suite B, 4th Flr Brampton, ON L6T 4B9

From: Maram Miri [mailto:Maram.Miri@cima.ca]
Sent: April 21, 2016 3:55 PM
To: Saiyed, Sabbir
Subject: Ninth Line Class EA - Notice of Study Commencement

Dear Mr. Saiyed,

Please find attached letter and reply form regarding Notice of Study Commencement for the Ninth Line Class EA Study.

Thank you,

Maram Miri
EIT
Traffic Engineering, Transportation

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6817 / Fax: 289-288-0285

Jessica Dorgo

From: Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>
Sent: Monday, April 25, 2016 9:27 AM
To: Maram Miri
Subject: RE: Ninth Line Class EA - Notice of Study Commencement

Categories: Completed

Hello Maram,

I am the contact from MTO for this corridor. Please keep me inform of the EA.

Regards,
Wan Chi Ma, P.Eng.
Project Engineer | Planning & Design
Highway Engineering
Ministry of Transportation
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

☎ 416-235-4068
wanchi.ma@ontario.ca

From: Maram Miri <Maram.Miri@cima.ca>
Sent: Thursday, April 21, 2016 3:31 PM
To: Lai, Joseph (MTO)
Subject: Ninth Line Class EA - Notice of Study Commencement

Dear Mr. Lai,

Please find attached letter and reply form regarding Notice of Study Commencement for the Ninth Line Class EA Study.

Thank you,

Maram Miri
EIT
Traffic Engineering, Transportation

CIMA 25 YEARS Partners in excellence

AON BESTEMPLOYER PLATINUM | CANADA | 2016

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6817 / Fax: 289-288-0285

April 26, 2016

Sonya Kapusin
3027 Harvester Road, Suite 400
Burlington, ON
L7N 3G7

Dear Ms. Kapusin:

Re: Class Environmental Assessment Study
Proposal for Ninth Line (Regional Road 13) Transportation Corridor Improvements
Region of Halton

Further to receipt of the Notice of Commencement, April 21, 2016. CVC staff offer the following comments:

It is the understanding of Credit Valley Conservation (CVC) staff that the Region of Halton is undertaking a Class Environmental Assessment (EA) for the Ninth Line (Regional Road 13) Transportation Corridor Improvements.

SITE CHARACTERISTICS

The study area does not include any features of interest to CVC and no approvals are required from CVC.

EA Study Objectives:

Stormwater Management:
We recommend that quality and quantity control measures to treat stormwater runoff in accordance with Ministry of Environment and Climate Change and CVC guidelines. Typically we request that the proponent provide treatment for all new proposed impervious areas and where possible existing road surfaces.

Erosion and Sediment Controls
During the detailed design period of this project, all proposed methods to control sedimentation during construction and potential erosion following the completion of the project must be detailed.

Drainage Boundaries
The study area is bisected by the Credit Valley and Conservation Halton watershed boundaries. All existing drainage patterns and watershed boundaries are to be maintained. If there is any proposed change in watershed boundaries, please contact CVC.

Conclusion
The majority of the study area is located within the jurisdiction of Conservation Halton, CVC staff recommend that this notice be forwarded to their attention for their review and comment.

Subject to no change in watershed drainage boundaries, CVC requires no further notification with respect to this project.

I trust that these comments will be of assistance. Please do not hesitate to contact the undersigned at (905) 670-1615 ext. 406 should you have any questions.

Jessica Dorgo

From: Zirger, Rosi (MTCS) <Rosi.Zirger@ontario.ca>
Sent: Wednesday, April 27, 2016 4:07 PM
To: Maram Miri; Sonya Kapusin
Subject: RE: Ninth Line Class EA - Notice of Study Commencement
Attachments: Ninth Line from Dundas to 407 ETR - MTCS initial comments Apr 27, 2016.pdf

The Ministry of Tourism, Culture and Sport (MTCS) received a Notice of Commencement for the project mentioned above. Attached please find MTCS comments and recommendations for this project.

Meanwhile, we would appreciate being kept informed of this project as it proceeds through the EA process. However, MTCS does not wish to participate as a member of the Technical Agencies Committee. Please continue to send future notices to Rosi Zirger Heritage Planner to the address below or to rosi.zirger@ontario.ca.

Please feel free contact me as necessary. I would be pleased to have further discussion with you.

Sincerely

Rosi Zirger
Heritage Planner
Ministry of Tourism, Culture & Sport
Culture Division| Programs & Services Branch | Heritage Programs Unit

401 Bay Street, Suite 1700 Toronto, Ontario M7A 0A7
Tel. 416.314.7159 | Fax 416.212-1802| E-mail: rosi.zirger@ontario.ca

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From: Maram Miri [mailto:Maram.Miri@cima.ca]
Sent: April 22, 2016 11:28 AM
To: Zirger, Rosi (MTCS)
Subject: RE: Ninth Line Class EA - Notice of Study Commencement

Good Morning,

Please find attached Map of the Study area.

Thanks,

Maram

From: Zirger, Rosi (MTCS) [mailto:Rosi.Zirger@ontario.ca]
Sent: Friday, April 22, 2016 11:17 AM
To: Maram Miri <Maram.Miri@cima.ca>
Subject: RE: Ninth Line Class EA - Notice of Study Commencement

Good Morning

Would you please send me a map of the study area?

Thank you

Rosi Zirger
Heritage Planner
Ministry of Tourism, Culture & Sport
Culture Division | Programs & Services Branch | Heritage Programs
401 Bay Street, Suite 1700 Toronto, Ontario M7A 0A7
Tel. 416.314.7159 | Fax 416.314.7175| E-mail: rosi.zirger@ontario.ca

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From: Maram Miri [mailto:Maram.Miri@cima.ca]
Sent: April-21-16 3:29 PM
To: Zirger, Rosi (MTCS)
Subject: Ninth Line Class EA - Notice of Study Commencement

Dear Ms. Zirger,

Please find attached letter and reply form regarding Notice of Study Commencement for the Ninth Line Class EA Study.

Thank you,

Maram Miri
EIT
Traffic Engineering, Transportation

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6817 / Fax: 289-288-0285

Ministry of Tourism, Culture and Sport

Heritage Program Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel: 416 314-7159
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: 416 314-7159
Téléc: 416 212 1802

Ontario

April 27, 2016 (by email only)

Ms Sonya Kapusin
CIMA Canada Inc.
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
E: Sonya.Kapusin@cima.ca

RE: MTCS file #: 0004668
Proponent: Halton Region
Subject: Notice of Study Commencement and TAC Invitation
Ninth Line Transportation Corridor Improvements Dundas Street to 407 ETR
Location: Town of Oakville and Town of Milton, Halton Region

Dear Ms Kapusin

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Study Commencement and TAC Invitation for the above named project. MTCS's interest in this 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.

Cultural Heritage Resources Considerations

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

This 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 *archaeologicalsites@ontario.ca*. If this 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 Clerks or Heritage Planning staff for the Towns of Oakville and 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 for review, and make it available to local organizations or individuals who have expressed interest in heritage.

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 this 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,

Rosi Zirger
Heritage Planner
rosi.zirger@ontario.ca

Ministry of the Environment and Climate Change

Central Region
Technical Support Section

5775 Yonge Street, 8th Floor
North York, OntarioM2M 4J1

Tel.: (416) 326-6700
Fax: (416) 325-6347

Ministère de l'Environnment et de l'Action en Matière de Changement Climatique

Région du Centre
Section d'appui technique

5775, rue Yonge, 8ième étage
North York, Ontario M2M 4J1

Tél. : (416) 326-6700
Téléc. : (416) 325-6347

Ontario

May 6, 2016

File No.: EA 01-06-05

Sonya Kapusin, MCIP, RPP
Project Manager
CIMA+
3027 Harvester Road, Suite 400
Burlington, Ontario L7N 3G7

RE: Ninth Line (RR 13) Transportation Corridor Improvements
Town of Oakville and Town of Milton
Class Environmental Assessment
Response to Notice of Study Commencement

Dear Ms. Kapusin,

This letter acknowledges that the Regional Municipality of Halton has retained CIMA Canada Inc. (CIMA+) to conduct a Class Environmental Assessment (Class EA) study for transportation corridor improvements on Ninth Line from Dundas Street to the 407 ETR in the Town of Oakville and the Town of Milton.

Please note that future public notices for the project should include the name of the Class Environmental Assessment (e.g. Municipal Class Environmental Assessment) and schedule (e.g. A, A+, B, or C) under which the project is being planned, and the full mailing addresses and contact info of project contacts. Please provide this information to me at your earliest convenience.

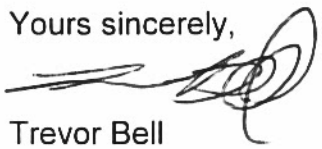
The attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please identify the areas of interest which are applicable to your project and ensure they are addressed. Proponents who address all of the applicable areas of interest can minimize potential delays to their project schedule.

Failure to properly follow the Class EA process is an offence under the *Environmental Assessment Act.* It may also result in the ministry withholding/revising an approval provided under the Act and/or the Minister issuing a Part II Order for the project.

A draft copy of the Environmental Study Report (ESR) should be sent to this office prior to the filing of the final draft, allowing approximately 30 days review time for the ministry's reviewers to provide comments. Please also forward our office the Notice of Completion and ESR when completed. Should your team have any questions regarding the above, please

contact me at 416-326-3577 or by email at trevor.bell@ontario.ca.

Yours sincerely,



Trevor Bell
Environmental Resource Planner and EA Coordinator
Air, Pesticides and Environmental Planning

c. P. Martin, Supervisor, APEP, Central Region, MOECC
T. Dufresne, Manager, Halton Peel District Office, MOECC
Central Region EA File
A & P File

AREAS OF INTEREST

It is suggested that you check off each applicable area after you have considered / addressed it.

☐ **Ecosystem Protection and Restoration**

- Any impacts to ecosystem form and function must be avoided where possible. The ESR should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.

- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:

    - Areas of Natural and Scientific Interest (ANSIs)
    - Rare Species of flora or fauna
    - Watercourses
    - Wetlands
    - Woodlots

  We recommend consulting with the Ministry of Natural Resources and Forestry (MNRF), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, you may consider the provisions of the Rouge Park Management Plan if applicable.

☐ **Surface Water**

- The ESR must include a sufficient level of information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, and pollution) are mitigated as part of the proposed undertaking.

- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's Stormwater Management Planning and Design Manual (2003) should be referenced in the ESR and utilized when designing stormwater control methods. We recommend that a Stormwater Management Plan should be prepared as part of the Class EA process that includes:

    - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
    - Watershed information, drainage conditions, and other relevant background information
    - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
    - Information on maintenance and monitoring commitments.

- Ontario Regulation 60/08 under the Ontario Water Resources Act (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the ESR should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.

Groundwater

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the ESR.

- If the potential construction or decommissioning of water wells is identified as an issue, the ESR should refer to Ontario Regulation 903, Wells, under the OWRA.

- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.

- Any potential approval requirements for groundwater taking or discharge should be identified in the ESR. In particular, a Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 litres per day.

Air Quality, Dust and Noise

- If there are sensitive receptors in the surrounding area of this project, an air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization, a quantification of air quality impacts by determining emission rates and conducting dispersion modelling, and an assessment of effects. The assessment will compare to all available standards for any contaminants of concern. Please contact this office during the scoping process to confirm the appropriate level of assessment.

- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.

- The ESR should consider the potential impacts of increased noise levels during the operation of the undertaking due to potentially higher traffic volumes resulting from this project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

Servicing and Facilities

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with the Environmental Approvals Access and Service Integration Branch (EAASIB) to determine whether a new or amended ECA will be required for any proposed

be referenced in the ESR, and the proponent should demonstrate how this proposed project is consistent with these policies, including describing measures that prevent and minimize potential impacts. You may wish to consider consulting with the Ministry of Municipal Affairs & Housing.

- The study area is subject to the Growth Plan for the Greater Golden Horseshoe and the local Source Protection Plan. The ESR should demonstrate how the proposed study adheres to the relevant policies in these plans.

Class EA Process

- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. The Master Plan should clearly indicate the selected approach for conducting the plan, in particular by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the *Environmental Assessment Act* (EAA), although the plan itself would not be.

- The ESR should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making. The ESR must also demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all public consultation efforts undertaken during the planning process. Additionally, the ESR should identify all concerns that were raised and how they have been addressed throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.

- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The ESR should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the ESR.

- Please include in the ESR a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including MOECC's PTTW and ECAs, conservation authority permits, and approval under the *Canadian Environmental Assessment Act* (CEAA).

- Ministry guidelines and other information related to the issues above are available at http://www.ontario.ca/environment-and-energy/environment-and-energy under the publications link. We encourage you to review all the available guides and to reference any relevant information in the ESR.

Aboriginal Consultation

- Your proposed project may have the potential to affect Aboriginal communities who hold or claim Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. The Crown has a duty to consult First Nation and Métis communities when it knows about established or credibly asserted Aboriginal or treaty rights, and contemplates

infrastructure.

- We recommend referring to the ministry's "D-Series" guidelines – Land Use Compatibility to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

Contamination and Soils

- Any current or historical waste disposal sites should be identified in the ESR. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites.

- Since the removal or movement of soils may be required, the ministry's document "Management of Excess Soil – A Guide for Best Management Practices" should be followed regarding all activities related to soil management. If potential contamination involved at the site, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act* (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the ministry's District Offices for further consultation if contaminated sites are present.

- The location of any underground storage tanks should be investigated in the ESR. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.

- The ESR should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

Mitigation and Monitoring

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.

- All waste generated during construction must be disposed of in accordance with ministry requirements.

- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the ESR and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly. The proponent's construction and post-construction monitoring plans should be documented in the ESR.

Planning and Policy

- The Provincial Policy Statement (2014) contains policies that protect Ontario's natural heritage, such as significant ANSIs, watercourses and wetlands. Applicable policies should

decisions or actions that may adversely affect them.

- Although the Crown remains responsible for ensuring the adequacy of consultation with potentially affected Aboriginal communities, it may delegate procedural aspects of the consultation process to project proponents.

- The environmental assessment process requires proponents to consult with interested persons and government agencies, including those potentially affected by the proposed project. This includes a responsibility to conduct adequate consultation with First Nation and Métis communities.

- The ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process.

- Where the Crown's duty to consult is triggered in relation to your proposed project, the Ontario Ministry of the Environment and Climate Change is delegating the procedural aspects of rights-based consultation to you through this letter.

- Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the "Aboriginal Consultation Information" checklist below. Please complete the checklist contained there, and keep related notes as part of your consultation record. Doing so will help you assess your project's potential adverse effects on Aboriginal or treaty rights.

- You must contact the Director, Environmental Approvals Branch if you have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order request has been submitted. The ministry will then assess the extent of any Crown duty to consult in the circumstances, and will consider whether additional steps should be taken and what role you will be asked to play in them.

ABORIGINAL CONSULTATION INFORMATION

Consultation with Interested Persons under the Ontario Environmental Assessment Act

Proponents subject to the Ontario *Environmental Assessment Act* are required to consult with interested persons, which may include First Nations and Métis communities. In some cases, special efforts may be required to ensure that Aboriginal communities are made aware of the project and are afforded opportunities to provide comments. Direction about how to consult with interested persons/communities is provided in the Code of Practice: Consultation in Ontario's Environmental Assessment Process available on the Ministry's website:

http://www.ontario.ca/environment-and-energy/consultation-ontarios-environmental-assessment-process

As an early part of the consultation process, proponents are required to contact the Ontario Ministry of Aboriginal Affairs' Consultation Unit and visit Aboriginal Affairs and Northern Development Canada's Aboriginal and Treaty Rights Information System (ATRIS) to help identify which First Nation and Métis communities may be interested in or potentially impacted by their proposed projects.

ATRIS can be accessed through the Aboriginal Affairs and Northern Development Canada website:

http://sidait-atris.aadnc-aandc.gc.ca/atris_online/

For more information in regard Aboriginal consultation as part of the Environmental Assessment process, refer to the Ministry's website:

www.ontario.ca/government/environment-assessments-consulting-aboriginal-communities

You are advised to provide notification directly to all of the First Nation and Métis communities who may be interested in the project. You should contact First Nation communities through their Chief and Band Council, and Metis communities through their elected leadership.

Rights-based consultation with First Nation and Métis Communities

Proponents should note that, in addition to requiring interest-based consultation as described above, certain projects may have the potential to adversely affect the ability of First Nation or Métis communities to exercise their established or credibly asserted Aboriginal or treaty rights. In such cases, Ontario may have a duty to consult those Aboriginal communities.

Activities which may restrict or reduce access to unoccupied Crown lands, or which could result in a potential adverse impact to land or water resources in which harvesting rights are exercised, may have the potential to impact Aboriginal or treaty rights. For assistance in determining whether your proposed project could affect these rights, please refer to the attached "Preliminary Assessment Checklist: First Nation and Métis Community Interest."

If there is likely to be an adverse impact to Aboriginal or treaty rights, accommodation may be required to avoid or minimize the adverse impacts. Accommodation is an outcome of consultation and includes any mechanism used to avoid or minimize adverse impacts to Aboriginal or treaty rights and traditional uses. Solutions could include mitigation such as adjustments in the timing or geographic location of the proposed activity. Accommodation may

in certain circumstances involve the provision of financial compensation, but does not necessarily require it.

For more information about the duty to consult, please see the Ministry's website at:

www.ontario.ca/government/duty-consult-aboriginal-peoples-ontario

The proponent must contact the Director, Environmental Approvals Branch if a project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order or an elevation request is anticipated; the Ministry will then determine whether the Crown has a duty to consult.

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to EAASIBgen@ontario.ca or by mail or fax at the address provided below:

Email:	EAASIBgen@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals Branch 135 St Clair Ave W Toronto ON M4V1P5

Delegation of Procedural Aspects of Consultation

Proponents have an important and direct role in the consultation process, including a responsibility to conduct adequate consultation with First Nation and Métis communities as part of the environmental assessment process. This is laid out in existing environmental assessment codes of practice and guides that can be accessed from the Ministry's environmental assessment website at

www.ontario.ca/environmentalassessments

The Ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process. Where the Crown's duty to consult is triggered, various additional procedural steps may also be asked of proponents as part of their delegated duty to consult responsibilities. In some situations, the Crown may also become involved in consultation activities.

Ontario will have an oversight role as the consultation process unfolds but will be relying on the steps undertaken and information you obtain to ensure adequate consultation has taken place. To ensure that First Nation and Métis communities have the ability to assess a project's potential to adversely affect their Aboriginal or treaty rights, Ontario requires proponents to undertake certain procedural aspects of consultation.

The proponent's responsibilities for procedural aspects of consultation include:

- Providing notice to the elected leadership of the First Nation and/or Métis communities (e.g., First Nation Chief) as early as possible regarding the project;

- Providing First Nation and/or Métis communities with information about the proposed project including anticipated impacts, information on timelines and your environmental assessment process;
- Following up with First Nation and/or Métis communities to ensure they received project information and that they are aware of the opportunity to express comments and concerns about the project. If you are unable to make the appropriate contacts (e.g. are unable to contact the Chief) please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office for further direction.
- Providing First Nation and/or Métis communities with opportunities to meet with appropriate proponent representatives to discuss the project;
- Gathering information about how the project may adversely impact the relevant Aboriginal and/or Treaty rights (for example, hunting, fishing) or sites of cultural significance (for example, burial grounds, archaeological sites);
- Considering the comments and concerns provided by First Nation and/or Métis communities and providing responses;
- Where appropriate, discussing potential mitigation strategies with First Nation and/or Métis communities;
- Bearing the reasonable costs associated with these procedural aspects of consultation, which may include providing support to help build communities' capacity to participate in consultation about the proposed project.
- Maintaining a Consultation Record to show evidence that you, the proponent, completed all the steps itemized above or at a minimum made meaningful attempts to do so.
- Upon request, providing copies of the Consultation Record to the Ministry. The Consultation Record should:
    - summarize the nature of any comments and questions received from First Nation and/or Métis communities
    - describe your response to those comments and how their concerns were considered
    - include a communications log indicating the dates and times of all communications; and
    - document activities in relation to consultation.

Successful consultation depends, in part, on early engagement by proponents with First Nation and Métis communities. Information shared with communities must be clear, accurate and complete, and in plain language where possible. The consultation process must maintain sufficient flexibility to respond to new information, and we trust you will make all reasonable efforts to build positive relationships with all First Nation and Métis communities contacted. If you need more specific guidance on Aboriginal consultation steps in relation to your proposed project, or if you feel consultation has reached an impasse, please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office.

Preliminary Assessment Checklist: First Nation and Métis Community Interests and Rights

In addition to other interests, some main concerns of First Nation and Métis communities may pertain to established or asserted rights to hunt, gather, trap, and fish – these activities generally occur on Crown land or water bodies. As such, projects related to Crown land or water bodies, or changes to how lands and water are accessed, may be of concern to Aboriginal communities.

Please answer the following questions and keep related notes as part of your consultation record. "Yes" responses will indicate a potential adverse impact on Aboriginal or treaty rights.

Where you have identified that your project may trigger rights-based consultation through the following questions, you should arrange for a meeting between you and the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office to provide an early opportunity to confirm whether Ontario's duty to consult is triggered and to discuss roles and responsibilities in that event.

	YES	NO
1. Are you aware of concerns from First Nation and Métis communities about your project or a similar project in the area? The types of concerns can range from interested inquiries to environmental complaints, and even to land use concerns. You should consider whether the interest represents on-going, acute and/or widespread concern.		
2. Is your project occurring on Crown land, or is it close to a water body? Might it change access to either?		
3. Is the project located in an open or forested area where hunting or trapping could take place?		
4. Does the project involve the clearing of forested land?		
5. Is the project located away from developed, urban areas?		
6. Is your project close to, or adjacent to, an existing reserve? Projects in areas near reserves may be of interest to the First Nation and Métis communities living there.		
7. Will the project affect First Nations and/or Métis ability to access areas of significance to them?		
8. Is the area subject to a land claim? Information about land claims filed in Ontario is available from the Ministry of Aboriginal Affairs; information about land claims filed with the federal government is available from Aboriginal Affairs and Northern Development Canada.		
9. Does the project have the potential to impact any archaeological sites?		

Jessica Dorgo

From: Cabarcas, Fabio [mailto:Fabio.Cabarcas@halton.ca]
Sent: Monday, May 09, 2016 12:31 PM
To: Maram Miri <Maram.Miri@cima.ca>
Cc: Ross, Helen <Helen.Ross@halton.ca>; Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Subject: RE: Ninth Line Class EA - Notice of Study Commencement

Dear Maram Miri (cc Jeffrey Reid, Helen Ross):

Please, find attached our reply form (sorry we could not send it on Friday as initially intended). Please, direct all further communication to the attention of Helen Ross, Manager, Healthy Built Environments (Helen.ross@halton.ca). She is copied in this email for any follow up as needed.

Thank you for the invitation.

Sincerely yours,

Fabio Cabarcas MPH, PhD.
Senior Advisor, Healthy Built Environments
Healthy Environments & Communicable Disease
Health
Halton Region
905-825-6000, ext. 7816 | 1-866-442-5866

From: Maram Miri [mailto:Maram.Miri@cima.ca]
Sent: Thursday, April 21, 2016 2:00 PM
To: Cabarcas, Fabio
Subject: Ninth Line Class EA - Notice of Study Commencement

Dear Mr. Cabarcas,

Please find attached letter and reply form regarding Notice of Study Commencement for the Ninth Line Class EA Study.

Thank you,

Maram Miri
EIT
Traffic Engineering, Transportation

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6817 / Fax: 289-288-0285

Jessica Dorgo

From: Ontario Region / Region d'Ontario (CEAA/ACEE) [mailto:CEAA.ontario.ACEE@ceaa-acee.gc.ca]
Sent: Tuesday, May 10, 2016 3:50 PM
To: Maram Miri <Maram.Miri@cima.ca>
Subject: RE: Email- Ninth Line Class EA - Notice of Study Commencement - Letter A- 05-10-16

Hi Maram,

Please review the *Regulations Designating Physical Activities*. If it appears that CEAA 2012 may apply to your proposed project, you must provide the Agency with a description of the proposed project. Please see the link to the Agency's Guide to Preparing a Description of a Designated Project.

Thanks,

Rhiya

From: Maram Miri [mailto:Maram.Miri@cima.ca]
Sent: May 10, 2016 3:10 PM
To: Ontario Region / Region d'Ontario (CEAA/ACEE)
Subject: RE: Email- Ninth Line Class EA - Notice of Study Commencement - Letter A- 05-10-16

Hi Rhiya,

The attached letter is for northern part of the Ninth Line Class EA, from Highway 407 to Regional Road 10. Our project is for the southern part of Ninth line, from Highway 407 to Dundas Street (Regional Road 5). Please let me know if you would still like me to remove your agency from our distribution list.

Thanks,

Maram Miri
EIT
Traffic Engineering, Transportation

CIMA 25 YEARS Partners in excellence

AON BESTEMPLOYER PLATINUM | CANADA | 2016

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6817 / Fax: 289-288-0285

From: Ontario Region / Region d'Ontario (CEAA/ACEE) [mailto:CEAA.ontario.ACEE@ceaa-acee.gc.ca]
Sent: Tuesday, May 10, 2016 2:50 PM
To: Maram Miri <Maram.Miri@cima.ca>
Subject: Email- Ninth Line Class EA - Notice of Study Commencement - Letter A- 05-10-16

Hello Ms. Miri,

Attached is the letter we have previously sent with regards to this project. If there have been changes please review the *Regulations Designating Physical Activities* (the Regulations).
If there are no changes to your project we kindly request that you remove us from your distribution list.

Thanks,
Rhiya

Rhiya Singh

Canadian Environmental Assessment Agency / Government of Canada
55 St. Clair Avenue East, Suite 907 Toronto ON M4T 1M2
CEAA.ontario.ACEE@ceaa-acee.gc.ca
Facsimile 416-952-1573

Agence canadienne d'évaluation environnementale / Gouvernement du Canada
55 avenue St. Clair Est pièce 907 Toronto ON M4T 1M2
CEAA.ontario.ACEE@ceaa-acee.gc.ca
Télécopieur 416-952-1573

From: Maram Miri [mailto:Maram.Miri@cima.ca]
Sent: April 21, 2016 1:37 PM
To: Puvananathan,Anjala [CEAA]
Subject: Ninth Line Class EA - Notice of Study Commencement

Dear Ms. Puvananathan,

Please find attached letter and reply form regarding Notice of Study Commencement for the Ninth Line Class EA Study.

Thank you,

Maram Miri
EIT
Traffic Engineering, Transportation

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6817 / Fax: 289-288-0285


Do you really need to print this email? Let's protect the environment!

Jessica Dorgo

From: Ma, WanChi (MTO) [mailto:WanChi.Ma@ontario.ca]
Sent: Wednesday, May 11, 2016 10:32 AM
To: Young, Darryl
Cc: Krusto, Matt; Reid, Jeffrey; Lau, Wes (MTO)
Subject: RE: Halton Region Ninth Line EA (Dundas Street to Highway 407) - Technical Agencies Meeting

Hello Darryl,

Wes Lau will be the Ministry's traffic representative. Please include him in all correspondence.

He will also be attending to the Technical Advisory Committee for input on June 1st.

Thank you
Wan Chi

From: Young, Darryl [mailto:Darryl.Young@halton.ca]
Sent: May 10, 2016 2:25 PM
To: Ma, WanChi (MTO)
Cc: Krusto, Matt; Reid, Jeffrey
Subject: Halton Region Ninth Line EA (Dundas Street to Highway 407) - Technical Agencies Meeting

Hello Wan Chi,

Thank you for your email, I was forwarded your message from Matt Krusto. I am the project manager for the Ninth Line EA and will provide you with a brief summary. Halton Region is initiating a Class Environmental Assessment Study for improvements to the Ninth Line (Regional Road 13) corridor from Dundas Street (Regional Road 5) to 407 ETR in the Town of Oakville and Town of Milton. The need to widen Ninth Line from two to four lanes with a proposed right of way of 35 metres was identified in the Region's Transportation Master Plan – The Road to Change (2011). It is envisioned that a four lane cross-section will be required from Dundas Street to 407 ETR, both on-road bicycle lanes and multi-use trail(s) are being proposed. The study area is approximately 3.8 km in length. Expected start of construction is 2023/2025.

Along the corridor we acknowledge there are highway structures under MTO jurisdiction (Highway 403 ramp) and will consider design alternatives and phasing as the Class EA study progresses. As such, we would invite MTO representation on the Technical Advisory Committee (TAC) for input.

Please find below a map of the study area, the north boundary of the study area is approximately 500m south of Lower Base Line. From this point, the Ninth Line corridor enters the City of Mississauga.

The Notice of Commencement and PIC #1 is planned to be released at the end of May.

Should you have any further questions or comments, please don't hesitate to contact me.

Thanks,
Darryl

Darryl Young

Active Transportation Coordinator
Infrastructure Planning & Policy
Public Works
Halton Region
905-825-6000, ext. 7475 | 1-866-442-5866

From: Ma, WanChi (MTO) [mailto:WanChi.Ma@ontario.ca]
Sent: Tuesday, May 10, 2016 9:24 AM
To: Krusto, Matt
Subject: Halton Region Ninth Line EA (Dundas Street to Highway 407) - Technical Agencies Meeting

Hello Matt,

Can you provide me with some information about this EA study?

Best regards,

Wan Chi Ma, P.Eng.
Project Engineer | Planning & Design
Highway Engineering
Ministry of Transportation
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

☎ 416-235-4068
wanchi.ma@ontario.ca

Jessica Dorgo

From: Young, Darryl [mailto:Darryl.Young@halton.ca]
Sent: Wednesday, May 11, 2016 12:30 PM
To: Sonya Kapusin
Cc: Krusto, Matt; Reid, Jeffrey; Stephen Keen
Subject: FW: Halton Region Ninth Line EA (Dundas Street to Highway 407) - Technical Agencies Meeting

Hi Sonya,

A contact for MTO's 407 representative (Frank Martins): Frank.Martins@ontario.ca

Thanks,
Darryl

From: Ma, WanChi (MTO) [mailto:WanChi.Ma@ontario.ca]
Sent: Wednesday, May 11, 2016 12:10 PM
To: Young, Darryl
Cc: Krusto, Matt; Reid, Jeffrey; Martins, Frank (MTO)
Subject: RE: Halton Region Ninth Line EA (Dundas Street to Highway 407) - Technical Agencies Meeting

Hello Darryl,

Frank Martin will be the Ministry's 407 representative. Please include him in all correspondence.

He will also be attending to the Technical Advisory Committee for input on June 1st.

Thank you
Wan Chi

From: Young, Darryl [mailto:Darryl.Young@halton.ca]
Sent: May 10, 2016 2:25 PM
To: Ma, WanChi (MTO)
Cc: Krusto, Matt; Reid, Jeffrey
Subject: Halton Region Ninth Line EA (Dundas Street to Highway 407) - Technical Agencies Meeting

Hello Wan Chi,

Thank you for your email, I was forwarded your message from Matt Krusto. I am the project manager for the Ninth Line EA and will provide you with a brief summary. Halton Region is initiating a Class Environmental Assessment Study for improvements to the Ninth Line (Regional Road 13) corridor from Dundas Street (Regional Road 5) to 407 ETR in the Town of Oakville and Town of Milton. The need to widen Ninth Line from two to four lanes with a proposed right of way of 35 metres was identified in the Region's Transportation Master Plan – The Road to Change (2011). It is envisioned that a four lane cross-section will be required from Dundas Street to 407 ETR, both on-road bicycle lanes and multi-use trail(s) are being proposed. The study area is approximately 3.8 km in length. Expected start of construction is 2023/2025.

Along the corridor we acknowledge there are highway structures under MTO jurisdiction (Highway 403 ramp) and will consider design alternatives and phasing as the Class EA study progresses. As such, we would invite MTO representation on the Technical Advisory Committee (TAC) for input.

Please find below a map of the study area, the north boundary of the study area is approximately 500m south of Lower Base Line. From this point, the Ninth Line corridor enters the City of Mississauga.

The Notice of Commencement and PIC #1 is planned to be released at the end of May.

Should you have any further questions or comments, please don't hesitate to contact me.

Thanks,

Darryl

Darryl Young
Active Transportation Coordinator
Infrastructure Planning & Policy
Public Works
Halton Region
905-825-6000, ext. 7475 | 1-866-442-5866

From: Ma, WanChi (MTO) [mailto:WanChi.Ma@ontario.ca]
Sent: Tuesday, May 10, 2016 9:24 AM
To: Krusto, Matt
Subject: Halton Region Ninth Line EA (Dundas Street to Highway 407) - Technical Agencies Meeting

Hello Matt,

Can you provide me with some information about this EA study?

Best regards,

Wan Chi Ma, P.Eng.
Project Engineer | Planning & Design
Highway Engineering
Ministry of Transportation
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

☎ 416-235-4068
wanchi.ma@ontario.ca

Ministry of Natural Resources and Forestry

Aurora District Office
50 Bloomington Road
Aurora, Ontario L4G 0L8

Ministère des ressources naturelles et des forêts

Telephone: (905) 713-7400
Facsimile: (905) 713-7361

Ontario

May 19, 2016

Sonya Kapusin,
CIMA Canada Inc.
3027 Harvester Road
Burlington, ON L7N 3G7

Dear Ms. Kapusin,

Re: Notice of Study Commencement
Class Environmental Assessment Study
Ninth Line (Regional Road 13) Transportation Corridor Improvements
Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route)
Town of Oakville and Town of Milton

The Ministry of Natural Resources and Forestry (MNRF) understands that you are requesting species at risk information for the above noted project in the Towns of Milton and Oakville. MNRF has records of species at risk within and adjacent to your study area, including:

- **BARN SWALLOW (Threatened), with general habitat protection**
- **BOBOLINK (Threatened), with general habitat protection**

Additionally, the species listed below have the potential to occur on or adjacent to the property and may require further assessment to determine their presence:

- **SNAPPING TURTLE (Special Concern)**
- **BANK SWALLOW** (**Threatened), with general habitat protection**
- **EASTERN MEADOWLARK (Threatened), with general habitat protection**
- **LITTLE BROWN MYOTIS (Endangered), with general habitat protection**
- **BUTTERNUT (Endangered), with general habitat protection**

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, the MNRF cannot provide a definitive statement on the presence, absence or condition of biological elements in any part of Ontario. Field assessments by a qualified professional may be necessary if there is a high likelihood for species at risk and/or their habitat(s) to occur within the project footprint.

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.

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

Sincerely,

Aurora McAllister
Management Biologist, Aurora District
Ministry of Natural Resources and Forestry

Jessica Dorgo

From: Kulpa, Paula (MTCS) <Paula.Kulpa@ontario.ca>
Sent: Tuesday, May 31, 2016 5:24 PM
To: Gladys Gonda
Cc: Sonya Kapusin; Stephen Keen; Maram Miri; Jeffrey.Reid@halton.ca; Matt.Krusto@halton.ca; Hatcher, Laura (MTCS)
Subject: RE: Ninth Line Class EA - Notice of Study Commencement & Public Information Centre No. 1
Attachments: B000637_Notice of Commencement and PIC 1_e01.pdf

Gladys,

Please note that I am currently on secondment to a different position and no longer responsible for EA files. I don't know if your contact list included anyone else at the Ministry of Tourism, Culture and Sport, but please remove me from your circulation list and send all future correspondences regarding EA projects to Laura Hatcher, acting Team Lead, Heritage Land Use Planning at Laura.E.Hatcher@ontario.ca. Ms. Hatcher is also copied on this email.

Regards,
Paula

Paula Kulpa
Senior Policy & Issues Coordinator | Deputy Minister's Office
Ministry of Tourism, Culture & Sport
900 Bay Street | Floor 9 Hearst Block
Toronto Ontario M7A 1L2
Email: paula.kulpa@ontario.ca | Telephone: (416) 212-0647

From: Gladys Gonda [mailto:Gladys.Gonda@cima.ca]
Sent: May-31-16 2:57 PM
Cc: Sonya Kapusin; Stephen Keen; Maram Miri; darryl.young@hotmail.ca; Jeffrey.Reid@halton.ca; Matt.Krusto@halton.ca
Subject: Ninth Line Class EA - Notice of Study Commencement & Public Information Centre No. 1

"RE: NINTH LINE CLASS ENVIRONMENTAL ASSESSMENT STUDY

Please find attached Notice of Study Commencement and Public Information Centre (PIC) No. 1 for the Ninth Line Class EA Study, from Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route).

Thank you,

Gladys Gonda
Office Clerk
Transportation/Municipal Infrastructure Engineering

Partners in Excellence / Partenaire de génie

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6801 / Fax: 289-288-0285

Jessica Dorgo

From: Lee Grant [mailto:lee.grant@oakville.ca]
Sent: Tuesday, May 31, 2016 2:57 PM
To: Gladys Gonda <Gladys.Gonda@cima.ca>
Subject: Automatic reply: Ninth Line Class EA - Notice of Study Commencement & Public Information Centre No. 1

I have retired as Fire Chief. Please direct any correspondence for Oakville Fire to Fire Chief Brian Durdin. bdurdin@oakville.ca I will be assuming a new role at the Town of Oakville June 01 2016 and will respond to any other issues at that time.

Lee Grant
Director of Emergency Planning and Fire Services / Fire Chief
Oakville Fire Department
Town of Oakville | 905-338-4402 | f: 905-338-4403 | www.oakville.ca

Jessica Dorgo

From: Dan Cozzi <dan.cozzi@oakville.ca>
Sent: Tuesday, May 31, 2016 3:04 PM
To: Gladys Gonda; Jill Stephen; Erik Zutis; Lin Rogers
Cc: Sonya Kapusin; Stephen Keen; Maram Miri; darryl.young@hotmail.ca; Jeffrey.Reid@halton.ca; Matt.Krusto@halton.ca
Subject: RE: Ninth Line Class EA - Notice of Study Commencement & Public Information Centre No. 1

The town of Oakville's lead for this project will be Ms. Lin Rogers. I am not sure about her availability for tomorrow's Technical Agencies meeting. If she is unable to attend, our Mr. Erik Zutis will. However, in any event, all correspondence about this project should be through Lin. Thanks.

Dan Cozzi, P. Eng.
Director
Engineering & Construction
Town of Oakville | 905-845-6601, ext.3303 | f: 905-338-4159 | www.oakville.ca

Dan Cozzi, P. Eng.
Director
Engineering & Construction
Town of Oakville | 905-845-6601, ext.3303 | f: 905-338-4159 | www.oakville.ca

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From: Gladys Gonda [mailto:Gladys.Gonda@cima.ca]
Sent: Tuesday, May 31, 2016 2:57 PM
Cc: Sonya Kapusin <Sonya.Kapusin@cima.ca>; Stephen Keen <Stephen.Keen@cima.ca>; Maram Miri <Maram.Miri@cima.ca>; darryl.young@hotmail.ca; Jeffrey.Reid@halton.ca; Matt.Krusto@halton.ca
Subject: Ninth Line Class EA - Notice of Study Commencement & Public Information Centre No. 1

"RE: NINTH LINE CLASS ENVIRONMENTAL ASSESSMENT STUDY

Please find attached Notice of Study Commencement and Public Information Centre (PIC) No. 1 for the Ninth Line Class EA Study, from Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route).

Thank you,

Gladys Gonda
Office Clerk
Transportation/Municipal Infrastructure Engineering

Partners in Excellence / Partenaire de génie

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6801 / Fax: 289-288-0285

Jessica Dorgo

From: Wang, Faye <fwang@uniongas.com>
Sent: Tuesday, May 31, 2016 5:41 PM
To: Gladys Gonda
Cc: Gadbois, Dave
Subject: RE: Ninth Line Class EA - Notice of Study Commencement & Public Information Centre No. 1

Hi Gladys,

Please be advised that Dave Gadbois is your new contact with UG for this future project. I've forwarded on the notice to Dave.

Thanks,

Faye Wang, P.Eng
Utility Services Manager - Halton Hills
Union Gas Limited | A Spectra Energy Company
8015 Esquesing Line | Milton ON L9T 2X8
Tel: (905) 876 0188 ext. 5340002
Email: fwang@uniongas.com

From: Gladys Gonda [mailto:Gladys.Gonda@cima.ca]
Sent: May-31-16 2:57 PM
Cc: Sonya Kapusin; Stephen Keen; Maram Miri; darryl.young@hotmail.ca; Jeffrey.Reid@halton.ca; Matt.Krusto@halton.ca
Subject: Ninth Line Class EA - Notice of Study Commencement & Public Information Centre No. 1

"RE: NINTH LINE CLASS ENVIRONMENTAL ASSESSMENT STUDY

Please find attached Notice of Study Commencement and Public Information Centre (PIC) No. 1 for the Ninth Line Class EA Study, from Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route).

Thank you,

Gladys Gonda
Office Clerk
Transportation/Municipal Infrastructure Engineering

Partners in Excellence / Partenaire de génie

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6801 / Fax: 289-288-0285

Ontario
Infrastructure Ontario

One Dundas Street West, Suite 2000, Toronto, ON M5G 2L5
1, rue Dundas Ouest, bureau 2000, Toronto, ON M5G 2L5

June 1, 2016

Response to EA Notice

Thank you for providing Infrastructure Ontario (IO) with a copy of your Environmental Assessment Notice. From the information you have provided, it is unclear if you are proposing to use lands under the control of the Minister of Economic Development, Employment and Infrastructure (MEDEI lands) to support your proposed project.

Prior to MEDEI consenting to the use of MEDEI lands, the applicable environmental assessment, duty to consult Aboriginal peoples (if triggered) and heritage obligations will need to be met. In order for MEDEI to allow you access to MEDEI lands and to carry out proposed activities, MEDEI must ensure that provincial requirements and due diligence obligations are satisfied. These requirements are in addition to any such obligations you as the proponent of the project may have.

You as the proponent of the project will be required to work with Infrastructure Ontario (IO) to fulfill MEDEI's obligations which may include considering the use of any MEDEI lands as part of your individual environmental assessment. All costs associated with meeting MEDEI's obligations will be the responsibility of the proponent. Please note that time should be allocated in your project timelines for MEDEI to ensure that its obligations have been met and to secure any required internal government approvals required to allow for the use of the MEDEI lands for your proposed project.

In order for MEDEI and IO to assist you to meet your required project timelines, please recognize that early, direct contact with IO is imperative. The due diligence required prior to the use of MEDEI lands for your proposed project, may include but may not be limited to the following:

- Procedural aspects of the Provincial Crown's Aboriginal Duty to Consult obligations – *see Instruction Note 1*
- Requirements of the MOI Public Work Class Environmental Assessment – *see Instruction Note 2*
- Requirements of the Ministry of Tourism Culture and Sport (MTCS) Standards and Guidelines for Consultant Archaeologists– *see Instruction Note 3*
- Requirements of the MTCS Standards and Guidelines for the Conservation of Provincial Heritage Properties Consultant Archaeologists – *see Instruction Note 4*

Representatives from IO are available to discuss your proposed project, the potential need for MEDEI lands and the corresponding provincial requirements and due diligence obligations.

Please review the attached instruction notes which provide greater detail on the due diligence obligations associated with the use of MEDEI lands for your proposed project. We are providing this information to allow you as the proponent to allocate adequate time and funding into your project schedule and budgets. If your project requires you to study MEDEI lands, then an agreement is required and all studies undertaken on MEDEI lands will be considered confidential until approval is received. IO will require electronic copies of all required studies on MEDEI lands that you undertake.

We strongly encourage you to work with IO as early as possible in your process to identify if any MEDEI lands would be required for your proposed project. Please note that on title MEDEI control may be identified under the name of MEDEI or one of its predecessor ministries or agencies which may include but is not limited to variations of the following: Her Majesty the Queen/King, Hydro One, MBS, MEI, MGS, MOI, OLC, ORC, PIR or Ministry of Public Works[1].

Please provide Rita Kelly with a confirmation in writing of any MEDEI lands that you propose to use for your proposed project and why the lands are required along with a copy of a title search for the MEDEI lands.

For more information concerning the identification of MEDEI lands in your study area or the process for acquiring access to or an interest in MEDEI lands, please contact:

Rita Kelly
Project Manager
Land Transactions, Hydro Corridors & Public Works
Infrastructure Ontario
1 Dundas St. West, Suite 2000
Toronto ON
M5G 2L5
Tel: (416) 212-4934
Email: rita.kelley@infrastructureontario.ca

An application package and requirements checklist is attached for your reference. Please note that transfer of an interest in MEDEI lands to a proponent can take up to one year and there is no certainty that approval will be obtained.

For more information concerning the MOI Public Work Class Environmental Assessment process and due diligence requirements, please contact:

Lisa Myslicki
Environmental Specialist

[1] MBS - Management Board Secretariat; MEI - Ministry of Energy and Infrastructure; MGS - Ministry of Government Services; MOI - Ministry of Infrastructure; OLC - Ontario Lands Corporation; ORC - Ontario Realty Corporation; PIR - Ministry of Public Infrastructure Renewal

Infrastructure Ontario
1 Dundas Street West, Suite 2000
Toronto, ON
M5G 2L5
Tel: (416) 212-3768
Email: lisa.myslicki@infrastructureontario.ca

If MEDEI lands are not to be impacted by the proposed project, please provide a confirmation in writing to Infrastructure Ontario.

Thank you for the opportunity to provide initial comments on your proposed project.

Sincerely,

Patrick Grace
Director
Land Transactions, Hydro Corridors & Public Works
Infrastructure Ontario
Dundas St. West, Suite 2000
Toronto, ON, M5G 2L5

INSTRUCTION NOTE 1

Provincial Crown's Aboriginal Duty to Consult obligations

The Crown has a constitutional Duty to Consult (DTC) in certain circumstances and Aboriginal consultation may be required prior to MEDEI granting access to MEDEI lands or undertaking other activities. The requirement for Aboriginal consultation may be triggered given Aboriginal or treaty rights, established consultation or notification protocols, government policy and/or program decisions, archaeological potential or results, and/or cultural heritage consultation obligations. The requirement for Aboriginal consultation will be assessed by MEDEI.

Prior to the use of MEDEI lands, MEDEI must first meet any duty to consult obligations that may be triggered by the proposed use of MEDEI lands. It is incumbent on you to consult with IO as early in the process as possible once you have confirmed that MEDEI lands would be involved.

MEDEI will evaluate the potential impact of your proposed project on Aboriginal and treaty rights. MEDEI may assess that the Crown's Duty to Consult (DTC) requires consultation of Aboriginal communities. Proponents should discuss with IO whether MEDEI will require consultation to occur and if so, which communities should be consulted.

Where MEDEI determines that Aboriginal consultation is required, MEDEI will formally ask you to consult or continue to consult with Aboriginal peoples at the direction of MEDEI.

On behalf of MEDEI you will also be required to:

1. Maintain a record and document all notices and engagement activities, including telephone calls and/or meetings;
2. Provide the Ministry updates on these activities as requested; and
3. Notify the Ministry of any issues raised by Aboriginal communities.

If consultation has already occurred, IO strongly encourages you to provide complete Aboriginal consultation documentation to IO as soon as possible. This documentation should include all notices and engagement activities, including telephone calls and/or meetings.

Any duty to consult obligations must be met prior to publically releasing the Notice of Completion for the assessment undertaken under the MOI PW Class EA.

INSTRUCTION NOTE 2

Requirements of the MOI Public Work Class Environmental Assessment

MEDEI has an approved Class EA (the Ministry of Infrastructure Public Work Class Environmental Assessment (Public Work Class EA) to assesses undertakings that affect MEDEI lands including disposing of an interest in land or site development. Details on the Public Work Class EA can be found at:
http://www.infrastructureontario.ca/Templates/Buildings.aspx?id=2147490336&langtype=1033

You may be required to work with IO to complete an environmental assessment under the Public Work Class EA for the undertakings related to MEDEI lands. IO will work with you to ensure that all of the MEDEI undertakings or activities related to the use of MEDEI lands are identified, that the appropriate Category of undertaking is used and a monitoring and report back mechanism is established to ensure that MEDEI's obligations are met.

The completion of another environmental assessment process that assesses the undertakings related to MEDEI lands may satisfy MEDEI's obligations under the Public Work Class EA. You will be required to work with IO to determine the most appropriate approach to meeting the Public Work Class EA obligations for undertakings related to MEDEI lands on a case by case basis.

Where it is decided that the assessment of undertakings related to MEDEI lands can be assessed as part of the environmental assessment being undertaken by the proponent then it is likely that the following provisions will be required:

- that the environmental assessment documents set out that one process will be relied on by both the proponent and MEDEI to evaluate their respective undertakings and meet their respective obligations to assess the potential impacts of their undertakings;
- that the proponent's description of the undertaking to be assessed include all of the MEDEI undertakings related to the use or access to MEDEI lands (see Glossary of Terms);
- the associated EA Category from the Public Works Class EA be identified and met by the environmental assessment (see Figure 22. Category Listing Matrix and/or Tale 2.1 EA Category Identification Table);
- that the proponent's environmental assessment indicate that MEDEI would be relying on the proponent's assessment to satisfy MEDEI's obligations under the *Environment Assessment Act*;
- establish a monitoring and report back mechanism to ensure that any obligations of MEDEI resulting from the assessment will be met; and

An environmental assessment consultation plan be developed to ensure that all stakeholders required to be consulted regarding the undertakings on the MEDEI lands are consulted

Other Due Diligence Requirements

There may also be other additional due diligence requirements for the use of MEDEI lands in the proposed project. These may include:

- Phase One Environmental Site Assessment and follow up
- Stage 1 Archaeological Assessment and follow up
- Survey
- Title Search
- Species at Risk Survey(s)
- Appraisal

INSTRUCTION NOTE 3 – ARCHAEOLOGY - (see also *Instruction Note on Duty to Consult*)

Archaeological sites are recognized and protected under the *Ontario Heritage Act*. Carrying out archaeological fieldwork is a licensed, regulated activity under the 2011 Ministry of Culture Standards and Guidelines for Consulting Archaeologists. Please visit……

Archaeological due diligence is required for any proposed project on MEDEI land that could cause significant below ground disturbance such as, new building construction, installation/modification of site services, and installation/maintenance of new pipelines or transmission lines.

You, as the proponent, must engage IO prior to undertaking any archaeological work on MEDEI lands.

IO has two in-house licensed archaeologists who should be consulted early in the preparatory stages of a proposed project when geographic and site locations are being considered so that the potential for archaeological resources including historic and Aboriginal material (ion Aboriginal villages and burials sites) can be assessed.

To support both the Public Work Class EA and MEDEI's duty to consult analysis, archaeological assessments are required to determine if there are any significant findings that may be of cultural value or interest to Aboriginal people (e.g., archaeological or burial sites).

Archaeological work can begin before the assessment under the Public Works Class EA begins but the Class EA cannot be completed until the duty to consult that may be triggered regarding archaeological resources are fulfilled.

Depending upon the number or significance of resources found, the duty to consult may be triggered during any of the 4 phases of archaeological work (see below) or anytime during project construction.

The discovery of Aboriginal resources can impact on activities, including project and site plans, timelines and all costs. As the proponent, you are expected to ensure that you project timelines include adequate time and resources to address MEDEI due diligence obligations, including internal government approvals. All costs associated with meeting MEDEI's archaeological obligations will be the responsibility of the proponent.

For Archaeological Assessments (Stages 1 through 4), proponents must adhere to the four stage archaeological fieldwork process prescribed by the Ontario Ministry of Tourism, Culture and Sport (MTCS) as per the 2011 Standards and Guidelines for Consultant Archeologists. Not all noted Stages will be necessary for all work. Respondents must follow industry procedures and practices as per the MTCS Standards and Guidelines for Consultant Archeologists 2011 for each Stage of

archaeological assessment, all reporting criteria and formatting, and any other license requirements and/or obligations.

- Stage 1 Background Study - Evaluation of Archaeological Potential
  - Archival research and non-intrusive site visit

- Stage 2 Property Assessment
  - In-field systematic pedestrian survey or test pitting and reporting
  -
- Stage 3 Site-specific Assessment
  - Limited excavation to determine site significance and size
  - Field works and reporting

- Stage 4 Site mitigation
  - Through either avoidance/protection or excavation Field work 4 to 8 weeks
  - Develop summary report
  - MTCS review – expedited review of summary report 6 weeks
  - Final report
  - Time to develop and implement mitigation measures – negotiation, legal protections, avoidance

IO Contact Information and direction to IO website….

INSTRUCTION NOTE 4 – HERITAGE REQUIREMENTS

Built Heritage/Cultural Landscapes

Built heritage/cultural landscapes (cultural heritage) are recognized and protected under the Ontario Heritage Act, the regulations to that Act and the 2010 Ministry of Culture Standards and Guidelines for Conservation of Provincial Heritage Properties (S&Gs) Criteria for determining cultural heritage value or interest are set out in O. Reg. 9/06 and 10/06. The S&Gs set out a process for identifying properties of cultural heritage value, and the standards for protection, maintenance, use and disposal of these properties. Please visit……

Cultural heritage due diligence will be required for any proposed project on MEDEI land with the potential to impact cultural heritage resources, such as new building construction, installation/modification of site services, landscape modifications and installation/maintenance of new pipelines, transmission lines.

To support MEDEI's heritage and MOI PW Class EA obligations, proponents will be required to undertake cultural heritage assessments for all projects that require MEDEI lands. This will help to determine if the MEDEI lands are of cultural value or interest to the Province and the level of heritage significance. Where a property has heritage value, proponents may be required to develop appropriate conservation measures/plans and heritage management plans.

You, as the proponent, are strongly encouraged engage IO heritage staff as early in your project planning process as possible and in advance of beginning any cultural heritage assessment work. IO staff will be able to provide advice on the S&Gs and will provide any available heritage information for the MEDEI lands.

Proponents must also follow industry procedures and practices for all components of cultural heritage assessment work, all reporting criteria and formatting, and any other requirements and/or obligations. IO heritage staff can help dentify any required reports.

Should MEDEI lands be identified under the S&Gs as a Provincial Heritage Property (local significance) or a Provincial Heritage Property of Provincial Significance, IO must be engaged to determine next steps.

Please note that if a Provincial Heritage Property of Provincial Significance is to be impacted, it is likely that consent from the Minister, Ontario Minister, Tourism, Culture and Sport (MTCS) will be required prior to access being granted to MEDEI lands. Minister's consent requires a detailed application and approvals should land dispositions or building demolitions be applied for as part of the proposed project.

As the proponent, you are expected to ensure that your project timelines include adequate time

and resources to address MEDEI's heritage due diligence obligations, including internal government approvals. All costs associated with meeting MEDEI's heritage obligations are the responsibility of the proponent.

Staff contacts……

Jessica Dorgo

From: Krusto, Matt <Matt.Krusto@halton.ca>
Sent: Wednesday, June 01, 2016 2:11 PM
To: Young, Darryl; Sonya Kapusin; Reid, Jeffrey; Stephen Keen
Subject: FW: Halton Region Ninth Line EA (Dundas Street to Highway 407) - Technical Agencies Meeting

Matt Krusto
Transportation Coordinator
Infrastructure Planning & Policy
Public Works
Halton Region
905-825-6000, ext. 7225 | 1-866-442-5866

From: Bell, Trevor (MOECC) [mailto:Trevor.Bell@ontario.ca]
Sent: Wednesday, June 01, 2016 1:41 PM
To: Krusto, Matt
Subject: RE: Halton Region Ninth Line EA (Dundas Street to Highway 407) - Technical Agencies Meeting

Hi Matt, I will not be able to attend this afternoon's meeting. Please continue to circulate me on all project notices and meeting invites. I will hopefully attend the next technical agencies meeting.

Regards,
Trevor

Trevor Bell
Environmental Resource Planner and EA Coordinator
Technical Support Section | Central Region
Ministry of the Environment and Climate Change
5775 Yonge St., 8th Floor
Toronto, ON M2M 4J1
T: 416-326-3577
E: trevor.bell@ontario.ca

-----Original Appointment-----
From: Krusto, Matt [mailto:Matt.Krusto@halton.ca]
Sent: May-10-16 9:11 AM
To: Krusto, Matt; Green-Battiston, Melissa; Ross, Helen; Brooks, Laurielle; McNeish, Amanda; Bell, Trevor (MOECC); 'eric.flora@peelregion.ca'; 'renzellad@hdsb.ca'; 'Tricia Collingwood'; Darnell Lambert (darnell.lambert@oakville.ca); Dan

Cozzi (dan.cozzi@oakville.ca); 'barry.cole@oakville.ca'; 'Paul Bond'; Ma, WanChi (MTO); 'bob.levesque@mississauga.ca'; cwhite@407etr.com; 'morgans@hcdsb.org'; 'paul.cripps@milton.ca'; 'John.Brophy@milton.ca'; 'janice.young@bell.ca'; 'fwang@uniongas.com'; 'jenn.mclean@cogeco.com'; 'dseteele@oakvillehydro.com'
Subject: Halton Region Ninth Line EA (Dundas Street to Highway 407) - Technical Agencies Meeting
When: June-01-16 3:00 PM-4:30 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Halton Region Offices, 1151 Bronte Road, NELSON Room (main entrance, front lobby)

_ _

Jessica Dorgo

From: Young, Darryl <Darryl.Young@halton.ca>
Sent: Wednesday, June 01, 2016 8:36 AM
To: Sonya Kapusin; Stephen Keen; Jaime Garcia
Cc: Krusto, Matt; Reid, Jeffrey
Subject: FW: Enbridge Comments RE: Ninth Line Studay PR-3036A/PR-3037A

Darryl Young
Active Transportation Coordinator
Infrastructure Planning & Policy
Public Works
Halton Region
905-825-6000, ext. 7475 | 1-866-442-5866

From: Amy Vandendool [mailto:Amy.Vandendool@enbridge.com]
Sent: Wednesday, June 01, 2016 8:05 AM
To: Young, Darryl
Subject: Enbridge Comments RE: Ninth Line Studay PR-3036A/PR-3037A

Mr. Young

Enbridge Pipelines Inc.(Enbridge) operates facilities within the scope of the proposed project.
As per the attached aerial photo, Enbridge owns and operates a “762 mm dia.” and a “610 mm dia.” pipeline across the subject lands.

IF THE PROPOSED WORKS CROSS OR WITHIN 30m OF PIPELINE:

Enbridge is regulated by the National Energy Board pipeline crossing regulations.
All excavations within 30m of the Enbridge right-of-way requires notification to Enbridge prior to excavation by contacting Ontario One Call at 1-800-400-2255 or www.ON1Call.com.
Any proposed facilities crossing the Enbridge right-of-way requires approval in the form of a standard crossing agreement between Enbridge and the facility owner.

If you require additional detail regarding the proposed project please contact Enbridge Pipelines Inc. by email at: est.reg.crossing@enbridge.com

Thank you

Amy Vandendool
ROW Administrator
—

ENBRIDGE INC.
TEL: 519-339-0517 | FAX: 519-339-0510
1086 Modeland Road, Bldg. 1050. Sarnia, ON N7S 6L2

enbridge.com
Integrity. Safety. Respect.

transmission from us, including any attachments, without making a copy.

Thank you

Jessica Dorgo

From: Amy Vandendool [mailto:Amy.Vandendool@enbridge.com]
Sent: Wednesday, May 25, 2016 11:35 AM
To: Sonya Kapusin
Subject: Notice of Study for Ninth line from Dundas to 407

Good Morning,
We received a letter forwarded to us from another company about the proposed study for this project. Is it possible to receive a drawing of the area to determine if our pipeline will be in area?

Thank you

Amy Vandendool
ROW Administrator
—
ENBRIDGE INC.
TEL: 519-339-0517 | FAX: 519-339-0510
1086 Modeland Road, Bldg. 1050. Sarnia, ON N7S 6L2
enbridge.com
Integrity. Safety. Respect.

Jessica Dorgo

From: Gladys Gonda
Sent: Wednesday, June 01, 2016 9:07 AM
To: Sonya Kapusin
Cc: Maram Miri
Subject: FW: Ninth Line Class EA - Notice of Study Commencement & Public Information Centre No. 1

Gladys Gonda
Office Clerk
Transportation/Municipal Infrastructure Engineering

CIMA 25 YEARS

Partners in Excellence / Partenaire de génie

AON BESTEMPLOYER PLATINUM | CANADA | 2016

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6801 / Fax: 289-288-0285

From: Jon Foreshew [mailto:jforeshew@oakvillehydro.com]
Sent: Wednesday, June 01, 2016 7:13 AM
To: Gladys Gonda <Gladys.Gonda@cima.ca>
Subject: RE: Ninth Line Class EA - Notice of Study Commencement & Public Information Centre No. 1

Hi Gladys – I am no longer with Oakville Hydro's Engineering Department. Moving forward please send these emails to engineering@oakvillehydro.com .

Thanks,
Jon

From: Gladys Gonda [mailto:Gladys.Gonda@cima.ca]
Sent: Tuesday, May 31, 2016 2:57 PM
Cc: Sonya Kapusin; Stephen Keen; Maram Miri; darryl.young@hotmail.ca; Jeffrey.Reid@halton.ca; Matt.Krusto@halton.ca
Subject: Ninth Line Class EA - Notice of Study Commencement & Public Information Centre No. 1

“RE: NINTH LINE CLASS ENVIRONMENTAL ASSESSMENT STUDY

Please find attached Notice of Study Commencement and Public Information Centre (PIC) No. 1 for the Ninth Line Class EA Study, from Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route).

Thank you,

Gladys Gonda
Office Clerk
Transportation/Municipal Infrastructure Engineering

Partners in Excellence / Partenaire de génie

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6801 / Fax: 289-288-0285

Canadian Environmental Assessment Agency
Ontario Regional Office
55 St. Clair Avenue East,
Room 907
Toronto, ON M4T 1M2

Agence canadienne d'évaluation environnementale
Bureau régional de l'Ontario
55, avenue St-Clair est,
bureau 907
Toronto (Ontario) M4T 1M2

June 2, 2016

Sent by E-mail

Mr. Stephen Keen, P.Eng, Project Manager
CIMA Canada Inc. (CIMA+)
3027 Harvester Road, Suite 400
Burlington, Ontario L7N 3G7
stephen.keen@cima.ca

Dear Mr. Keen:

Re: Information on the *Canadian Environmental Assessment Act, 2012*

Thank you for your correspondence regarding the Ninth Line (Regional Road 13) Transportation Corridor Improvements Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route) in the Town of Oakville and Town of Milton.

The *Canadian Environmental Assessment Act, 2012* (CEAA 2012) focuses federal environmental reviews on projects that have the potential to cause significant adverse environmental effects in areas of federal jurisdiction and applies to physical activities described in the *Regulations Designating Physical Activities* (the Regulations). Based on the information provided, your project does not appear to be described in the Regulations. **Kindly review the Regulations to confirm applicability to the proposed project.**

According to section 25 (c) of the Regulations the construction, operation, decommissioning and abandonment of a new all-season public highway that requires a total of 50 km or more of new right of way may require a Federal Environmental Assessment.

If you believe the project is not subject to a federal environmental assessment, and do not submit a project description, we kindly request that you remove the Canadian Environmental Assessment Agency from your distribution list. If you have questions, please get in touch with our office through the switchboard at 416-952-1576. The attachment that follows provides web links to useful legislation, regulation, and guidance documents.

Sincerely,

Anjala Puvananathan
Director, Ontario Region
Canadian Environmental Assessment Agency
Attachment – Useful Legislation, Regulation, and Guidance Documents

Attachment – Useful Legislation, Regulation, and Guidance Documents

For more information on the *Canadian Environmental Assessment Act, 2012* (CEAA 2012), please access the following links on the Canadian Environmental Assessment Agency's (the Agency) website:

Overview of CEAA 2012
http://www.ceaa.gc.ca/default.asp?lang=En&n=16254939-1

Regulations Designating Physical Activities, and
Prescribed Information for a Description of a Designated Project Regulations
http://www.ceaa.gc.ca/default.asp?lang=En&n=9EC7CAD2-1

If your project is in a federally designated wildlife area or migratory bird sanctuary please check section 1 of the Regulations, which details the designated projects specific to those locations.

If it appears that CEAA 2012 may apply to your proposed project, you must provide the Agency with a description of the proposed project. Please see the link below to the Agency's guide to preparing a project description.

Guide to Preparing a Description of a Designated Project
http://www.ceaa.gc.ca/default.asp?lang=En&n=3CA9CEE5-1

NOTICE OF STUDY COMMENCEMENT AND PUBLIC INFORMATION CENTRE #1

CLASS ENVIRONMENTAL ASSESSMENT STUDY

Ninth Line (Regional Road 13) Transportation Corridor Improvements
Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route)
Town of Oakville and Town of Milton
PR-3036A/PR-3037A

Study

Halton Region has initiated a Municipal Class Environmental Assessment (Class EA) study to consider a wide range of options for transportation corridor improvements to satisfy future travel demands to 2031 on Ninth Line from Dundas Street to the 407 ETR (approximately 500m south of Lower Base Line) in the Town of Oakville and Town of Milton. In order to best address public safety and travel demand along Ninth Line, the Class EA Study will consider a wide range of road improvement alternatives as well as intersection improvements, active transportation and overall traffic operations. The impact of road improvements on social, cultural, economic and natural environments will also be evaluated and assessed during the study.

Process

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

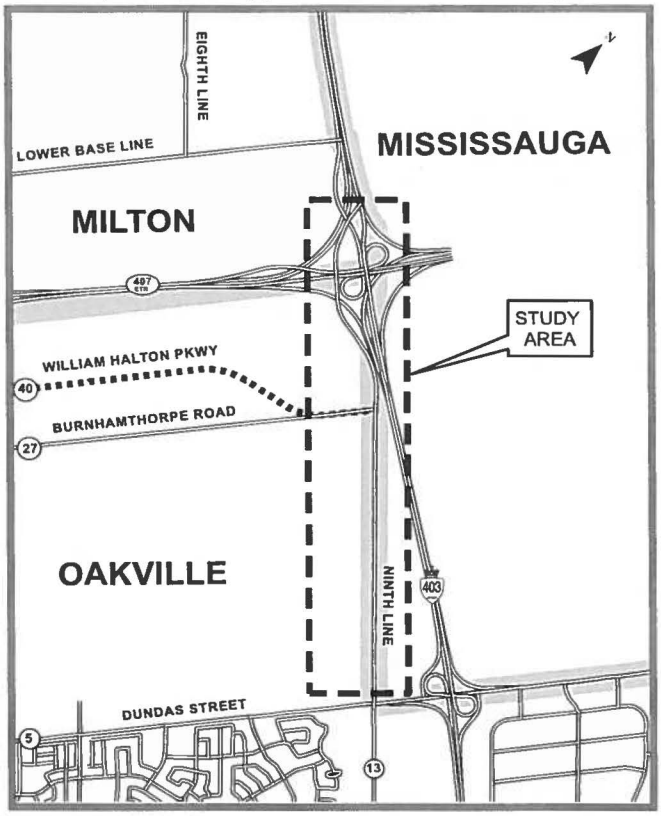
Public and review agency consultation is a key element of the Class EA process and input will be sought throughout this study, including two (2) Public Information Centres. Details regarding the Public Information Centres will be advertised as the study progresses. Upon completion of the study, a comprehensive Environmental Study Report will be prepared and placed on the public record for a minimum 30-day review period. The document will detail the planning process and the preferred alternative, including how public and agency input was received.

The first Public Information Centre has been arranged for:

Date: **Thursday, June 16, 2016**
Time: **Drop-in: 6:30 – 8:30 p.m.**
Location: **Fern Hill School (Oakville Campus)**
3300 Ninth Line, Oakville, ON L6H 7A8

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

The map shows the approximate limits of the study area.



If you are unable to attend the Public Information Centre and would like to provide comments, please forward them by June 30, 2016 to either Project Team member. For more information on this project, please visit the project website at **halton.ca/EAprojects**

Mr. Darryl Young, MCIP, RPP
Project Manager
Halton Region
1151 Bronte Road
Oakville, Ontario L6M 3L1
Tel: 905-825-6000 ext. 7475
Fax: 905-825-3270
Email: darryl.young@halton.ca

Mr. Stephen Keen, P.Eng
Project Manager
CIMA Canada Inc. (CIMA+)
3027 Harvester Road, Suite 400
Burlington, Ontario L7N 3G7
Tel: 289-288-0287 ext. 6834
Fax: 289-288-0285
Email: stephen.keen@cima.ca

PLANNING Building a Better Halton

This Notice first issued on Thursday, June 2, 2016
halton.ca/EAprojects

Jessica Dorgo

From: Flora, Eric <eric.flora@peelregion.ca>
Sent: Thursday, June 02, 2016 2:22 PM
To: Maram Miri; Matt Krusto HALTON REGION
Cc: Smith, Adrian; Kataure, Virpal; Chan, Eric; Sonya Kapusin
Subject: FW: Halton Region Ninth Line EA

Maram / Matt:

Good afternoon. I do not think there were any Peel staff present at yesterday's Technical Agencies meeting. However, would you please forward the presentation and draft minutes to my attention.

Please see the highlighted information below.

Peel Region, through a consultant assignment with the MMM Group, will be undertaking a transportation analysis for Ninth Line (403/407 northerly to 401/407), north of your study, to look at emerging land use concept(s).

Each project team should ensure that the inputs are consistent (pop/emp forecasts, future transportation infrastructure assumptions, methodology, etc) and coordinated (on future highway, transit, road/intersection and active transportation improvements).

Please note that within Peel Region, Ninth Line is a local roadway, therefore the City of Mississauga should be consulted as well.

I understand there be public consultation for the Halton EA, however at this time, I'm not sure about Peel's work.

If you have any questions, please contact me directly.

Regards,

Eric L. Flora, ***P.Eng., CET***
Principal Planner | Infrastructure Planning & Design
Transportation Division
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON, L6T 4B9

☎ 905-791-7800 ext.4694
eric.flora@peelregion.ca

From: Chan, Eric
Sent: May 12, 2016 4:14 PM
To: Smith, Adrian; Kataure, Virpal; Norbert Orzel; Mel Kayama; Frank.Marzo@mississauga.ca; Carrick, Sean; Detaramani,

Tina
Cc: Flora, Eric
Subject: Halton Region Ninth Line EA

FYI – Halton is undertaking an EA for the Ninth Line between Dundas and Highway 407 to review widening need. This location is just south of our Ninth Line Study.
The timing and location warrant a close coordination between the two studies, therefore I'm forwarding you the attached Notice of Study Commencement and the meeting request. Eric Flora is our Peel rep coordinating the Halton Study.
However, Eric F and I won't be attending the Halton's EA meeting scheduled on June 1st (due to conflicts).

Eric Chan, P.Eng., PMP
Supervisor, Transportation Planning Engineering
Transportation Division, Public Works
Region of Peel
Tel: (905) 791-7800 ext. 4417
Cell: (289) 541-8156
Eric.Chan@peelregion.ca

Jessica Dorgo

From: Sonya Kapusin
Sent: Thursday, August 18, 2016 1:52 PM
To: 'lindsay.edwards@peelregion.ca'
Cc: 'Krusto, Matt'; 'Reid, Jeffrey'; Stephen Keen; Maram Miri; Jessica Dorgo
Subject: RE: Halton Region Ninth Line EA
Attachments: B000637_MM_20160601_TAC1_e03docx.docx.pdf

Dear Lindsay,

In response to an email received by Eric Flora on June 2nd regarding the Ninth Line Class EA study, please find attached presentation and notes for the Technical Agencies Committee meeting held on June 1st, 2016. With regard to coordinated inputs for transportation analyses, we will provide you with the Traffic and Safety Report for the Ninth Line Class EA as soon as it is approved by Halton Region. For your information, the City of Mississauga were notified and will be consulted on the Class EA study.

For access to the TAC presentation (B000637_TAC 1 Presentation_Reduced_e02.pdf):

Access the file transfer site

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

Regards,

Sonya Kapusin
Tel: 289-288-0287 x 6812
Fax: 289-288-0285

From: Flora, Eric [mailto:eric.flora@peelregion.ca]
Sent: Thursday, June 02, 2016 2:22 PM
To: Maram Miri; Matt Krusto HALTON REGION
Cc: Smith, Adrian; Kataure, Virpal; Chan, Eric; Sonya Kapusin
Subject: FW: Halton Region Ninth Line EA

Maram / Matt:

Good afternoon. I do not think there were any Peel staff present at yesterday's Technical Agencies meeting. However, would you please forward the presentation and draft minutes to my attention.

Please see the highlighted information below.

Peel Region, through a consultant assignment with the MMM Group, will be undertaking a transportation analysis for Ninth Line (403/407 northerly to 401/407), north of your study, to look at emerging land use concept(s).

Each project team should ensure that the inputs are consistent (pop/emp forecasts, future transportation infrastructure assumptions, methodology, etc) and coordinated (on future highway, transit, road/intersection and active transportation improvements).

Please note that within Peel Region, Ninth Line is a local roadway, therefore the City of Mississauga should be consulted as well.

I understand there be public consultation for the Halton EA, however at this time, I'm not sure about Peel's work.

If you have any questions, please contact me directly.

Regards,

Eric L. Flora, ***P.Eng., CET***
Principal Planner | Infrastructure Planning & Design
Transportation Division
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON, L6T 4B9

☎ 905-791-7800 ext.4694
eric.flora@peelregion.ca

From: Chan, Eric
Sent: May 12, 2016 4:14 PM
To: Smith, Adrian; Kataure, Virpal; Norbert Orzel; Mel Kayama; Frank.Marzo@mississauga.ca; Carrick, Sean; Detaramani, Tina
Cc: Flora, Eric
Subject: Halton Region Ninth Line EA

FYI – Halton is undertaking an EA for the Ninth Line between Dundas and Highway 407 to review widening need. This location is just south of our Ninth Line Study.
The timing and location warrant a close coordination between the two studies, therefore I'm forwarding you the attached Notice of Study Commencement and the meeting request. Eric Flora is our Peel rep coordinating the Halton Study.
However, Eric F and I won't be attending the Halton's EA meeting scheduled on June 1st (due to conflicts).

Eric Chan, P.Eng., PMP
Supervisor, Transportation Planning Engineering
Transportation Division, Public Works
Region of Peel
Tel: (905) 791-7800 ext. 4417
Cell: (289) 541-8156
Eric.Chan@peelregion.ca

Jessica Dorgo

From: Sonya Kapusin
Sent: Friday, June 03, 2016 12:55 PM
To: 'Amy.Vandendool@enbridge.com'
Cc: Darryl.Young@halton.ca; 'Krusto, Matt'; Reid, Jeffrey; Stephen Keen; Maram Miri
Subject: FW: Notice of Study for Ninth line from Dundas to 407
Attachments: B000637_Notice of Commencement and PIC 1_e01.pdf

Good afternoon Amy,

Thank you for your message on May 25th and comments on June 1st in response to the attached Notice of Study Commencement and Public Information Centre for the Ninth Line Class EA. The study area is outlined on the attached map and the study team has received your message advising that Enbridge operates a pipeline within this area. We will add your contact information to the study mailing list to receive future updates on the study. You may also view updates on the Region's project website at halton.ca/EAprojects.

Please feel free to contact me or the project managers listed in the attached Notice if you have any questions or additional comments.

Regards,

Sonya Kapusin
Tel: 289-288-0287 x 6812
Fax: 289-288-0285

From: Amy Vandendool [mailto:Amy.Vandendool@enbridge.com]
Sent: Wednesday, May 25, 2016 11:35 AM
To: Sonya Kapusin
Subject: Notice of Study for Ninth line from Dundas to 407

Good Morning,
We received a letter forwarded to us from another company about the proposed study for this project. Is it possible to receive a drawing of the area to determine if our pipeline will be in area?

Thank you

Amy Vandendool
ROW Administrator
—
ENBRIDGE INC.
TEL: 519-339-0517 | FAX: 519-339-0510
1086 Modeland Road, Bldg. 1050. Sarnia, ON N7S 6L2
enbridge.com
Integrity. Safety. Respect.

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 7147
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 7147
Téléc: 416 212 1802

Ontario

June 28, 2016 (EMAIL ONLY)

Mr. Darryl Young, MCIP, RPP
Project Manager
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1
E: darryl.young@halton.ca

RE: MTCS file #: 0004944
Proponent: Halton Region
Subject: Notice of Commencement and Public Information Centre #1
Ninth Line (Regional Road 13) Transportation Corridor Improvements
Dundas Street (Regional Road 5) to 407 ETR
Location: Town of Oakville and Town of Milton, Ontario

Dear Mr. Young:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement and Public Information Centre (PIC) #1 for your project. MTCS's interest in this 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.

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* is normally completed to help determine whether your EA project may impact cultural heritage resources. However, the PIC materials indicate that some heritage resources have already been

identified through review of the local municipalities' Heritage Registers, and there are plans for a field investigation to identify other potential cultural heritage resources within or adjacent to the study area.

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 Towns of Oakville and Milton for review, and make it available to local organizations or individuals who have expressed interest in heritage.

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,

Dan Minkin
Heritage Planner
Dan.Minkin@Ontario.ca

Copied to: Stephen Keen, P.Eng., CIMA Canada Inc.

CIMA+
Partners in excellence

August 22, 2016

Mr. Dan Minkin
Heritage Planner
Ministry of Tourism, Culture and Sport
Heritage Program Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto, ON M7A 0A7

Dear Mr. Minkin,

Subject: Halton Region - Ninth Line (Regional Road 13) Transportation Corridor Improvements from Dundas Street (Regional Road 5) to 407 ETR
Class Environmental Assessment Study

Thank you for your letter in response to the Notice of Study Commencement and Public Information Centre #1 for the above project. We understand the Ministry of Tourism, Culture and Sport is interested in this Environmental Assessment (EA) as it relates to the mandate of conserving Ontario's cultural heritage.

As such, Halton Region will be providing the following technical reports to the Ministry of Tourism, Culture and Sport prior to filing the Environmental Study Report:

- Stage 1 Archaeological Assessment
- Cultural and Built Heritage Assessment

Should you have any questions or comments, please do not hesitate to contact the undersigned at (289) 288-0287 ext. 6812 or sonya.kapusin@cima.ca.

Yours sincerely,

S Kapusin

Sonya Kapusin, MCIP, RPP
EA Coordinator

cc: Matt Krusto, Halton Region
Stephen Keen, CIMA+

ISO 9001
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
CANADA
Phone: 289-288-0287
Fax: 289-288-0285
www.cima.ca

Canadian Environmental Assessment Agency
Agence canadienne d'évaluation environnementale

55 St. Clair Avenue East,
Room 907
Toronto ON M4T 1M2

55, avenue St. Clair Est,
pièce 907
Toronto ON M4T 1M2

July 10, ~~2014~~ 2016 - note added by CIMA+ Sent by E-mail

Mr. Alvaro L. Almuina
Urban & Environmental Management Inc.
5100 Orbitor Drive, Suite 300
Mississauga, ON L4W 4Z4
aalmuina@uemconsulting.com

Dear Mr. Almuina:

Re: Information on the Canadian Environmental Assessment Act, 2012

Thank you for your correspondence of June 26, 2014 regarding the Ninth Line Municipal Class Environmental Assessment.

As part of the Government of Canada's plan for Responsible Resource Development which seeks to modernize the regulatory system for project reviews, the *Canadian Environmental Assessment Act, 2012* (CEAA 2012) came into force on July 6, 2012. CEAA 2012 focuses federal environmental reviews on projects that have the potential to cause significant adverse environmental effects in areas of federal jurisdiction.

The CEAA 2012 applies to projects described in the *Regulations Designating Physical Activities* (the Regulations). Based on the information provided, your project does not appear to be described in the Regulations. **Kindly review the Regulations to confirm applicability to your project** including section 1 (h), which relates to federally designated wildlife areas and migratory bird sanctuaries.

According to section 25 (c) of the Regulations the construction, operation, decommissioning and abandonment of a new all-season public highway that requires a total of 50 km or more of new right of way may require a Federal Environmental Assessment.

For more information on CEAA 2012, please access the following links on the Canadian Environmental Assessment Agency's (the Agency) website:

Overview of CEAA 2012
http://www.ceaa.gc.ca/default.asp?lang=En&n=16254939-1

.../2

Regulations Designating Physical Activities, and
Prescribed Information for a Description of a Designated Project Regulations
http://www.ceaa.gc.ca/default.asp?lang=En&n=9EC7CAD2-1

If it appears that CEAA 2012 may apply to your proposed project, you must provide the Agency with a description of the proposed project. Please see the link below to the Agency's guide to preparing a project description.

Guide to Preparing a Description of a Designated Project
http://www.ceaa.gc.ca/63D3D025-2236-49C9-A169-DD89A36DA0E6/Guide_to_Preparing_a_Description_of_a_Designated_Project_under_CEAA_2012.pdf

If you believe the project is not subject to a federal environmental assessment, and do not submit a project description, **we kindly request that you remove the Agency from your distribution list**. If you have questions, please get in touch with our office through the switchboard at 416-952-1576.

Sincerely,

Anjala Puvananathan
Director, Ontario Region
Canadian Environmental Assessment Agency

June 26, 2014
UEM Project #14-508
Halton Region Project #PR 2876

Dear Ms. Davis,

RE: Municipal Class Environmental Assessment – Ninth Line (Regional Road 13) Corridor Improvements from Highway 407 to 10 Side Road (Regional Road 10), Town of Halton Hills

Halton Region has initiated a Class Environmental Assessment (Class EA) to evaluate and recommend transportation improvements on Ninth Line (Regional Road 13) from Highway 407 to 10 Side Road (Regional Road 10) in the Town of Halton Hills, Ontario.

In 2004, Halton Region completed a Transportation Master Plan (TMP). The 2004 TMP identified the need for improvements along the Ninth Line corridor entering into the Town of Halton Hills and recommended widening Ninth Line to a four lane cross-section between Highway 407 and 10 Side Road. This recommendation was confirmed in Halton Region's *Transportation Master Plan (2031) – The Road to Change.*

The purpose of this Class EA is to review, evaluate, and recommend improvements to Nonth Line within the project limits, including widening of the road to a four lane cross-section as recommended in the 2004 TMP and confirmed in the *Transportation Master Plan (2031).* The alternative design concepts will include road rehabilitation, widening and drainage works, changes/upgrades to traffic control and operations, cycling provisions, intersection improvements, consideration of transit and improvements to the pedestrian environment. The alternative designs will also consider the impact of such improvements on the social and natural environments.

The study is being conducted in compliance with Schedule 'C' of the Municipal Engineers Association Municipal Class Environmental Assessment planning and design process (June 2000, as amended in 2007 & 2011), which is approved under the *Ontario Environmental Assessment Act.* A copy of the Notice of Study Commencement is attached.

As part of this process, an initial point of consultation letter is sent to all stakeholders and potentially affected agencies to explain the project and invite participation. This letter is a separate and direct dialogue with your community.

At this time, we respectfully ask whether your agency/community desires involvement in this process. In addition, if you have any initial comments that you feel should be addressed or information that should be considered in this project, we would welcome these at this time. Please advise if you are aware if there are any outstanding land claims in proximity to the project. We respectfully request that any information be provided in a written response by July 18, 2014. A Feedback Form is enclosed for this purpose.

If you have any questions, or require additional information, please contact me at (905) 212-9722 x 45 or by email at aalmuina@uemconsulting.com.

URBAN & ENVIRONMENTAL MANAGEMENT INC.
5100 Orbitor Drive, Suite 300, Mississauga, Ontario L4W 4Z4
Tel 905-212-9722 Fax 905-212-9397
www.uemconsulting.com

If you wish to contact a representative from Halton Region, please contact:

Ms. Alicia Jakaitis
Transportation Coordinator, Transportation Services
Halton Region
1151 Bronte Road, Oakville ON L6M 3L1
Tel: 905.825.6000 x7556
Fax: 905-685-0013
www.halton.ca
alicia.jakaitis@halton.ca

Thank you in advance for your assistance with this project and we look forward to your involvement and consideration of any information and input you may have.

Yours very truly,

Urban & Environmental Management Inc.

Alvaro L. Almuina, P. Eng., PMP, DCE
Project Manager

Encl: Notice of Study Commencement, Feedback Form
Cc: Ms. Alicia Jakaitis, Halton Region

Halton.ca 311

NOTICE OF STUDY COMMENCEMENT

CLASS ENVIRONMENTAL ASSESSMENT STUDY

Ninth Line (Regional Road 13) Transportation Corridor Improvements
Highway 407 to 10 Side Road (Regional Road 10),
Town of Halton Hills
PR-2876A

Study

Halton Region is initiating a Class Environmental Assessment (Class EA) study to consider a wide range of options for transportation corridor improvements to satisfy future travel demands to 2031 on Ninth Line from Highway 407 to 10 Side Road in the Town of Halton Hills. In order to best address travel demand along Ninth Line, a number of road improvement alternatives will be examined as part of the study including widening of the roadway, cross-sectional improvements, over-all traffic operations, as well as the impact of such improvements on the social, cultural, economic and natural environments.

Process

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

Public and review agency consultation is a key element of the Class EA process and input will be sought throughout this study. At this time, it is anticipated that two (2) Public Information Centres will be held. Details regarding the Public Information Centres will be advertised as the study progresses. Upon completion of the study, a comprehensive Environmental Study Report will be prepared and placed on the public record for a minimum 30-day review period. The document will detail the planning process and the preferred alternative including how the public and agency input was received.

CONSTRUCTION Building a Better Halton

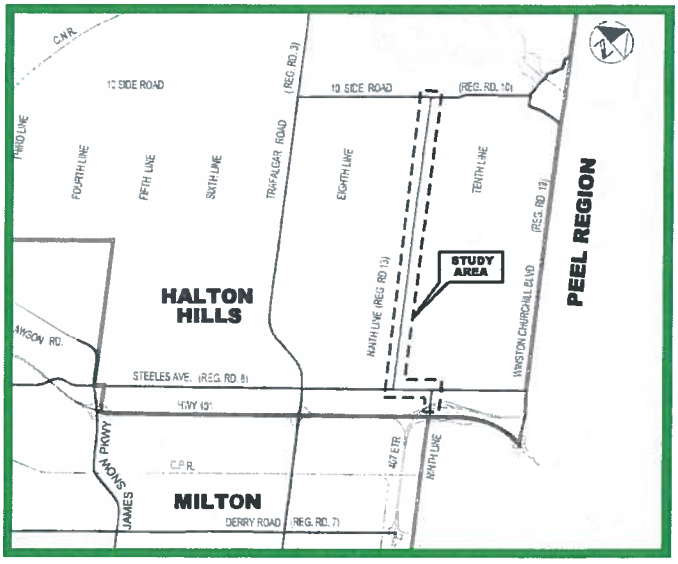
Comments

Please contact either of the following project team members if you wish to be added to the project mailing list or if you have any questions, comments, or wish to obtain more information about the project.

Ms. Alicia Jakaitis
Transportation Coordinator
Halton Region
1151 Bronte Road
Oakville, Ontario L6M 3L1
Tel: 905-825-6000 ext. 7556
Fax: 905-847-2192
Email: alicia.jakaitis@halton.ca

Alvaro L. Almuina, P. Eng., M.Eng., PMP, DCE
Project Manager
Urban & Environmental Management Inc.
5100 Orbitor Drive, Suite 300
Mississauga, Ontario L4W 4Z4
Tel: 905-212-9722 x45
Fax: 905-212-9397
Email: aalmuina@uemconsultting.com

The map shows the approximate limits of the study area.



This Notice first issued on June 19, 2014
www.halton.ca/EAprojects

FEEDBACK FORM

To: Alvaro L. Almuina, P. Eng., PMP, DCE

E-mail: aalmuina@uemconsulting.com

FAX: (905) 212-9397

RE: **Halton Region**
Ninth Line (Regional Road 13) Corridor Improvements
Highway 407 to 10 Side Road (Regional Road 10), Town of Halton Hills
Municipal Class Environmental Assessment
UEM Project #14-508

NAME: _____

TITLE: _____

AGENCY: _____

ADDRESS: _____

_____

POSTAL CODE: _____

PHONE: _____

FAX: _____

E-MAIL: _____

Please indicate the appropriate response.

- ☐ My agency **is interested** in participating on the Technical Agencies Committee.
- ☐ My agency **is not interested** in participating on the Technical Agencies Committee but would like to be kept informed. Please leave my agency on the Region's mailing list for this project.
- ☐ Please delete my agency from the Region's mailing list.

Agency's areas of interest or concern / preliminary comments:

_____

_____

_____

_____

_____

_____

_____

From:	Sonya Kapusin
To:	Maram Miri
Subject:	FW: Ninth Line Class EA - Notice of Study Commencement & Public Information Centre No. 1
Date:	Thursday, July 07, 2016 4:41:00 PM
Attachments:	image001.jpg image002.jpg image003.png

Sonya Kapusin
Tel: 289-288-0287 x 6812
Fax: 289-288-0285

From: Leslie Green [mailto:Leslie.Green@mississauga.ca]
Sent: Wednesday, June 29, 2016 4:59 PM
To: Young, Darryl (Darryl.Young@halton.ca)
Cc: Reid, Jeffrey (Jeffrey.Reid@halton.ca); Matt.Krusto@halton.ca; Steve Barrett; Dorothy Kowpak; Dana Glofcheskie; Stephen Keen; Sonya Kapusin
Subject: RE: Ninth Line Class EA - Notice of Study Commencement & Public Information Centre No. 1

Good afternoon Darryl,

The City has reviewed the Public Information Centre #1 display material and offers the following comments.

As shown at PIC #1, the Region's proposed cross-section for Ninth Line includes 4 travels lanes, on-street bike lanes and a multi-use trail on both sides. Based on the City's Cycling Master Plan, existing cycling facilities and facilities identified as part of the City's Ninth Line EA (Derry Road to 401/407), cycling facilities are identified as a multi-use trail along the east side of the corridor. As a result, as part of any future improvements to Ninth Line within the City of Mississauga, the City will continue with implementation of cycling facilities in the form of a multi-use trail along the east side of the corridor.

Based on our review of AADT volume, number of travel lanes, vehicle speeds and general land uses, we are of the opinion that a multi-use trail is the most appropriate facility for this corridor. Ninth Line, which is posted at 70 Km/hr, carries an AADT volume north of Eglinton of approximately 17,000 vehicles today and is projected to carry over 25,000 vehicles by 2031 (if Ninth Line is widened to 4 lanes). OTM Book 18 guides practitioners to "consider a Separated Facility or an Alternate Road for roadways with an AADT greater than 15,000 vehicles [for 2 lane roadway, one in each direction] and an operating speed of greater than 50km/hr". In addition, for roadways with the 85th percentile Motor Vehicle Operation Speeds between 70-89km/hr, physical separation of the two modes is most appropriate.

The City respectfully requests that the Region re-think its proposal for on-road cycling facilities, staff would be happy to discuss this matter further with the Region.

Thank you,
Leslie

Leslie Green, M.A.Sc, P.Eng.
Manager, Transportation Projects
T 905-615-3200 ext.4197
leslie.green@mississauga.ca

City of Mississauga | Transportation & Works Department,
Transportation & Infrastructure Planning Division

Please consider the environment before printing.

From: Gladys Gonda [mailto:Gladys.Gonda@cima.ca]
Sent: 2016/05/31 2:57 PM
Cc: Sonya Kapusin; Stephen Keen; Maram Miri; darryl.young@hotmail.ca; Jeffrey.Reid@halton.ca; Matt.Krusto@halton.ca
Subject: Ninth Line Class EA - Notice of Study Commencement & Public Information Centre No. 1

"RE: NINTH LINE CLASS ENVIRONMENTAL ASSESSMENT STUDY

Please find attached Notice of Study Commencement and Public Information Centre (PIC) No. 1 for the Ninth Line Class EA Study, from Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route).

Thank you,

Gladys Gonda
Office Clerk
Transportation/Municipal Infrastructure Engineering

cid:image001.jpg@01D19FB1.D9D815A0

Partners in Excellence / Partenaire de génie

cid:image002.jpg@01D19FB1.D9D815A0

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6801 / Fax: 289-288-0285

Jessica Dorgo

From: Young, Darryl <Darryl.Young@halton.ca>
Sent: Wednesday, July 13, 2016 10:45 AM
To: Stephen Keen; Sonya Kapusin
Cc: Reid, Jeffrey; Krusto, Matt; Jaime Garcia; Maram Miri
Subject: RE: Ninth Line EA - Emails

Hi Stephen, Sonya,

Email below regarding Eric Flora at Region of Peel moving on and new contact below for response and mailing list.

Thanks,
Darryl

Matt:

My last day at Peel Region is Thursday, July 14th. I will be working for the Town of Tillsonburg effective July 18th.

Please direct any future inquiries to Lindsay Edwards at lindsay.edwards@peelregion.ca.

Thank you.

Eric

Jessica Dorgo

From: Minkin, Dan (MTCS) <Dan.Minkin@ontario.ca>
Sent: Monday, August 22, 2016 11:57 AM
To: Sonya Kapusin
Cc: Krusto, Matt; Reid, Jeffrey; Stephen Keen; Jessica Dorgo
Subject: RE: Ninth Line (Regional Road 13) Transportation Corridor Improvements Dundas Street to 407 ETR - MTCS Comments

Thank you for this response.

If the Stage 1 background study identifies the need for further stages of archaeological assessment within the footprint of the proposed road improvements, please ensure that to the extent practicable, field surveys are carried out at such time as to allow their results to be documented in the final ESR as part of the description of the existing environment and of impacts of the undertaking.

Dan Minkin
Heritage Planner
Ministry of Tourism, Culture and Sport
Culture Division | Programs and Services Branch | Heritage Program Unit
401 Bay Street, Suite 1700
Toronto, Ontario M7A 0A7
Tel. 416.314.7147 | Fax. 416.314.7175

From: Sonya Kapusin [mailto:Sonya.Kapusin@cima.ca]
Sent: August 22, 2016 9:52 AM
To: Minkin, Dan (MTCS)
Cc: Krusto, Matt; Reid, Jeffrey; Stephen Keen; Jessica Dorgo
Subject: RE: Ninth Line (Regional Road 13) Transportation Corridor Improvements Dundas Street to 407 ETR - MTCS Comments

Dear Mr. Minkin,

Please find attached letter in response to your email of June 28, 2016 regarding the Ninth Line Class EA in Halton Region.

Regards,

Sonya Kapusin
Tel: 289-288-0287 x 6812
Fax: 289-288-0285

From: Minkin, Dan (MTCS) [mailto:Dan.Minkin@ontario.ca]
Sent: Tuesday, June 28, 2016 1:50 PM
To: Young, Darryl
Cc: Stephen.Keen@cima.ca
Subject: Ninth Line (Regional Road 13) Transportation Corridor Improvements Dundas Street to 407 ETR - MTCS Comments

Good afternoon,
Please see attached.

Dan Minkin
Heritage Planner
Ministry of Tourism, Culture and Sport
Culture Division | Programs and Services Branch | Heritage Program Unit

401 Bay Street, Suite 1700
Toronto, Ontario M7A 0A7
Tel. 416.314.7147 | Fax. 416.314.7175

CIMA+
Partners in excellence

August 22, 2016

Mr. Dan Minkin
Heritage Planner
Ministry of Tourism, Culture and Sport
Heritage Program Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto, ON M7A 0A7

Dear Mr. Minkin,

Subject: Halton Region - Ninth Line (Regional Road 13) Transportation Corridor Improvements from Dundas Street (Regional Road 5) to 407 ETR
Class Environmental Assessment Study

Thank you for your letter in response to the Notice of Study Commencement and Public Information Centre #1 for the above project. We understand the Ministry of Tourism, Culture and Sport is interested in this Environmental Assessment (EA) as it relates to the mandate of conserving Ontario's cultural heritage.

As such, Halton Region will be providing the following technical reports to the Ministry of Tourism, Culture and Sport prior to filing the Environmental Study Report:

- Stage 1 Archaeological Assessment
- Cultural and Built Heritage Assessment

Should you have any questions or comments, please do not hesitate to contact the undersigned at (289) 288-0287 ext. 6812 or sonya.kapusin@cima.ca.

Yours sincerely,

S Kapusin

Sonya Kapusin, MCIP, RPP
EA Coordinator

cc: Matt Krusto, Halton Region
Stephen Keen, CIMA+

ISO 9001
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
CANADA
Phone: 289-288-0287
Fax: 289-288-0285
www.cima.ca

Jessica Dorgo

From: Jessica Dorgo
Sent: Wednesday, August 31, 2016 3:19 PM
To: lisa.myslicki@infrastructureontario.ca
Cc: Sonya Kapusin
Subject: Ninth Line Environmental Assessment
Attachments: Ninth Line Study Area.png

Good afternoon Ms. Myslicki,

As part of the Halton Region Ninth Line Transportation Corridor Improvements from Dundas Street to 407 ETR Environmental Assessment, we are requesting any Infrastructure Ontario mapping that may be available for the area of the 407 ETR and Highway 403 interchange at the north end of the study area. A map specifying the limits of the study is attached as a reference. It should be noted that the study corridor extends from 500 meters south of Lower Base Line to Dundas Street.

Thank you,

Jessica Dorgo
EIT Transportation
Traffic Engineering

CIMA 25 YEARS Partners in excellence

AON BEST EMPLOYER PLATINUM | CANADA | 2016

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6819 / Fax: 289-288-0285

Jessica Dorgo

From: Paul Bond <pbond@hrca.on.ca>
Sent: Thursday, September 22, 2016 2:22 PM
To: Sonya Kapusin
Cc: Cory Harris; Tawnia Martel; Holly Anderson; cdavidson@golder.com; dmorningstar@golde.com; matt.krusto@halton.ca
Subject: RE: Ninth Line EA - Dundas to Hwy 407 (MPR-691) - Provincially Significant Wetlands

Hi Sonya,

As a follow up to Holly's e-mail below and to put into context, Holly is replacing Richard Baxter on our team (Terrestrial Ecologist) who has returned to our ecology section.

You may recall from our June 2, 2016 site walk some discussion about these easterly wetlands in the field. We (CH) committed to follow up internally to confirm the status and boundary delineation with MNRF. Richard had contacted MNRF and was awaiting a response with Holly finally connecting with Steve Varga recently to confirm the information below.

As per Holly's advice, please contact Steve directly if you require any further information.

Kind regards,

Paul.

Paul Bond
Environmental Planner
Conservation Halton
t: 905-336-1158 ext. 2257 | f: 905-336-6684
2596 Britannia Road West
Burlington ON L7P 0G3
e-mail: pbond@hrca.on.ca
www.conservationhalton.ca

From: Holly Anderson
Sent: September-22-16 2:04 PM
To: cdavidson@golder.com; dmorningstar@golde.com; matt.krusto@halton.ca; sonya.kapusin@cima.ca
Cc: Paul Bond; Cory Harris; Tawnia Martel
Subject: Ninth Line EA - Dundas to Hwy 407 (MPR-691) - Provincially Significant Wetlands

Dear All,

I have recently become involved in the Ninth Line EA from Dundas Street to Hwy 407. As I am sure you are aware there are a number of wetlands which are part of the North Oakville-Milton East Wetland Complex, on both the east and west sides of Ninth Line which may be impacted by the proposed widening.

East Side of Ninth Line:
On the east side of Ninth Line between Dundas Street and Burnhamthorpe Road there are three Provincially Significant Wetlands which are part of the larger North Oakville-Milton East Wetland Complex. Specifically #37, #38, and #39. In July of 2015, these wetlands were surveyed by Steve Varga (MNRF) and Yves Scholten (CH) as part of the adjacent Union

Gas project. The boundaries of Wetland #37 have changed, and will be updated in LIO. These revised boundaries should be available in the next week or so. The boundaries of Wetlands #38 and #39 were not revised and will stay as they are.

West Side of Ninth Line:
On the west side of Ninth Line, one Provincially Significant Wetland (#36) is found immediately adjacent to Ninth Line. The boundaries for Wetland #36 were delineated July 14, 2011, and have been revised accordingly.

Therefore, I have spoken with Steve Varga of MNRF (September 20, 2016) regarding these wetlands and he has stated that he has no need to go out and revisit these wetlands. If you need specific information regarding these wetlands, please contact Steve directly.

Sincerely,

Holly Anderson

Holly Anderson, H. B.Sc., Dip.
Terrestrial Planning Ecologist

Conservation Halton
2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2292 | Fax 905.336.7014 | handerson@hrca.on.ca
conservationhalton.ca

Halton Region Ninth Line EA Conservation Halton Comments
November 24th, 2016 Meeting

Comment No.	Comment	CIMA Response
General:		
1	Based on proposed construction timeline, further wildlife surveys are required at the detailed design stage.	The requirement for additional wildlife surveys will be included in the final Commitments List as requested.
2	Use of a RSS retaining wall where the PSWs bridge the road.	A retaining wall is proposed to limit the footprint of the roadway into the PSW.
3	Consider a box culvert that is wider than it is tall at CC#7 with 0.5m dry bench on either side/wildlife shelving for wildlife passage.	Discussion within Golder suggested that in the absence of a guideline for animal passage, an appropriate height at this location might be 0.9m. The proposed box culvert height was therefore maintained as 1.0m as per the sizing recommendation. The width (3.0 m) was set so that the ultimate water level upstream did not overtop the road centerline (175.95 masl).
4	CC#9 has [] in the culvert.	Three different options are presented for CC#9 including culvert cleanout and extension (does not provide sufficient capacity), culvert extension and addition of overflow culvert and replacement with a larger culvert. The impact to barn swallows is considered as a criteria in the evaluation of these options. Replacement with a larger culvert has been identified as the preferred option with [] impact being similar for each option.
Draft Natural Environment Report:		
5	Please provide a photographic record of the four surface water features.	Photos were taken during the aquatic habitat assessment field survey and will be included in a photolog.
6	Please include any aquatic habitat mapping that was completed during the survey in the appendix.	There are annotated aerial photographs from the aquatic habitat assessment that include characteristics of the watercourses recorded during the aquatic habitat assessment. These will be included in the appendix.
7	Section 4.2.4. Aquatic Habitat	
7a	The report should include details regarding any locations of groundwater discharge and any barriers to fish passage.	There was no groundwater discharge observed. In addition, no fish barriers were observed. Although the dense cattails may act as a fish barrier to some species of fish, while providing habitat to other species, they would not be considered a barrier. This information will be included in the report.
7b	Please provide existing conditions for WC4 where aquatic surveys were completed.	This information was included in the draft natural environment report, but there was an error in the description of the flow direction. This error made the existing conditions for WC4 unclear. This will be corrected in the final report.
7c	Please clarify “channelized” in relation to the downstream reach of WC4.	The term channelized was used to indicate that the watercourse had a defined channel, not that it had been straightened. The wording will be updated to make it clearer.
8	Typo on page 9, 3rd paragraph.	The typo will be corrected.
9	Adjust text to indicate that CH permits will be required for works within regulated area.	This will be adjusted in the report.
10	Ensure identification/ naming of watercourses and culverts on figures is consistent with the detail drawings.	This will be adjusted in the report.
Draft Environmental Constraints Drawing Set		
11	Add CH boundary to sheet 1 and 2	This boundary has been updated with the regulation limits provided by CH.
12	Add individual key maps to each of the drawings identifying area of cover for each drawing.	The drawings will be provided in roll plans to better represent the area of cover.
13	Label watercourses of sheets 3 and 4	Labels have been added to watercourses.
14	Update wetland symbol on key map to match shading used.	The wetland symbol has been updated to match shading.
15	Add label to CC#8 on sheet 4.	A label has been added to CC#8 on all drawings.
16	Add regulation limit on north side of Ninth Line to sheet 4.	The regulation limit on the north side of Ninth Line has been updated.

November 8th, 2016

Bell Canada
F3 Section Green
100 Borough Drive
Toronto, ON M1P 4W2

Subject: Utility Mark Up
Road Widening – Ninth Line from Dundas Street to 407 ETR
Class Environmental Assessment

To whom it may concern:

The Region of Halton have initiated a Class Environmental Assessment (Class EA) study for the Ninth Line Transportation Corridor Improvements from Dundas Street (Regional Road 5) to 407 ETR. The corridor is approximately 3.8 km and it intersects with Dundas Street to the south and William Halton Parkway (Regional Road 40) (formerly Burnhamthorpe Road) to the north. A number of alternatives will be assessed in this study to address potential impacts of the anticipated increase in traffic over the upcoming years based on the expected urbanization and intensification of the surrounding area.

Please mark up your existing utility information and planned new construction on the attached drawing. Please contact undersigned for further information.

Yours sincerely,

CIMA Canada Inc.

M. Miri

Maram Miri
Transportation E.I.T

Encl.

ISO 9001
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
CANADA
Phone: 289-288-0287
Fax: 289-288-0285
www.cima.ca

November 8th, 2016

Ms. Jenn McLean
System Planner
COGECO
695 Lawrence Road
Hamilton, ON L8K 6P1

Subject: Utility Mark Up
Road Widening – Ninth Line from Dundas Street to 407 ETR
Class Environmental Assessment

Dear Ms. McLean,

The Region of Halton have initiated a Class Environmental Assessment (Class EA) study for the Ninth Line Transportation Corridor Improvements from Dundas Street (Regional Road 5) to 407 ETR. The corridor is approximately 3.8 km and it intersects with Dundas Street to the south and William Halton Parkway (Regional Road 40) (formerly Burnhamthorpe Road) to the north. A number of alternatives will be assessed in this study to address potential impacts of the anticipated increase in traffic over the upcoming years based on the expected urbanization and intensification of the surrounding area.

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Yours sincerely,

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M. Miri

Maram Miri
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CANADA
Phone: 289-288-0287
Fax: 289-288-0285
www.cima.ca

November 8th, 2016

Ms. Lynanne Cane
Planning Coordinator
COGECO
695 Lawrence Road
Hamilton, ON L8K 6P1

Subject: Utility Mark Up
Road Widening – Ninth Line from Dundas Street to 407 ETR
Class Environmental Assessment

Dear Ms. Cane,

The Region of Halton have initiated a Class Environmental Assessment (Class EA) study for the Ninth Line Transportation Corridor Improvements from Dundas Street (Regional Road 5) to 407 ETR. The corridor is approximately 3.8 km and it intersects with Dundas Street to the south and William Halton Parkway (Regional Road 40) (formerly Burnhamthorpe Road) to the north. A number of alternatives will be assessed in this study to address potential impacts of the anticipated increase in traffic over the upcoming years based on the expected urbanization and intensification of the surrounding area.

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Yours sincerely,

CIMA Canada Inc.

M. Miri

Maram Miri
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Fax: 289-288-0285
www.cima.ca

November 8th, 2016

Oakville Hydro
861 Redwood Square
Oakville, ON
L6K 0C7

Subject: Utility Mark Up
Road Widening – Ninth Line from Dundas Street to 407 ETR
Class Environmental Assessment

To whom it may concern:

The Region of Halton have initiated a Class Environmental Assessment (Class EA) study for the Ninth Line Transportation Corridor Improvements from Dundas Street (Regional Road 5) to 407 ETR. The corridor is approximately 3.8 km and it intersects with Dundas Street to the south and William Halton Parkway (Regional Road 40) (formerly Burnhamthorpe Road) to the north. A number of alternatives will be assessed in this study to address potential impacts of the anticipated increase in traffic over the upcoming years based on the expected urbanization and intensification of the surrounding area.

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Yours sincerely,

CIMA Canada Inc.

M. Miri

Maram Miri
Transportation E.I.T

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Burlington, ON L7N 3G7
CANADA
Phone: 289-288-0287
Fax: 289-288-0285
www.cima.ca

November 8th, 2016

Mr. Paul Whelan
Pipeline Technician
Trans Canada Pipelines
1020 Rymal Road East
Hamilton, ON L8W 3N6

Subject: Utility Mark Up
Road Widening – Ninth Line from Dundas Street to 407 ETR
Class Environmental Assessment

Dear Mr. Whelan,

The Region of Halton have initiated a Class Environmental Assessment (Class EA) study for the Ninth Line Transportation Corridor Improvements from Dundas Street (Regional Road 5) to 407 ETR. The corridor is approximately 3.8 km and it intersects with Dundas Street to the south and William Halton Parkway (Regional Road 40) (formerly Burnhamthorpe Road) to the north. A number of alternatives will be assessed in this study to address potential impacts of the anticipated increase in traffic over the upcoming years based on the expected urbanization and intensification of the surrounding area.

Please mark up your existing utility information and planned new construction on the attached drawing. Please contact undersigned for further information.

Yours sincerely,

CIMA Canada Inc.

M.Miri

Maram Miri
Transportation E.I.T

Encl.

ISO 9001
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
CANADA
Phone: 289-288-0287
Fax: 289-288-0285
www.cima.ca

November 8th, 2016

Union Gas Limited
360 Strathearne Avenue N.
P.O. Box 10
Hamilton, ON L8H 3A5

Subject: Utility Mark Up
Road Widening – Ninth Line from Dundas Street to 407 ETR
Class Environmental Assessment

To whom it may concern:

The Region of Halton have initiated a Class Environmental Assessment (Class EA) study for the Ninth Line Transportation Corridor Improvements from Dundas Street (Regional Road 5) to 407 ETR. The corridor is approximately 3.8 km and it intersects with Dundas Street to the south and William Halton Parkway (Regional Road 40) (formerly Burnhamthorpe Road) to the north. A number of alternatives will be assessed in this study to address potential impacts of the anticipated increase in traffic over the upcoming years based on the expected urbanization and intensification of the surrounding area.

Please mark up your existing utility information and planned new construction on the attached drawing. Please contact undersigned for further information.

Yours sincerely,

CIMA Canada Inc.

M. Miri

Maram Miri
Transportation E.I.T

Encl.

ISO 9001
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
CANADA
Phone: 289-288-0287
Fax: 289-288-0285
www.cima.ca

Jessica Dorgo

From: Lisa Gillis <Lisa.Gillis@cogeco.com>
Sent: Thursday, November 24, 2016 10:20 AM
To: Maram Miri; Samantha Gillespie
Subject: RE: Halton Region Ninth Line - Utility Location

Hi Maram,
Cogeco does not have any facilities in this area.
Thank you

LISA GILLIS
Network System Planner

T 905 548-8012 | **C** 905 512-9667

695 Lawrence Rd
Hamilton, ON L8K 6P1
Canada
cogeco.ca

.

From: Jenn McLean
Sent: Thursday, November 24, 2016 10:04 AM
To: Maram Miri; Lisa Gillis; Samantha Gillespie
Subject: RE: Halton Region Ninth Line - Utility Location

Good Morning Maram,

This request was forwarded to the Oakville Planners on the 10th of November (included in this e-mail). One of them can assist you with your request.

Thanks,

JENN MCLEAN
Network System Planner
Fergus, Elora, Acton, Rockwood and Georgetown

T 289-337-7000 x 7249
F 905-333-8430
C 905-515-3544

950 Syscon Road, P.O. Box 5076, Stn LCD 1
Burlington, Ontario L7R 4S6 Canada
jenn.mclean@cogeco.com

From: Maram Miri [mailto:Maram.Miri@cima.ca]
Sent: Thursday, November 24, 2016 9:49 AM
To: Jenn McLean
Subject: Halton Region Ninth Line - Utility Location

Hello,

I am following up on the base plan drawings for utility mark-ups that were sent to your agency on November 8th, 2016 for the Halton Region Ninth Line Class EA. Can you please update me on the status of the mark-ups? I have attached the email sent on November 8th for your reference.

Thanks,

Maram Miri
EIT
Traffic Engineering, Transportation

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6817 / Fax: 289-288-0285

Conservation Halton

905.336.1158
Fax: 905.336.7014
2596 Britannia Road West
Burlington, Ontario L7P 0G3
conservationhalton.ca

Protecting the Natural Environment from Lake to Escarpment

January 10, 2017

Sonya Kapusin, Project Manager
CIMA Consultants
3027 Harvester Road, Suite 400
Burlington, ON
L7N 3G7

Dear Ms Kapusin:

Re: Ninth Line Corridor Improvements (R3036A & R3037A)
Dundas Street to Hwy. 407
Town of Oakville
Conservation Halton File: MPR 691

This letter will serve as follow up to our November 24, 2016 meeting at CH offices with the Region and your team wherein preliminary design options and environmental constraints were discussed in the context of the draft Golder Natural Environment Study Report. These comments are offered in addition to/confirmation of our comments and discussions highlighted in the meeting minutes which you have provided.

General:

1) At our November 24th meeting it was indicated by Regional Staff (Matt Krusto) that the proposed construction timeline for the widening of Ninth Line is 2023-2025. Based on this timeframe, Staff require that further wildlife surveys (i.e. turtle, bird, amphibian) be completed at the detail design stage. This should be reflected in the final EA's Commitments List. The reason for this request is that with the substantial time passage until construction, the ecological character of an area can change significantly. In addition, species are up-listed by the MNRF frequently, and the status of species observed within the study area may change and require additional mitigation measures.

2) Staff request that the use of an RSS retaining wall be considered where the Provincially Significant Wetlands bridge the road. This will minimize the impact of the widening on the wetland, reducing the need for 3:1 slopes and more encroachment into wetland habitat.

3) At our November 24th meeting wildlife passage opportunities were discussed. South of the PSW location, there is an existing CSP (CC# 7). During the discussion, it appears that it may not be feasible to obtain a culvert large enough to provide for deer movement

(2.4m high). A box culvert, which is wider than it is tall, could be designed to contain a 0.5m dry bench on either side, or a combination of a dry bench on one side and wildlife shelving on the other. This would allow for wildlife movement even during higher flow conditions. Staff recommends that the largest possible culvert including these wildlife passage elements be considered at this location.

4) At Joshua's Creek (JC22) staff note that there are At our November 24th meeting several options were discussed for this culvert including extending the existing culvert and adding a second culvert, or replacing the culvert with a larger, longer box culvert. From a wildlife passage perspective, a larger (and wider) box culvert containing dry benches on either side and/or in combination with wildlife shelving would be preferred in this location. Staff recommends that a culvert including these wildlife passage elements be considered at this location. However, staff defers comment regarding any requirements in timing, construction or design related to the as it is the under the jurisdiction of the MNRF (i.e. subject to the ESA).

Draft Natural Environment Study Report (Golder Associates)

5) Please include a photographic record of the four surface water features. Both upstream and downstream photos should be included. Staff request that a figure be included indicating the location and direction the photos where taken.

6) Please include any aquatic habitat mapping that was completed during the survey in an appendix.

7) Section 4.2.4 - Aquatic Habitat (p. 8-9):

    a. The report should include details regarding any locations of groundwater discharge and any barriers to fish passage.

Joshua's Creek (WC4)

    b. It is noted that aquatic habitat surveys where completed approximately 80m east (u/s) of Ninth Line, however, no information regarding this reach was provided. Please provide details of the existing conditions.

    c. The downstream reach (west of Ninth Line) is characterized as "channelized". Please clarify what is meant by "channelized" as staff understand this term to describe a system that has been straightened, for example.

8) Page 9, 3rd paragraph – Typo - The flow direction of Joshua's Creek is southwest, not northeast. This was acknowledged by Golder staff at our November 24th meeting and we understand it will be corrected in the final version.

9) Section 5.1.3 – Please note that CH permits *will* be required for works within these regulated areas. The text in this section should be adjusted to indicate this.

10) Figures – Please ensure that the identification/naming of watercourses and culverts on the report figures are consistent with those used on the engineering detail drawings. (ie: WC1-4 and CC#3-10, etc.).

Draft Environmental Constraints Drawing Set (sheets 01-05)

Staff acknowledge that these "draft" drawings were provided for discussion purposes only. Notwithstanding, the following comments are offered to assist your team with finalizing the drawings before formal submission.

11) At our November 24th meeting we advised that the CA jurisdictional boundary (CH – CVC) should be added to Sheets 01 & 02.

12) At our November 24th meeting we asked that individual key maps be added to each of the drawings identifying the area covered by the particular drawing.

13) Please label the watercourse (Joshua's Creek) shown on sheets 03 & 04.

14) The wetland symbol in the key on drawing 03 does not match the shading used for the wetland feature depicted on the map.

15) Culvert no. 8 has not been labelled as such on sheet 04. (should be labelled CC# 8).

16) We understand that the CH regulation limit on the north side of 9th Line will be added to sheet 04 now that the data discrepancy has been resolved.

If you require additional information please contact the undersigned at extension 2257.

Yours truly,

Paul Bond
Coordinator
Regional Infrastructure Team
PB/

cc: Matt Krusto, Halton Region (via e-mail)
Derek Morningstar, Golder Associates (via e-mail)

From:	Paul Bond
To:	Jessica Dorgo
Cc:	Stephen Keen; Jennifer Haslett
Subject:	RE: Halton Ninth Line_Meeting Comments_20170301
Date:	Wednesday, April 12, 2017 3:26:40 PM

Hi Jessica,

CH staff have reviewed the **meeting minutes of March 1st, 2017** provided to us on April 3, 2017 and have the following clarifications/corrections to note:

- Section 3, Culvert CC7 – Cory Harris had commented that consideration should be given to a short RSS wall through the wetland areas to minimize road foot print and encroachment and to encourage use of CC& by wildlife.
- Last two bullets of Section 3 – CH has completed a preliminary review of the grading options 1-3 for Cuvlert CC9. Staff recommend that consideration be given to providing an Option 4 which shortens the length of Culvert CC9 to reduce costs and minimize impacts to the planform of the downstream watercourse. We strongly recommend that these options be screened with input from a team member with expertise in fluvial geomorphology.
- Second bullet of Section 4 – please include discussion regarding the use of a short RSS wall to minimize grading impacts to wetland. Please also include discussion regarding 0.5m benches within CC#7 for wildlife passage.
- Fourth last bullet of Section 4 – Specialized parameters for geotechnical work involves the in-situ determination of saturated hydraulic conductivity. See Section C2.3 'Step 3. Infiltration Testing' within Appendix C of the Low Impact Development Stormwater Management Planning and Design Guide (TRCA and CVC, 2010).
- Section 4, Culvert CC7 – CH staff noted that there is a connection through the wetland via the existing culvert, but it is poorly connected as a result of the substandard CSP culvert (deteriorating/small size).
- Section 4, bullet point 13 "*CH requested that the evaluation…..*" As clarification, we had indicated that the fluvial geomorphic assessment should evaluate the impacts of the various culvert options considered including impacts to plan form, profile and channel features.

As follow up to the March 1st meeting and the material that your team presented with respect to the preliminary swm overview and culvert assessment, we have the following additional comments (in addition to those offered at the meeting).

General:

- Please ensure that future commitments are outlined in table form (i.e. a separate Commitments Table).
- Permanent wildlife exclusion fencing should be considered at the detail design stage. Please include this in the Commitments Table.
- CH will be requesting compensation for the Provincially Significant Wetland (PSW) encroachment. A bioswale is infrastructure which will require maintenance and therefore

cannot be considered compensation. As part of the EA, we propose that the full extent of PSW impacts be assessed and compensation for the PSW be budgeted for, with the expectation that refinement to the impact will likely occur during detailed design. Please include this in the Commitments Table.

Culvert Option Table

- Culvert Options (CC#9) – Staff have reviewed the evaluation table for the proposed options at culvert CC9, *Option1:* culvert cleanout and extension, *Option 2*: culvert extension and addition of overflow culvert, *Option 3*: replacement with a larger culvert. Staff are supportive with the preferred option, *Option 3,* to replace the existing culvert with a larger culvert. Increasing the size of the culvert provides channel form and functions and long term channel stability by establishing an effective connection between the channel and the overbank areas through the structure, as well, these overbank areas provide for wildlife passage. It also avoids the potential for scour and erosion within the channel and outlet areas as expected with the other options (due to the constrained channel form through the smaller culverts).

Grading Options

- Staff acknowledge that a 4th option for grading adjacent to CC9 using a 10m long retaining wall will be included by CIMA.

- As it is noted that the Option 3: replacement with a larger culvert is the preferred option, staff recommend that the grading figures and analysis be update to reflect the proposed new size and alignment of the culvert as this may affect the limit of grading currently proposed.

Conceptual Stormwater Design

- Section 3.2.1, Wetland Outflow and CC#8 – Please review and revise (if necessary) what side of Ninth Line (east or west) the wetland overflow generally follows, as it is noted the section that overflow "follows the east ditch south from the wetland , through the 900 mm diameter driveway culverts". Aren't the driveway culverts on the west side of Ninth Line with the wetland overflow flowing along the west ditch?

- With respect to Total Phosphorus control for stormwater quality treatment, CH staff have been requiring a best efforts approach along street corridors within the NOCSS area in order to help achieve Goal #2, Objective 2.2 – To prevent the accelerated enrichment of streams and contamination of waterways from runoff containing nutrients, pathogenic organism, organic substances, and heavy metal and toxic substances. This would include Level 1/ enhanced quality treatment for all expanded portions of the road and best efforts to provide some level of treatment for the existing portions of the road. The use of LID design/methods is promoted where feasible and would be best suited for areas of proposed landscaping and boulevard areas. Temperature cooling is required where feasible and must be, at a minimum, maintained at existing locations and provided where it is not. Targeting sediment control

/capture measures in the Ninth Line corridor could serve as a best approach to managing Total Phosphorus. Staff recommend that the SWM design includes discussions on how the proposed design will help in achieving Goal #2, Objective 2.2 of NOCSS.

Paul.

Paul Bond
Coordinator
Regional Infrastructure Team
Conservation Halton
t: 905-336-1158 ext. 2257 | f: 905-336-6684
2596 Britannia Road West
Burlington ON L7P 0G3
e-mail: pbond@hrca.on.ca
www.conservationhalton.ca

From: Jessica Dorgo [mailto:Jessica.Dorgo@cima.ca]
Sent: April-10-17 9:50 AM
To: Paul Bond
Cc: Stephen Keen; Jennifer Haslett
Subject: Halton Ninth Line_Meeting Comments_20170301

Hi Paul,

Following the Project Team meeting with Conservation Halton and the Town of Oakville on March 1st, 2017, we would like follow up if Conservation Halton has any comments on the preliminary stormwater management overview and culvert assessment discussed.

Thank you,
Jessica

Jessica Dorgo
EIT Transportation
Traffic Engineering, Transportation

CIMA+
Partners in Excellence

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6819 / Fax: 289-288-0285

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Date:	Wednesday, April 12, 2017 3:26:40 PM

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Paul.

Paul Bond
Coordinator
Regional Infrastructure Team
Conservation Halton
t: 905-336-1158 ext. 2257 | f: 905-336-6684
2596 Britannia Road West
Burlington ON L7P 0G3
e-mail: pbond@hrca.on.ca
www.conservationhalton.ca

From: Jessica Dorgo [mailto:Jessica.Dorgo@cima.ca]
Sent: April-10-17 9:50 AM
To: Paul Bond
Cc: Stephen Keen; Jennifer Haslett
Subject: Halton Ninth Line_Meeting Comments_20170301

Hi Paul,

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Thank you,
Jessica

Jessica Dorgo
EIT Transportation
Traffic Engineering, Transportation

CIMA+
Partners in Excellence

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6819 / Fax: 289-288-0285

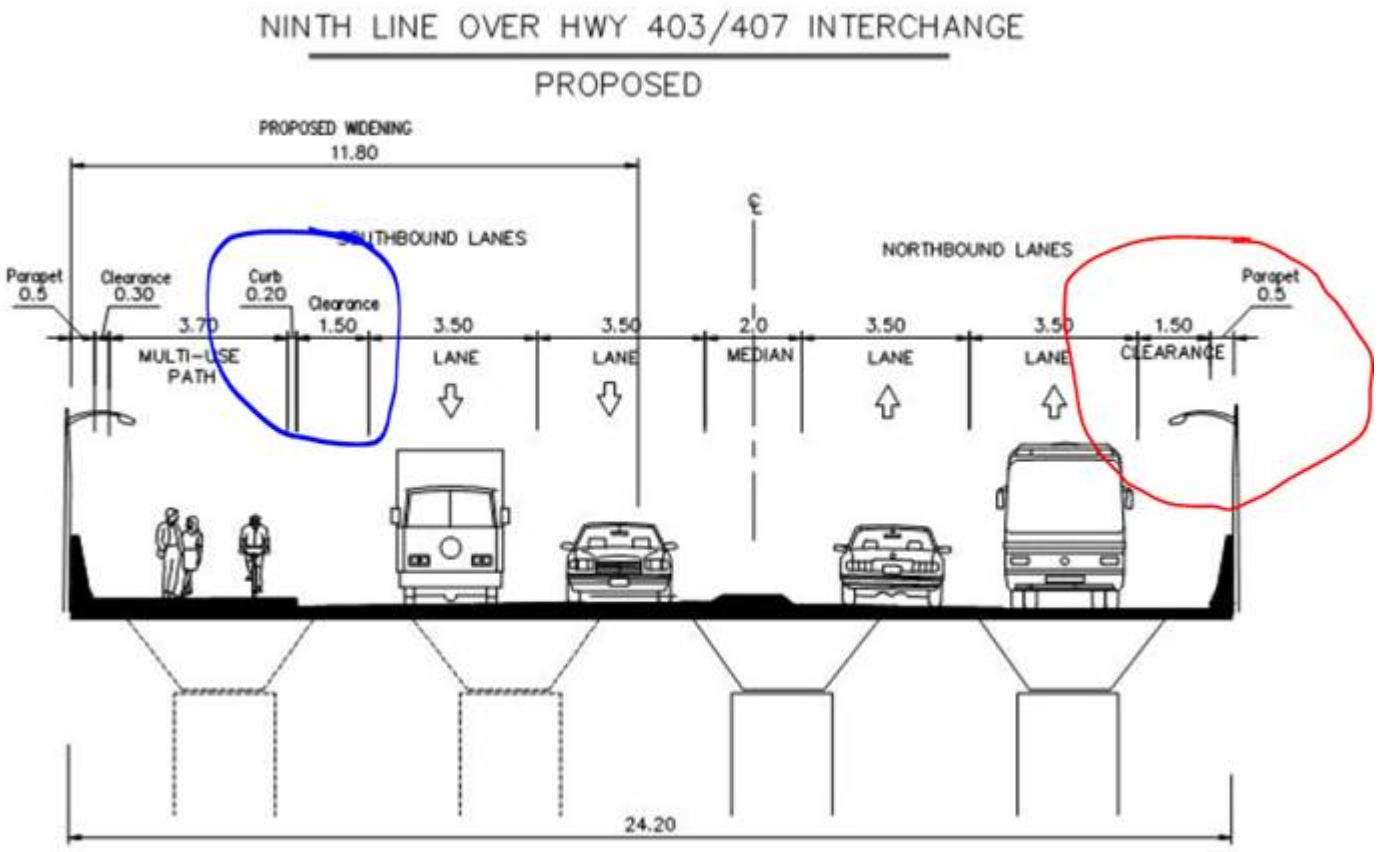
Jessica Dorgo

From: Lau, Wes (MTO) <Wes.Lau@ontario.ca>
Sent: Tuesday, May 09, 2017 2:44 PM
To: Jessica Dorgo; Krusto, Matt; Green-Battiston, Melissa; Stephen Keen; Dragan Mrkela (dmrkela@407etr.com); 'jbooker@407etr.com'; 'tangelo@407etr.com'; Martins, Frank (MTO); Ma, WanChi (MTO); Shim, Clement (MTO)
Cc: Routledge, Graham (MTO); Stephan Schmidle; Demianczuk, Slawomir (MTO)
Subject: RE: Ninth Line EA Study (Halton Region) - Meeting with MTO, 407 and Halton/CIMA+

Hi all,

Regarding the inquiry of clarification on 1.5m buffer,
Please have CIMA+ to provide design justification and origin of design standards of the following:

- 1.5m clearance adjacent to multi-use path (circled in blue), and
- 1.5m clearance adjacent to edge of pavement(circled in red).



Thanks,

Wesley Lau | Project Manager
Ministry of Transportation | Central Region | Traffic Office | Area 2 (Peel & Halton)
159 Sir William Hearst Avenue, 6th floor Building D, Downsview, ON M3M 0B7
(416) 235-3484 | wes.lau@ontario.ca

From: Jessica Dorgo [mailto:Jessica.Dorgo@cima.ca]
Sent: May 3, 2017 10:59
To: Krusto, Matt; Green-Battiston, Melissa; Stephen Keen; Dragan Mrkela (dmrkela@407etr.com); 'jbooker@407etr.com'; 'tangelo@407etr.com'; Martins, Frank (MTO); Lau, Wes (MTO); Ma, WanChi (MTO); Shim, Clement (MTO)
Cc: Routledge, Graham (MTO); Stephan Schmidle; Demianczuk, Slawomir (MTO)
Subject: RE: Ninth Line EA Study (Halton Region) - Meeting with MTO, 407 and Halton/CIMA+

Good Morning,

The agenda for the Ninth Line EA MTO and 407ETR meeting this afternoon is below.

Thank you,

Jessica Dorgo
EIT
Transportation Engineering

CIMA+
Partners in Excellence

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6819 / Fax: 289-288-0285

-----Original Appointment-----
From: Krusto, Matt [mailto:Matt.Krusto@halton.ca]
Sent: Thursday, April 20, 2017 12:00 PM
To: Krusto, Matt; Green-Battiston, Melissa; Stephen Keen; Jessica Dorgo; Dragan Mrkela (dmrkela@407etr.com); 'jbooker@407etr.com'; 'tangelo@407etr.com'; Frank.Martins@ontario.ca; 'wes.lau@ontario.ca'; 'Ma, WanChi (MTO)'; Clement.Shim@ontario.ca
Cc: 'Routledge, Graham (MTO)'; Stephan Schmidle; 'Demianczuk, Slawomir (MTO)'
Subject: Ninth Line EA Study (Halton Region) - Meeting with MTO, 407 and Halton/CIMA+
When: Wednesday, May 03, 2017 1:30 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: MTO Offices (Downsview) - MTO-R-159 Sir William Hearst-1st Floor Brdrm

Meeting room confirmed.

To review and discuss updated design options memo.

<< File: Ninth Line EA Halton Design Memo.pdf >>

Jessica Dorgo

From: Stephan Schmidle
Sent: Tuesday, May 09, 2017 3:13 PM
To: Lau, Wes (MTO); Jessica Dorgo; Krusto, Matt; Green-Battiston, Melissa; Stephen Keen; Dragan Mrkela (dmrkela@407etr.com); 'jbooker@407etr.com'; 'tangelo@407etr.com'; Martins, Frank (MTO); Ma, WanChi (MTO); Shim, Clement (MTO)
Cc: Routledge, Graham (MTO); Demianczuk, Slawomir (MTO)
Subject: RE: Ninth Line EA Study (Halton Region) - Meeting with MTO, 407 and Halton/CIMA+

Hi Wes

Side clearances of 1.5m are based on the minimum side clearances at bridges given in the Geometric Design Standards for Ontario Highways (Table D7-1).

Design conditions: divided arterial roadway, urban, design speed = 80 km/h, bridge length > 50m.

Design criteria for right-side clearances:

- No sidewalk = 2.0m; Note (a).
- Sidewalk = 1.5m.
- Note (a): "For bridges with L>50m, consideration can be given to decreasing the clearances to 1.5m."

It was assumed that the proposed recreational path will be considered a sidewalk for the purposes of determining minimum side clearances. Please let me know if you consider this to be an incorrect interpretation of the GDSOH.

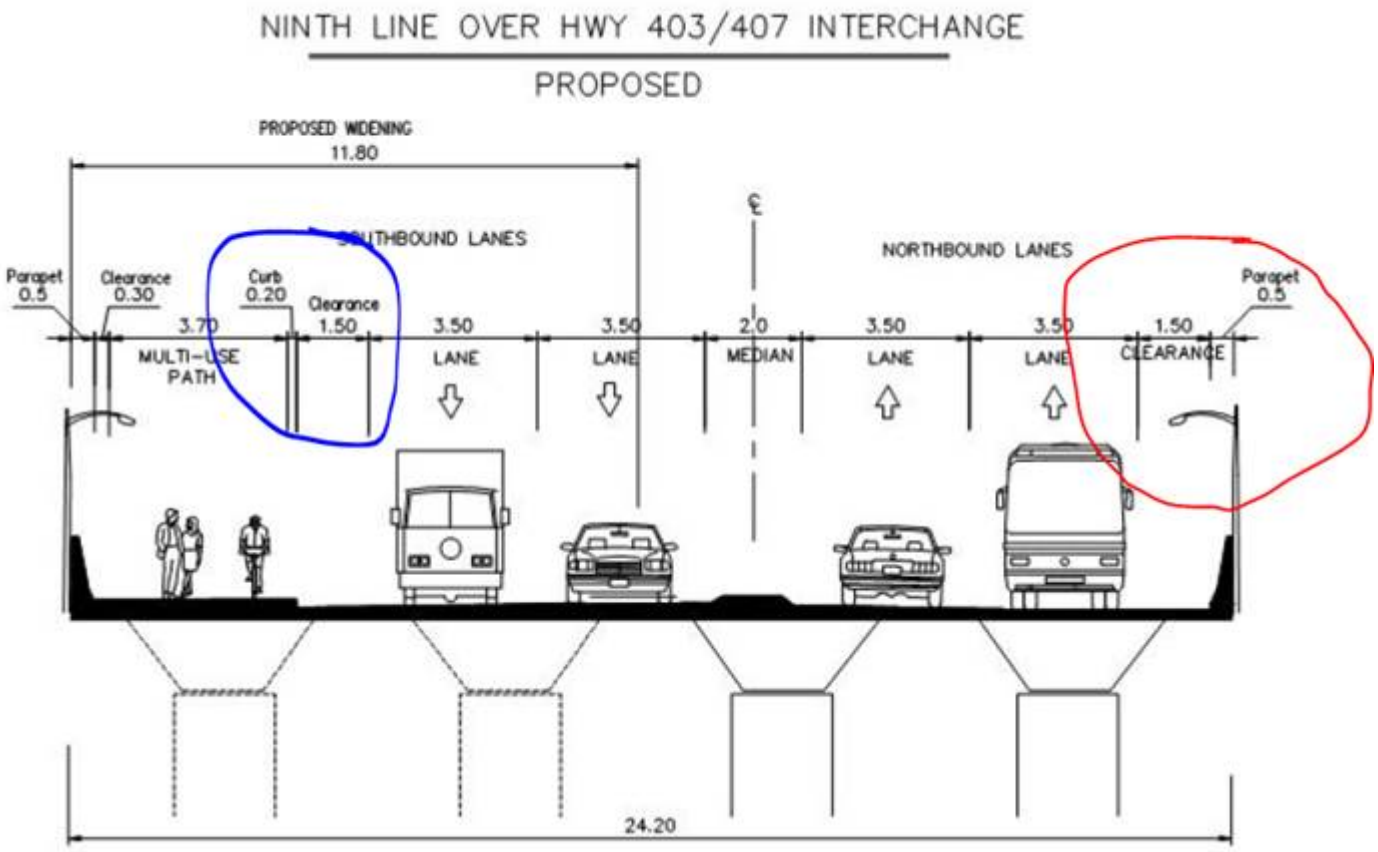
Regards
Stephan Schmidle
905-220-8176

From: Lau, Wes (MTO) [mailto:Wes.Lau@ontario.ca]
Sent: May-09-17 2:44 PM
To: Jessica Dorgo <Jessica.Dorgo@cima.ca>; Krusto, Matt <Matt.Krusto@halton.ca>; Green-Battiston, Melissa <Melissa.Green-Battiston@halton.ca>; Stephen Keen <Stephen.Keen@cima.ca>; Dragan Mrkela (dmrkela@407etr.com) <dmrkela@407etr.com>; 'jbooker@407etr.com' <jbooker@407etr.com>; 'tangelo@407etr.com' <tangelo@407etr.com>; Martins, Frank (MTO) <Frank.Martins@ontario.ca>; Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>; Shim, Clement (MTO) <Clement.Shim@ontario.ca>
Cc: Routledge, Graham (MTO) <Graham.Routledge@ontario.ca>; Stephan Schmidle <Stephan.Schmidle@cima.ca>; Demianczuk, Slawomir (MTO) <Slawomir.Demianczuk@ontario.ca>
Subject: RE: Ninth Line EA Study (Halton Region) - Meeting with MTO, 407 and Halton/CIMA+

Hi all,

Regarding the inquiry of clarification on 1.5m buffer,
Please have CIMA+ to provide design justification and origin of design standards of the following:

- 1.5m clearance adjacent to multi-use path (circled in blue), and
- 1.5m clearance adjacent to edge of pavement(circled in red).



Thanks,

Wesley Lau | Project Manager
Ministry of Transportation | Central Region | Traffic Office | Area 2 (Peel & Halton)
159 Sir William Hearst Avenue, 6th floor Building D, Downsview, ON M3M 0B7
(416) 235-3484 | wes.lau@ontario.ca

From: Jessica Dorgo [mailto:Jessica.Dorgo@cima.ca]
Sent: May 3, 2017 10:59
To: Krusto, Matt; Green-Battiston, Melissa; Stephen Keen; Dragan Mrkela (dmrkela@407etr.com); 'jbooker@407etr.com'; 'tangelo@407etr.com'; Martins, Frank (MTO); Lau, Wes (MTO); Ma, WanChi (MTO); Shim, Clement (MTO)
Cc: Routledge, Graham (MTO); Stephan Schmidle; Demianczuk, Slawomir (MTO)
Subject: RE: Ninth Line EA Study (Halton Region) - Meeting with MTO, 407 and Halton/CIMA+

Good Morning,

The agenda for the Ninth Line EA MTO and 407ETR meeting this afternoon is below.

Thank you,

Jessica Dorgo
EIT
Transportation Engineering

CIMA+
Partners in Excellence

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6819 / Fax: 289-288-0285

-----Original Appointment-----
From: Krusto, Matt [mailto:Matt.Krusto@halton.ca]
Sent: Thursday, April 20, 2017 12:00 PM
To: Krusto, Matt; Green-Battiston, Melissa; Stephen Keen; Jessica Dorgo; Dragan Mrkela (dmrkela@407etr.com); 'jbooker@407etr.com'; 'tangelo@407etr.com'; Frank.Martins@ontario.ca; 'wes.lau@ontario.ca'; 'Ma, WanChi (MTO)'; Clement.Shim@ontario.ca
Cc: 'Routledge, Graham (MTO)'; Stephan Schmidle; 'Demianczuk, Slawomir (MTO)'
Subject: Ninth Line EA Study (Halton Region) - Meeting with MTO, 407 and Halton/CIMA+
When: Wednesday, May 03, 2017 1:30 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: MTO Offices (Downsview) - MTO-R-159 Sir William Hearst-1st Floor Brdrm

Meeting room confirmed.

To review and discuss updated design options memo.

<< File: Ninth Line EA Halton Design Memo.pdf >>

Jessica Dorgo

From: Jeff Booker <jbooker@407ETR.com>
Sent: Tuesday, May 09, 2017 5:17 PM
To: Stephan Schmidle
Cc: Lau, Wes (MTO); Jessica Dorgo; Krusto, Matt; Green-Battiston, Melissa; Stephen Keen; Dragan Mrkela; Tony Angelo; Martins, Frank (MTO); Ma, WanChi (MTO); Shim, Clement (MTO); Routledge, Graham (MTO); Demianczuk, Slawomir (MTO)
Subject: Re: Ninth Line EA Study (Halton Region) - Meeting with MTO, 407 and Halton/CIMA+
Attachments: image001.jpg; image003.png; image001.jpg

D7 -1 is also in OTM Book18

Sent from my iPhone

On May 9, 2017, at 3:12 PM, Stephan Schmidle <Stephan.Schmidle@cima.ca<mailto:Stephan.Schmidle@cima.ca>> wrote:

Hi Wes

Side clearances of 1.5m are based on the minimum side clearances at bridges given in the Geometric Design Standards for Ontario Highways (Table D7-1).

Design conditions: divided arterial roadway, urban, design speed = 80 km/h, bridge length > 50m.

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905-220-8176

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Sent: May-09-17 2:44 PM
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<WanChi.Ma@ontario.ca<mailto:WanChi.Ma@ontario.ca>>; Shim, Clement (MTO) <Clement.Shim@ontario.ca<mailto:Clement.Shim@ontario.ca>>
Cc: Routledge, Graham (MTO) <Graham.Routledge@ontario.ca<mailto:Graham.Routledge@ontario.ca>>; Stephan Schmidle <Stephan.Schmidle@cima.ca<mailto:Stephan.Schmidle@cima.ca>>; Demianczuk, Slawomir (MTO) <Slawomir.Demianczuk@ontario.ca<mailto:Slawomir.Demianczuk@ontario.ca>>
Subject: RE: Ninth Line EA Study (Halton Region) - Meeting with MTO, 407 and Halton/CIMA+

Hi all,

Regarding the inquiry of clarification on 1.5m buffer, Please have CIMA+ to provide design justification and origin of design standards of the following:

· 1.5m clearance adjacent to multi-use path (circled in blue), and

· 1.5m clearance adjacent to edge of pavement(circled in red).
[cid:image001.jpg@01D2C8D5.001FF7D0]
Thanks,
Wesley Lau | Project Manager
Ministry of Transportation | Central Region | Traffic Office | Area 2 (Peel & Halton)
159 Sir William Hearst Avenue, 6th floor Building D, Downsview, ON M3M 0B7
(416) 235-3484 | wes.lau@ontario.ca<mailto:wes.lau@ontario.ca>

From: Jessica Dorgo [mailto:Jessica.Dorgo@cima.ca]
Sent: May 3, 2017 10:59
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Cc: Routledge, Graham (MTO); Stephan Schmidle; Demianczuk, Slawomir (MTO)
Subject: RE: Ninth Line EA Study (Halton Region) - Meeting with MTO, 407 and Halton/CIMA+

Good Morning,

The agenda for the Ninth Line EA MTO and 407ETR meeting this afternoon is below.

Thank you,
[rtfimage://]
Jessica Dorgo
EIT
Transportation Engineering
CIMA+
Partners in Excellence

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6819 / Fax: 289-288-0285

<image003.png>

[rtfimage://]

[rtfimage://]

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To: Krusto, Matt; Green-Battiston, Melissa; Stephen Keen; Jessica Dorgo; Dragan Mrkela (dmrkela@407etr.com<mailto:dmrkela@407etr.com>); 'jbooker@407etr.com<mailto:jbooker@407etr.com>'; 'tangelo@407etr.com<mailto:tangelo@407etr.com>'; Frank.Martins@ontario.ca<mailto:Frank.Martins@ontario.ca>; 'wes.lau@ontario.ca<mailto:wes.lau@ontario.ca>'; 'Ma, WanChi (MTO)'; Clement.Shim@ontario.ca<mailto:Clement.Shim@ontario.ca>
Cc: 'Routledge, Graham (MTO)'; Stephan Schmidle; 'Demianczuk, Slawomir (MTO)'
Subject: Ninth Line EA Study (Halton Region) - Meeting with MTO, 407 and Halton/CIMA+
When: Wednesday, May 03, 2017 1:30 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: MTO Offices (Downsview) - MTO-R-159 Sir William Hearst-1st Floor Brdrm

Meeting room confirmed.

To review and discuss updated design options memo.

<< File: Ninth Line EA Halton Design Memo.pdf >>

From: Dave Gadbois [mailto:DGadbois@uniongas.com]
Sent: Thursday, October 12, 2017 4:15 PM
To: Krusto, Matt
Subject: RE: [External] Halton Region - Ninth Line EA Study (Dundas Street to Highway 407), Oakville.

Yes, with these timelines I believe the information I provided should suffice.
Thanks for letting us be part of the process early on, it is always better than late!
Dave

From: Krusto, Matt [mailto:Matt.Krusto@halton.ca]
Sent: October 12, 2017 4:09 PM
To: Dave Gadbois
Subject: RE: [External] Halton Region - Ninth Line EA Study (Dundas Street to Highway 407), Oakville.

Thanks Dave.

This information is very useful. We will make sure as part of the EA Study Commitment Table, we document these issues.

Start of construction is not until 2023/2025, so as part of the Detail Design Phase (around 2020/2021), staff would work with Union Gas on these issues.

Would this be sufficient to move forward for the EA Study?

Matt

From: Dave Gadbois [mailto:DGadbois@uniongas.com]
Sent: Thursday, October 12, 2017 3:33 PM
To: Krusto, Matt
Subject: RE: [External] Halton Region - Ninth Line EA Study (Dundas Street to Highway 407), Oakville.

Good afternoon Matt,
I have made a quick sketch of a proposal for the gas line relocation. I would need to better determine the extent of the work with design drawings (i.e. true locations where the gas line conflicts with curbs or into travelled lanes and the extent of the roadwork to the south at the Dundas intersection) but we would not want to have our line within the travelled portion for this extent.
The relocations would be done under the existing franchise agreement which would include cost sharing with the region but I have not obtained an estimate for the work.
Please let me know if you have any questions or concerns.
Thanks,
Dave

From: Krusto, Matt [mailto:Matt.Krusto@halton.ca]
Sent: October 10, 2017 11:07 AM
To: Dave Gadbois

Subject: [External] Halton Region - Ninth Line EA Study (Dundas Street to Highway 407), Oakville.

Hi Dave,

Are there any additional comments on the attached plans?

Let me know.

Thanks,

Matt

From: Krusto, Matt
Sent: Wednesday, September 13, 2017 3:30 PM
To: 'Dave Gadbois'
Subject: RE: [External] Halton Region - Ninth Line EA Study (Dundas Street to Highway 407), Oakville.

Thank you Dave for the quick reply.

Do you need to see our preferred design drawing with the gas line locations on it for comments?

Based on the drawings we received from you, it looks like some of the lines will be under our travelled lanes.

Attached is a section of the line in the area of the Fern Hill private school, within the travelled lane.

Matt

From: Dave Gadbois [mailto:DGadbois@uniongas.com]
Sent: Wednesday, September 13, 2017 3:11 PM
To: Krusto, Matt
Subject: RE: [External] Halton Region - Ninth Line EA Study (Dundas Street to Highway 407), Oakville.

Good afternoon, please see answers below in red
Let me know if you require more information.
Thanks,
Dave

From: Krusto, Matt [mailto:Matt.Krusto@halton.ca]
Sent: September 13, 2017 2:41 PM
To: Dave Gadbois
Subject: [External] Halton Region - Ninth Line EA Study (Dundas Street to Highway 407), Oakville.

Hello Dave,

Further to the plans you have provided as part of our EA Study, we have placed the Union Gas line

locations onto our preferred design plans and have met with our Engineering and Construction group to gather some comments. Their comments are as follows:

-Is the union gas lines concrete encased? no
-is the union gas line along Ninth Line a major line? Yes one major transmission line and the other a major distribution line
-what is the age of the line? The 20" is a year old and the 12" was installed in 1988
-what are the future capital plans for this section of the line? I expect attachments on the 12" for future Oakville growth while the 20" remains solely a transmission line.

Let me know if you can assist in these questions.

Thanks!

Matt

Matt Krusto
Transportation Planning Coordinator
Infrastructure Planning & Policy
Public Works
Halton Region
905-825-6000, ext. 7225 | 1-866-442-5866

Ministry of Tourism, Culture and Sport

Archaeology Programs Unit
Programs and Services Branch
Culture Division
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel.: (416) 314-7123
Email: Jessica.Marr@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
Tél. : (416) 314-7123
Email: Jessica.Marr@ontario.ca

Ontario

Nov 23, 2017

Carla Parslow (P243)
Golder Associates Ltd.
100 - 6925 Century Mississauga ON L5N 7K2

RE: Review and Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "Stage 1 Archaeological Assessment: Ninth Line (Regional Road 13) Transportation Corridor Improvements from Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route), Halton Region, Ontario", Dated Mar 24, 2017, Filed with MTCS Toronto Office on Nov 16, 2017, MTCS Project Information Form Number P243-0315-2016, MTCS File Number 0001681

Dear Dr. Parslow:

This office has reviewed 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.[1] This review has been carried out in order to determine whether the licensed professional consultant archaeologist has met the terms and conditions of their licence, that the licensee assessed the property and documented archaeological resources using a process that accords with the 2011 Standards and Guidelines for Consultant Archaeologists set by the ministry, and that the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

The report documents the assessment/mitigation of the study area as depicted in Maps 6A-F of the above titled report and recommends the following:

Given the findings of the Stage 1 archaeological assessment of the study area, the following recommendations are made:

1. Portions of the study area that were identified as poorly drained or previously disturbed, as illustrated in Map 6, do not exhibit archaeological potential and no further archaeological assessment of these areas is required.

2. All remaining portions of the study area that archaeological potential, as illustrated in Map 6, are recommended Stage 2 archaeological assessment (test pit survey or pedestrian survey, as indicated on Map 6) prior to ground disturbance associated with any future development.

Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the ministry's 2011 Standards and Guidelines for

Consultant Archaeologists and the terms and conditions for archaeological licences. This report has been entered into the Ontario Public Register of Archaeological Reports. 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 any further information regarding this matter, please feel free to contact me.

Sincerely,

Jessica Marr
Archaeology Review Officer

cc. Archaeology Licensing Officer
Stephen Keen,CIMA+
Darryl Young,Halton Region

[1]In 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:	Paul Bond
To:	Krusto, Matt
Cc:	Jakaitis, Alicia (Alicia.Jakaitis@halton.ca); Jessica Dorgo; Rita Juliao
Subject:	Ninth Line EA, Dundas to 407 - Various Technical Reports - CH Review Comments (MPR 691)
Date:	Thursday, August 30, 2018 3:58:24 PM
Attachments:	image001.jpg 2018-08-30 CH Comment Letter on Technical Reports.pdf

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Hi Matt,

CH comments appended on the various technical reports provided for our review. The original signed letter will be mailed out on Tuesday September 4th.

There are no serious issues but there are some technical comments/clarifications to be followed up on. Alicia has pre-booked a meeting on Monday September 24th at CH offices to discuss (if necessary) and I will leave it to the Regions discretion as to whether our comments warrant a meeting or not. Let me know once your team has had the opportunity to review our comments.

I am not in the office on Friday so enjoy the long weekend!

Cheers,

Paul.

Paul Bond | Coordinator/Environmental Planner
Regional Infrastructure Team
CH logo_colour_horizontal
2596 Britannia Road West
Burlington, Ontario L7P 0G3
905-336-1158 ext. 2257 **|** FAX 905-336-6684 **|** pbond@hrca.on.ca
www.conservationhalton.ca

Conservation Halton

905.336.1158
Fax: 905.336.7014
2596 Britannia Road West
Burlington, Ontario L7P 0G3
conservationhalton.ca

Protecting the Natural Environment from Lake to Escarpment

August 30, 2018

Matt Krusto, Project Manager
Halton Region
1151 Bronte Road
Oakville, ON
L6M 3L1

Dear Mr. Krusto:

Re: Ninth Line Corridor Improvements Class EA (R3036A & R3037A)
Dundas Street to Hwy. 407
Technical Studies Submission- CH Review Comments
Town of Oakville
Conservation Halton File: MPR 691

Subsequent to our July 26, 2018 meeting at CH offices which included a project presentation/summary to CH by the CIMA team, we received copies of the following technical reports for our review and comment in advance of the draft ESR document (yet to be completed):

- **Stormwater Management Report** – June 2018, Golder Associates
- **Natural Environment Study Report** – October 2017, Golder Associates
- **Hydrogeological Assessment Report** – July 2018, Golder Associates
- **Technical Memorandum-Fluvial Geomorphic Assessment** – September 13, 2017, Golder Associates

CH staff have completed our review of these reports and offer the following comments for your consideration.

1. STORMWATER MANAGEMENT REPORT (GOLDER 2018)

1.1. Sec. 2.2.1. Hydrology.

1.1.1. Application of the rational method to estimate peak flows under the 100-year storm event for rural watershed drainage areas greater than 100 ha is not appropriate. Additional hydrologic analysis for crossings CC#9 is required.

1.1.2. Staff are concerned with the application of the rational method (intensity of 53 mm/hr) for the Regional Storm peak flow rates. Single Event Hydrographic Method (for example HYMO) should be used. Please provide.

1.2. Sec. 2.2.2. Hydraulics.

1.2.1. HEC-RAS model (original and updated to represent the existing and proposed conditions) should be provided as part of the hydraulic analysis of CC#9. Please refer to additional requirements attached hereto as *Appendix "A"*.

1.2.2. Since Ninth Line is a major arterial road and is believed to be one of the Region's key emergency access routes, staff support considerations given to upgrading existing crossings in conjunction with the other works required in the area to ensure flood free access under Regional Storm conditions.

1.3 Section 2.3.3 Dundas Street Intersection

1.3.1 It is noted that the ditch inlet catch basins would be removed when the road is widened. Aren't these catch basins needed to collect the external drainage from the ditches? If so, staff recommend a revision.

1.4. Sec. 3.1. Basis of Design.

1.4.1. There is a typo in *Table 4: NOCSS Unit Peak Flow Targets*. Regional Storm peak flow is shown as 0.44 $m^3/s/ha$ whereas it is 0.043 $m^3/s/ha$. Please correct.

1.4 Sec. 3.2.1 Design Overview

1.4.1 Please review and revise (if necessary) the discharge location for the section of road between the 407 ETR and the proposed William Halton Parkway roundabout. Based on Figure 6 – Proposed Stormwater Segments, the outlet for this section of Ninth Line is on the downstream side of CC#5.

1.5. Sec. 3.2.2. Low Impact Development Options.

1.5.1. While staff generally supports the quantity control approach outlined in this Section of the Report, additional information will be required to design infiltration trenches and avoid groundwater quality impacts. This can be reviewed at the detailed design stage.

1.5.2. Please include the results of SWMM5 modelling in the report.

1.5.3. In-situ infiltration rate measurements will be required to size stormwater management facilities (infiltration trench systems) at the detailed design stage if found appropriate.

1.5.4. Details and a summary table of the proposed super-pipes, orifices and stage-storage-discharge tables will be required at the detailed design stage.

1.5.5. Pre-treatment of flows controlled by superpipes is recommended to prevent sediment accumulation within the superpipe.

1.5.6. Inlet capacity analysis to confirm that the Regional Storm event will be captured by the superspies will be required at the detailed design.

1.5.7. Staff recommend that superpipes be sized to consider "storm stacking effect" as follows:

- If the drawdown time for 2-year storm event is less than 48 hours, no additional storage in superpipe will be required.
- If the drawdown time for 2-year storm event is greater than 48 hours, the storage occupied by the remaining stormwater should be considered unavailable for the design of the required storage.

1.6. Sec. 3.3. External Drainage.

1.6.1. Wetland Outflow and CC#8

a) Staff do not object to the relocation of CC#8 for approximately 184 m north of the existing location.
b) Drainage areas changes appear at CC #8 as a result of its northerly relocation. Additional information is required to confirm the changes in drainage areas as well as in peak flows for each impacted areas.
c) Second paragraph (page 10) – Reference to figure regarding new location for CC#8 needs to be revised as Figure 3 does not show the new location.
d) Last paragraph (page 11). Reference to figure regarding new external flow direction needs to be revised as Figure 3 does not show the proposed new direction.

1.6.2. Joshua Creek Tributary CC#9 and CC#10

a) Staff support the proposed elimination of CC #10.
b) Please note that Conservation Halton accepts **no** increase on flood elevation or velocities on privately owned neighbouring properties resulting from a new road construction unless there is no increased risk to structures or decreased access/egress to the property, and the property owner accepts and signs off on the increases. We will require a detailed review to assess the increases and associated impact on private lands prior to forwarding the information to the affected landowner for the final decision.
c) Conservation Halton would be willing to accept **a minor** increase on flood elevation or velocities on publicly owned lands resulting from a new road construction where the impacts are contained within the publically owned creek blocks, there is no increased risk to infrastructure or the public, and the limit of any regulated areas under Ontario Regulation 162/06 that extend onto adjacent (privately owned) lands are not changed due to a number of natural hazards associated with the natural system. A proper assessment to confirm the above will be required.
d) Confirmation of the preferred size of the CC #9 (Joshua Creek) should also be supported by a geomorphological assessment.
e) Confirmation on the preferred location and size of CC#9 is requested at the ESR stage. This cannot be deferred to detailed design.

f) Staff recommend that all efforts be made during detailed design to minimize the length of the culverts required. We note that retaining walls and potentially eliminating/minimizing the boulevard(s), median, bike lane(s), and multi-use path may assist in this design consideration.
g) Please clarify the length of Culvert CC#9 as it is noted to be 55 m while the road right-a-way varies between 24 m to 37 m wide.
h) Please review and revise the culvert size for CC#8 as it is noted in Table 8 to be replaced with a 2.5 m X 1.5 m concrete box culvert, while section Wetland Outflow and CC#8 (page 10) notes a 4.0 m X 1m culvert.
i) The distance between Culvert CC#9 and Dundas Street is approximately 723 m and the proposed sewer design in this area currently 400 m. Please clarify how the remaining 323 m of road-right-away will be conveyed.
j) Based on Figure 6 – Proposed Stormwater Segments, the proposed outlet locations for the stormwater sewers are at Culverts CC#5 and CC#9. Conformation is required at detail design to clearly demonstrate that the stormwater management design (LIDs and superpipes) will not have adverse impact to local erosion at the outlet.
k) Staff recommend existing and proposed culvert locations be clearly indicated and labelled on the figures.
l) With respect to Total Phosphorus control for stormwater quality treatment, CH staff have been requiring a best efforts approach along street corridors within the NOCSS area in order to help achieve Goal #2, Objective 2.2 – To prevent the accelerated enrichment of streams and contamination of waterways from runoff containing nutrients, pathogenic organism, organic substances, and heavy metal and toxic substances. This would include Level 1/ enhanced quality treatment for all expanded portions of the road and best efforts to provide some level of treatment for the existing portions of the road. The use of LID design/methods is promoted where feasible and would be best suited for areas of proposed landscaping and boulevard areas. Temperature cooling is required where feasible and must be, at a minimum, maintained at existing locations and provided where it is not. Targeting sediment control /capture measures in the Ninth Line corridor could serve as a best approach to managing Total Phosphorus. Staff recommend that the SWM design includes discussions on how the proposed design will help in achieving Goal #2,

1.6.3. Infiltration Trench System.
If found appropriate:
a) Conceptual design of the proposed clearstone infiltration trenches is requested.
b) In-situ infiltration rate measurements will be required to size stormwater management facilities (infiltration trench systems) at the detailed design stage.
c) Detailed modelling of the proposed infiltration trenches to verify peak is requested as part of the final SWM report (as per commitment provided on Pg.8 of the Technical Memorandum "Summary of Conceptual Stormwater Design for Halton Ninth Line", prepared by Golder, dated March 1, 2017).

1.6.4. Results.

a) Please confirm the proposed changes in vertical alignment of the road profile.
b) Please update Table 8. Capacity Assessment of Proposed Crossing Culverts to include a column showing Proposed Road Centerline Elevation (masl).

1.7. Sec. 3.4. External Ditches.

1.7.1. Confirmation on the ditch capacities will be required at the detailed design stage.
1.7.2. To optimize the water quality benefits staff recommend that the existing roadside ditches be converted into the enhanced ditches / swales. To improve their performance from the water quality control perspective, please include a criteria setting the maximum depth of flow in the swale under the 25 mm design storm to 100 mm (or 2/3 the height of the tallest vegetation) as per recommendations contained in the 2010 "Low Impact Development Stormwater Management Planning and Design Guide". Please consider.

1.8. Other.

1.8.1. An additional section is required to discuss the water quality requirements as part of the stormwater management strategy. Please note that Enhanced level of water quality (i.e. 80% of TSS removal) is required for Joshua Creek. *Tania – is it Enhanced Level of quality control that is required for Joshua Creek?*
1.8.2. Please note that typically, to achieve 80% TSS removal a treatment train approach is required, which includes OGS unit sized accordingly based on the entire drainage area (assumed as 50% TSS removal), plus an additional BMP (any type of LID).
1.8.3. Alternatively, units combining gravitational pre-treatment (sedimentation and floatation) and membrane filtration (for example Jellyfish® Filter units) can be considered as part of the design, which was verified to obtain 80% TSS removal subject to proper design and maintenance procedure.
1.8.4. Attached hereto as "*Appendix A*" is a general summary of CH HEC-RAS modelling and floodplain expectations and standards for reference at the detailed design stage. It has been worded to include specific reference to the relevant/specific culvert crossings impacted as part of this EA.

2. TECHNICAL MEMORANDUM - FLUVIAL GEOMORPHIC ASSESSMENT (GOLDER 2017)

2.1. Staff supports the meander belt delineation for the reaches RL-01 and RL-02 (30.0 m and 27.0 m respectively).
2.2. Please provide a digital copy of Fig. 3 "Estimated Meander Belt Width for Study Area at Ninth Line" prepared by Golder Associates, dated September 11, 2017, based on the following requirements:

a) The drawing must be provided as a .pdf as well as in one of the following GIS file formats; ESRI Shapefile or AutoCAD 2010 (file format in order of preference dwg, dgn, and dxf); properly georeferenced to the NAD83, UTM, Zone 17 coordinate system. Extents of submitted GIS files must be set within the following values: West: 560000 m; East: 660000 m; North: 4850000 m; South 4750000 m

b) Surveys undertaken to delineate any hazard shall be provided to Conservation Halton in the UTM NAD 83 Zone 17N. Survey referencing elevations shall be referenced to appropriate benchmarks. The datum must be clearly identified in the survey documentation and specified as one of Canadian Geodetic Vertical Datum of 1928 (CGVD28) with 1978 adjustment, or Canadian Geodetic Vertical Datum of 2013 (CGVD2013).

2.3. A section needs to be included providing discussion of the proposed structures in relation to existing channel dimensions and geomorphic processes and/or provide recommendations for culvert widths for all culverts that are proposed for replacement within the study area. CH typically requires that new or replacement structures will also facilitate appropriate bankfull flows, fish passage, wildlife benches, and width to be 3 times bankfull, particularly for Culvert CC#9.

2.4. A specific section in the report is needed which provides recommendations for additional fluvial geomorphic assessments and what the fluvial geomorphologist should provide advice and design guidance on in support of detailed design at the detail design stage.

2.5. Staff note that no details were included regarding proposed substrate for each of the culverts. We recommend that substrate be sized based on the fluvial geomorphic function requirements of the watercourse to allow for natural channel migration, fish/terrestrial passage and sediment transport at detailed design.

3. NATURAL ENVIRONMENT STUDY REPORT (GOLDER 2017)

CH staff had provided comment on a previous draft version of this report (provided for our review) via letter dated January 10, 2017 (Bond/Kapusin). I note that these previous comments have been addressed. Comments on the current report are summarized below.

3.1 Section 4.2 Wildlife (Page 7)

3.1.1 Discussion of wildlife movement and wildlife passage should be incorporated into Natural Environment Report.

3.1.2 Discussion of Regionally Rare and Regionally Uncommon species should be incorporated.

3.1.3 Include regional rarity status in Appendix A.

3.2 Section 3.3.2 Ecological Land Classification

3.2.2 ELC section should include a description of each type of ELC unit. Provide description.

3.2.3 ELC is labelled on Figure 001 of 002 as linear sections. ELC is usually depicted as polygons and vegetation removals quantified by ELC Unit. Revise the figure, and provide a removals table.
3.2.4 Provide ELC field notes (digitally and hard copy).

3.3 Section 5.0 Areas of Significance

3.3.2 Include discussion of Significant Wildlife Habitat.

3.4 Section 5.1.4 Municipal and Regional Official Plans – Natural Features (Page 10)

3.4.2 Significant Woodlands are present within the study area and are not discussed. Please include discussion regarding Significant Woodlands.

3.5 Section 6.0 Discussion of Design Alternatives (Page 11)

3.5.2 The "*Evaluation of Design Alternatives*" table provided during the June 8, 2017 meeting presents additional details missing from the October 2017 Natural Environment Table 2 "*Assessment of Design Alternatives*"(Page 12). Please update Table 2 with additional information (e.g. amount of wetland removed for each alternative). Ensure that the textual rankings are consistent (e.g. minimal vs. low).
3.5.3 Add evaluation/summary of Design Alternatives to Section 6.0.
3.5.4 Include a summary of opportunities and constraints.
3.5.5 Evaluation of Culvert Options and Sizing for CC#9 should be included in Natural Environment Report in terms of impacts to Barn Swallow, Fish Habitat and removals.
3.5.6 Please incorporate an analysis of potential impacts (direct and indirect) with respect to environmental components (e.g. vegetation disturbance, wildlife passage and ESC etc.) and recommended mitigation measures.
3.5.7 Have additional mitigation measures to reduce herpetile road mortality been considered?
3.5.8 Are the utilities on the east side of Ninth Line being moved? If so, what are the impacts?

3.6 Section 8.0 Conclusions

3.6.1 A complete conclusion and summary of recommendation is recommended.

3.6.2 Is the existing culvert able to allow for fish passage based on the elevation difference between upstream and downstream? Please confirm.

4. HYDROGEOLOGICAL ASSESSMENT (Golder July 28)

4.1 Contrary to the Hydrogeological Assessment report, groundwater quality analyses showed that Total Phosphorous and Total Cobalt exceeded Provincial Water Quality Objectives (PWQO) criteria. If dewatering is needed and discharge to surface water features is proposed, the discharge quality must meet the PWQO.

5. OTHER COMMENTS

Staff recommend that 2 years of post-implementation monitoring of the project be conducted. We suggest that the approach incorporate an adaptive management framework to assess the effectiveness of various aspects of the project (e.g. channel stability due to increased culvert length and diversion of flows, stormwater management approaches, etc.). All monitoring should follow an accepted protocols/guidelines and it is strongly recommended that the parameters sampled in a pre-construction state be reassessed. This should be included in the ESR's Commitment List/table.

Staff request consideration for a detailed assessment of the advantages and disadvantages of leaving the diverted hydrologic feature (WC3/RL-03) in its proposed location (parallel to the road) versus connecting it to natural alignment.

5.1 Commitments to Future Work

Staff recommend that the following commitments be included in a specific "Commitments" section and/or table within the ESR document:

5.1.2 Ensure the commitments to future work are in table format with all commitments listed in one location.

5.1.3 Commitments, recommendations and mitigation measures made in supporting documents be incorporated into the ESR.

5.1.4 Potential impacts are approximated using preliminary conceptual design details. As construction is expected in 2025, impacts to natural heritage features and functions should be revisited at Detail Design (e.g. vegetation removals). This should be reflected in the commitments list.

5.1.5 Wildlife passage opportunities to be revisited at Detail Design and should use most recent designs and methods.

5.1.6 Tree Preservation Plan will be required at Detail Design.

5.1.7 A reminder that compensation may be required for wetland removal. Include in commitments

5.1.8 That 2 years of post-implementation monitoring of the project be conducted.

5.1.9 Retain a qualified Fluvial Geomorphologist to:

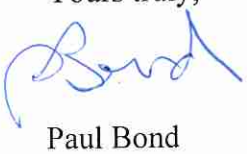
a) Updated fluvial geomorphic assessment to refine bankfull width estimate and channel stability.

b) Provide guidance on channel design for three times bankfull sizing for culverts in addition to providing guidance of treatment of creek through culvert structure and substrate sizing, mixing details, etc.

Summary:

The above comments pertain to our review of the specific supporting technical reports that will be included as part of the full EA document as appendices. Given that we have not yet seen the drafted ESR document yet, it is possible that some of the responses to our comments may already be included or addressed within the text of the drafted ESR. It will be helpful to note this in your response to our comments herein as it will expedite our review of the ESR document (once received) and avoid any unnecessary comment exchange or delay. If you require any additional information or clarification of these comments please contact the undersigned at extension 2257.

Yours truly,



Paul Bond
Coordinator/Environmental Planner
Regional Infrastructure Team
PB/Appendix "A" attach.

cc: Alicia Jakatis, Halton Region (via e-mail)
Jessica Dorgo, Golder Associates (via e-mail)
Rita Juliao, Town of Oakville (via e-mail)

Appendix "A" to Conservation Halton August 30, 2018 letter

1. General Comments Related to HEC-RAS modelling and reports:

1.1. One HEC-RAS model is required CC#9;

1.2. The models should include different geometery files to represent existing and proposed conditions of the site under both riparian and man-made conditions if required.

1.3. Documentation of each geometry and flow file which identifies sources, data utilized, changes made, dates, etc. (descriptive to facilitate staff's review) is also required to accompany the model and should be included in the report.

1.4. Each geometry file should be clearly labeled so staff can identify analysed geometery conditions and changes introduced.

1.5. The model should include different plans created in a manner that allows different scenarios to be analyzed and easily compared.

1.6. A list of Plans presented in the digital model confirming geometry data and flow data (descriptive to facilitate review) utilized in each plan is required to accompany the model.

1.7. Output tables should be clearly labelled to include the following:

a) Name of the model, date of preparation, version of HEC-RAS and a consultant's name.

b) Plan name (full name and Short-ID) that was analysed to prepare the output table including Geometry data and Flow data files.

1.8. The report should include output tables and a description of the anticipated changes as well as the magnitude of the impact. Explanation of the output results is also required.

Please contact Ekaterina Sapozhnikova at ext. 2265 should you have any questions regarding these requirements.

2. Floodplain Mapping.

2.1. Floodplain mappings showing locations of the cross-sections analysed in HEC-RAS models are required. Floodplain mapping showing the extent of the floodplain conditions under the existing and proposed conditions (100-year storm and the Regional Storm event), properly labelled with cross-sections and elevations should be prepared and provided for review and approval. The drawings should be prepared based on the most recent detailed topographical information and be stamped, dated and signed by a P.Eng. Digital copies of the drawings will also be required once the analysis is accepted (refer to digital drawings requirements information below).

2.2. Any modifications of a crossing require separate floodplain mappings for each the existing and proposed conditions. In order to complete the flood risk assessment and incorporate the proposed changes into the regulatory database the following is also required:

a) Please provide full-size scaled drawings including the cross-sections and the extent of the floodplain on a plan view under the proposed conditions (100 –years storm and the Regional Storm elevations should be shown on the drawings) prepared by P.Eng. to accompany HEC-RAS model result.

b) At the 100% drawing submission, digital copies of the above-referenced drawing (including HEC-RAS sections and labels and 100-year storm and the Regulatory Storm flood elevations) must be submitted to the satisfaction of Conservation Halton.

c) The drawing(s) must be provided as a .pdf as well as in one of the following GIS file formats; ESRI Shapefile or AutoCAD (file format in order of preference dwg, dgn, and dxf); properly georeferenced to the NAD83, UTM, Zone 17 coordinate system. Extents of submitted GIS files must be set within the following values: West: 560000 m; East: 660000 m; North: 4850000 m; South 4750000 m.

d) Due to the significant number of layers typically included in GIS files, features relevant to the hazards and associated labels should be submitted in a separate GIS file in addition to the main drawings, clearly attributed in the GIS file, and named in the correspondence accompanying the submission.

From:	Jessica Dorgo
To:	"lisa.myslicki@infrastructureontario.ca"
Cc:	Martin Scott; Stephen Keen; "Jakaitis, Alicia"; Krusto, Matt; Larkin, Ann
Subject:	FW: Halton Region, Ninth Line EA
Date:	Friday, September 07, 2018 10:37:00 AM
Attachments:	image001.jpg INFRASTRUCTURE ONTARIO LAND ACQUISTION REQUIREMENTS HYDRO.PDF image002.jpg image003.jpg

Good Morning Ms. Myslicki,

Halton Region is preparing to file the Environmental Study Report for the Ninth Line Improvements Class Environmental Assessment and we would greatly appreciate Infrastructure Ontario's comments on the proposed work plan submitted to IO on May 3, 2018. Please find the work plan below, detailed in our previous correspondence. If you have any comments or questions regarding this work plan, please feel free to contact myself or Halton Region directly. We are currently planning to file the EA by the end of November 2018 and would appreciate your response prior to this date.

Thank you,

JESSICA DORGO, EIT
EIT / Transportation

T 289-288-0287 ext. 6819 **F** 289-288-0285
3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA

From: Jessica Dorgo
Sent: Thursday, July 05, 2018 2:23 PM
To: lisa.myslicki@infrastructureontario.ca
Cc: Martin Scott <martin.scott@cima.ca>; Stephen Keen <Stephen.Keen@cima.ca>; Jakaitis, Alicia <Alicia.Jakaitis@halton.ca>; Krusto, Matt <Matt.Krusto@halton.ca>; Larkin, Ann <Ann.Larkin@halton.ca>
Subject: FW: Halton Region, Ninth Line EA

Good Afternoon Ms. Myslicki,

This message is a follow up to our previous correspondence on May 3, 2018 regarding the Halton Region Ninth Line Improvements Class Environmental Assessment. We kindly ask that you review the proposed work plan and advise if the approach outlined below is acceptable to IO.

Thank you,

JESSICA DORGO, EIT
EIT / Transportation

T 289-288-0287 ext. 6819 **F** 289-288-0285
3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA

From: Jessica Dorgo
Sent: Thursday, May 03, 2018 2:06 PM
To: 'lisa.myslicki@infrastructureontario.ca' <lisa.myslicki@infrastructureontario.ca>
Cc: Stephen Keen <Stephen.Keen@cima.ca>; Martin Scott <martin.scott@cima.ca>; 'Alicia.Jakaitis@halton.ca' <Alicia.Jakaitis@halton.ca>; 'Krusto, Matt' <Matt.Krusto@halton.ca>; 'Ann.Larkin@halton.ca' <Ann.Larkin@halton.ca>
Subject: Halton Region, Ninth Line EA

Hi Ms. Myslicki,

Thank you for participating in a teleconference with Halton Region and Matthew Gasser (IO) on January 16, 2017. Following the call, Mr. Gasser provided Halton Region with the MCEA checklist for the Ninth Line Improvements Class Environmental Assessment. We note that in his correspondence he indicated MOI requires that prior to sending out the Notice of Completion (NOC), the full record of consultation with Indigenous Communities, as well as Stage 1 and Stage 2 Archaeological Assessments are to be provided to IO in order for MOI to review this information to ensure that there is no Duty to Consult requirement from the ministry and once the clearance is obtained, the NOC for the streamlined MCEA can be sent out. We have attempted to contact Mr. Gasser however, his email Matthew.Gasser@infrastructureontario.ca is no longer in service.

As shown on the attached figure, approximately 6,225 square metres of property is required from Hydro One to accommodate the recommended design for the Halton Region Ninth Line EA. As part of the Stage 1 Archaeological Assessment, this land was determined to have archaeological potential and is recommended for Stage 2 Archaeological Assessment prior to ground disturbance associated with any future development. The area is recommended for test pit surveys at 5 metre intervals (MTCS 2011). Further details regarding the recommendations of the Stage 1 Archaeological Assessment are provided in the report which is available on the FTP site below for download. Please note that there is a Provincially Significant Wetland present within the Hydro One corridor (IO required land). In order to avoid impacts to the PSW and IO lands, a mitigated design was developed to minimize impacts to this property as well as other key features in the study area. Following the evaluation of alternative design concepts, the mitigated design was carried forward as the recommended design. As such the impacts to the adjacent land has been mitigated to the furthest extend possible.

Access the file transfer site

We have developed the following work plan and would like to request IO's approval for the completion of the Stage 2 Archaeological Assessment outside of the MCEA process. The Stage 2 Archaeological Assessment will be carried out during detailed design.

1.	Inclusion of wording in future documents (Notice of Study Completion and ESR) indicating that the Municipal Class EA is also satisfying the PW Class EA – this wording would reference that the undertaking is considered a Category B project, related to disposition of crown lands within a transmission corridor.
2.	Prepare the ESR for the Municipal Class EA with discussion summarizing IO's 7-point analysis.
3.	Include a commitment in the ESR that the Stage 2 Archaeological Assessment will be completed during the detail design phase.
4.	Prepare an Indigenous Communities record of consultation to be appended to the ESR.
5.	Complete the covering Memorandum template provided by IO to indicate in which sections of the ESR the IO required information can be found.
6.	Send the ESR, cover Memorandum, Indigenous Communities consultation record, to IO for review prior to issuing the Notice of Completion.
7.	Address any IO comments, obtain clearance from IO, then issue the Notice of Completion.
8.	After the EA is complete, the Region will need to have a Phase I ESA and Stage II Archaeological Assessment completed for the lands involved in the realty transaction (the ESA will need to meet IO's specific standards as set out in the January 17 email) – the ESA and Stage II Archaeological Assessment will require clearance from IO before the realty transaction proceeds.

We ask that you please advise if this approach is acceptable to IO.

Thank you,

Jessica Dorgo
EIT Transportation
Traffic Engineering, Transportation

CIMA+
Partners in Excellence

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6819 / Fax: 289-288-0285

Phone Conversation Record

Participants: Jessica Dorgo (CIMA Canada Inc)
Date: September 13, 2018 at 9:30 AM

Jessica Dorgo (CIMA) contacted Lisa Myslicki (Infrastructure Ontario) via telephone at (416) 212-3768 and left a voicemail indicating the follow:

- Correspondence was initially sent on May 3, 2018 regarding the IO's approval on the proposed work plan for the Ninth Line MCEA.
- Requested that IO contact J. Dorgo in response to the correspondence.

It was noted that the voicemail indicated a name other than L. Myslicki however, J. Dorgo was unable to clearly note the name.

Jessica Dorgo

From: Matt Howatt <mhowatt@hrca.on.ca>
Sent: Friday, October 11, 2019 5:33 PM
To: Jakaitis, Alicia
Cc: Jessica Dorgo; Martin Scott; Larkin, Ann (Ann.Larkin@halton.ca); Davidson, Christopher
Subject: RE: Ninth Line MCEA (Dundas to Highway 407 ETR) - Environmental Reports
Attachments: CH_MPR691_NinthLine_TechStudiesResub_191011.pdf; CH_MPR691 _NinthLine_TechStudiesResub_191011_body.doc

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon Alicia,

Please find CH's comments regarding the latest technical report submission attached in PDF and Word.

If you have any questions, 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

From: Jakaitis, Alicia [mailto:Alicia.Jakaitis@halton.ca]
Sent: September 30, 2019 2:40 PM
To: Matt Howatt
Cc: 'Jessica Dorgo'; Martin Scott
Subject: Ninth Line MCEA (Dundas to Highway 407 ETR) - Environmental Reports

Good Afternoon Matt,

Thank you again for making time for us to meet on October 8, 2019. Ahead of our meeting, please use the link included below to access the updated environmental reports: Fluvial, Natural Environment and SWM. Also included is the comment/response table to your letter from August 2018. A separate email will include the associated model files.

If you have any questions or concerns, please do not hesitate to contact me,

Alicia

Date Uploaded: Monday, September 30, 2019

Date Expires: Monday, October 21, 2019

Subject:
Ninth Line MCEA - Environmental Reports

Message:
abc

File(s):
September 30 - 1648031-R-Rev1-Ninth Line SWM Full-2019Aug27 (1).pdf
September 30 - 1648031-TM-Rev0-2019Aug26-Fluvial Geomorphic (2).pdf
September 30 - B637_Ninth Line EA_CH Comments August 2018_Comment Response Table_e05.pdf
September 30 - 1648031-R-Rev2-CIMA Natural Env Study-2019-28Aug2019 (2).pdf

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

http://2big4email.halton.ca/en/downloadfiles.aspx?param=asTvM7bf7fs9ErWx5lA5HoCItgeQuAleQuAl

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

Conservation Halton

905.336.1158
Fax: 905.336.7014
2596 Britannia Road West
Burlington, Ontario L7P 0G3
conservationhalton.ca

Protecting the Natural Environment from Lake to Escarpment

October 11, 2019

BY MAIL AND BY EMAIL

Alicia Jakaitis
Project Manager II
Infrastructure Planning & Policy, Public Works
Halton Region
1151 Bronte Rd.
Oakville, ON
L6M 3L1

Dear Ms. Jakaitis:

Re: Ninth Line Corridor Improvements Class EA – Dundas Street to Highway 407
Technical Studies Resubmission
Town of Oakville
Halton Region Project: PR-3036 & PR-3037
Conservation Halton File: MPR 691

Conservation Halton (CH) staff has reviewed the following items:

- *Halton Region – Ninth Line Municipal Class EA – Comment-Response Log to Conservation Halton Comments Received August 30, 2018*, prepared by Golder Associates Ltd., dated September, 2019.
- *Ninth Line Stormwater Management Report*, prepared by Golder Associates Ltd., dated August 2019.
- *Natural Environment Study Report, Ninth Line (Regional Road 13) Transportation Corridor Improvements from Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route)*, prepared by Golder Associates Ltd., dated August 2019.
- *Technical Memorandum: Fluvial Geomorphic Assessment in support of the Ninth Line Municipal Class Environmental Assessment, Halton Region*, prepared by Golder Associates Ltd., dated August 26, 2019.
- Hydrologic and hydraulic modelling
- October 9, 2019 email correspondence re: fluvial geomorphological shapefiles, stormwater input and output files

Based on our review, CH staff's August 30, 2018 comments are satisfactorily addressed.

In regard to Comment 3.5.8, CH staff support Option 1 for the installation of hydro poles between the road and the retaining wall with a 2 metre shift (outward) of the retaining wall. The impact analysis should be updated in the Environmental Study Report (ESR) or at detailed design to confirm how much of the wetland feature will be impacted and removed.

In regard to Comment 3.6.2, provision of fish passage through the new proposed culvert should be further assessed at the detailed design stage with a commitment to do so in the ESR.

Thank you for the above noted submission and addressing staff's previous comments. We look forward to reviewing the forthcoming ESR and continuing our involvement in this project. If you require any additional information or clarification of these comments please contact the undersigned at extension 2311.

Sincerely,

Matt Howatt
Coordinator/Environmental Planner
Regional Infrastructure Team

Cc (by email): Ann Larkin, Halton Region
Martin Scott, CIMA
Jessica Dorgo, CIMA
Christopher Davidson, Golder Associates Ltd.

Comment #	Comment from Conservation Halton (August 2018)	Response
1.1.1	Application of the rational method to estimate peak flows under the 100-year storm event for rural watershed drainage area greater than 100 ha is not appropriate. Additional hydrologic analysis for crossing CC#9 is required.	Golder has completed the requested hydrotechnical analyses for Comment #s 1.1.1 and 1.1.2. The methods and results of this assessment were documented in the draft technical memorandum titled "*Ninth Line Municipal Class Environmental Assessment in Halton Region, Ontario – Additional Hydrotechnical analyses to Support the Stormwater Management Assessment and Design*" and dated January 22, 2019. Section 2.2.1 of the report has been updated to include additional hydrologic analysis and results for all crossings.
1.1.2	Staff are concern with the application of the rational method (intensity of 53 mm/hr) for the Regional Storm peak flow rates. Single Event Hydrographic Method (for example HYMO) should be used. Please provide.	Golder has completed the requested hydrotechnical analyses for Comment #s 1.1.1 and 1.1.2. The methods and results of this assessment were documented in the draft technical memorandum titled "*Ninth Line Municipal Class Environmental Assessment in Halton Region, Ontario – Additional Hydrotechnical analyses to Support the Stormwater Management Assessment and Design*" and dated January 22, 2019. Section 2.2.1 of the report has been updated to include additional hydrologic analysis and results for all crossings.
1.2.1	HEC-RAS model (original and updated to represent the existing and proposed conditions) should be provided as part of the hydraulic analysis of CC#9. Please refer to additional requirements attached hereto as "*Appendix A".*	HEC-RAS model files for the following have been included with the submission: - Crossing Culverts (Existing), - Crossing Culverts (Proposed), and - Joshua Creek (Existing and Proposed as different Plans),
1.2.2	Since Ninth Line is a major arterial road and is believed to be one the Region's key emergency access routes, staff support considerations given to upgrading existing crossings in conjunctions with the other works required in the area to ensure flood free access under Regional Storm conditions.	Section 3.3.1 shows how proposed crossing culvert sizes have been increased to pass the greater of 1:100yr or Regional Storm without overtopping.
1.3.1	It is noted that the ditch inlet basins would be removed when the road is widened. Aren't these catch basins needed to collect the external drainage from the ditches? If so, staff recommend a revision.	Section 2.3.3, Page 6 of the previous version of the Stormwater Management Report indicates that areas of the ROW that currently drain to the existing DICBs "would continue to drain towards the storm sewer system via a direct connection". The updated Stormwater Management Report Section 3.2.3 highlights again the removal of the DICBs to be replaced with a catch-basin / infiltration trench / superpipe system.
1.4.1	There is a typo in *Table 4: NOCSS Unit Peak Flow Targets.* Regional Storm peak flow is shown as 0.44 m3/s/ha whereas it is 0.043 m3/s/ha. Please correct.	This typo has been corrected in the amended version of the Final Stormwater Management Report. Section 3.1 Table 4 shows NOCSS targets and Section 3.2.2 Table 5 shows proposed system discharges.
1.4.1	Please review and revise (if necessary) the discharge location for the section of road between the 407 ETR and the proposed William Halton Parkway roundabout. Based on Figure 6 - Proposed Stormwater Segments, the outlet for this section of Ninth Line is on the downstream side of CC#5.	From a design perspective, the currently proposed location to connect the identified section of superpipe with the broader watercourse system (i.e., at the outlet location of CC#5) is preferred, recognizing that the watercourse crossing at CC#5 is situated at the low point in the road and hence represents the optimum location for the outlet pipe to capture the maximum amount of ROW drainage. Section 3.2.2 highlights discharge location for superpipe at Culvert CC#5.
1.5.1	While staff generally support the quantity, approach outlined in this Section of the Report, additional information will be required to design infiltration trenches and avoid groundwater quality impacts. This can be reviewed at the detailed design stage.	Comment acknowledged. The request from CH will be addressed at the detailed design stage of the project.
1.5.2	Please include the results of the SWMM5 modelling in the report.	The SWMM5 model results are included in Tables 2, 5, and 6. SWMM5 model files for the following have been included with the submission: - Peak flow estimates at crossings, - LIDs, and - Ditch flows
1.5.3	In-situ infiltration rate measurements will be required to size stormwater management facilities (infiltration trench system) at the detailed design stage if found appropriate.	Comment acknowledged. The request from CH will be addressed at the detailed design stage of the project.
1.5.4	Details and a summary table of the proposed super-pipes, orifices and stage-storage-discharge tables will be required at the detailed design stage.	Comment acknowledged. The request from CH will be addressed at the detailed design stage of the project.
1.5.5	Pre-treatment of flows controlled by the superpipes is recommended to prevent sediment accumulation within the superpipe.	The Stormwater Management Report indicates that the design will include catchbasin inserts to pre-treat drainage from ROW areas before this water is directed to the infiltration trenches and superpipes. The catchbasin inserts are expected to remove a portion of the sediments in the runoff and reduce the required frequency of cleanout for the superpipes and infiltration trenches. The updated Stormwater Management Report Section 3.2.2 highlights the use of catch basin inserts to act as pre-treatment upstream of the infiltration trenches.

Comment #	Comment from Conservation Halton (August 2018)	Response
1.5.6	Inlet capacity analysis to confirm that the Regional Storm event will be captured by the superpipes will be required at the detailed design.	Comment acknowledged. The request from CH will be addressed at the detailed design stage of the project.
1.5.7	Staff recommend that superpipes be sized to consider "storm stacking effect" as follows: - if the drawdown time for the 2-year storm event is less than 48 hours, no additional storage in the superpipe will be required. - if the drawdown time for the 2-year storm event will be greater than 48 hours, the storage occupied by the remaining stormwater should be considered unavailable for the design of the required storage.	Section 3.2.2 Table 6 shows the drawdown time for the superpipe systems.
1.6.1a	Staff do not object to the relocation of CC#8 for approximately 184m north of the existing location.	Comment acknowledged.
1.6.1b	Drainage areas changes appear at CC#8 as a result of its northerly relocation. Additional information is required to confirm the changes in drainage areas as well as in peak flows for each impacted areas.	Section 3.3.1 discusses Culvert CC#8 and the slight (5 ha) decrease in contributing area resulting from the culvert being moved north.
1.6.1c	Second paragraph (page 10) - Reference to figure regarding new location or CC#8 needs to be revised as Figure 3 does not show the new location.	Figure 12 has been revised accordingly to show the new location.
1.6.1d	Last paragraph (page 11). Reference to figure regarding new external flow direction needs to be revised as figure 3 does not show the proposed new direction	Figure 12 has been revised accordingly to show the new location.
1.6.2	Joshua Creek Tributary CC#9 and CC#10:	-
1.6.2a	Staff support the elimination of CC#10.	Comment acknowledged.
1.6.2b	Please note that Conservation Halton accepts no increase on flood elevation or velocities on privately owned neighboring properties resulting from a new road construction unless there is no increased risk to structured or decreased access/egress to the property, and the property owner accepts and signs off on the increases. We will require a detailed review to assess the increases and associated impact on private lands prior to forwarding the information to the affected landowner for the final decisions.	The results of the HEC-RAS modelling analysis at each of the watercourse crossing locations demonstrated that water levels on the upstream side of the proposed roadway are expected to decrease under future conditions. Based on these results, the project is not anticipated to generate any increased flood level risks on neighbouring properties. Section 3.3.1 Table 9 shows the changes in upstream water level.
1.6.2c	Conservation Halton would be willing to accept a minor increase on flood elevations or velocities on publicly owned lanes resulting from a new road construction where the impacts are contained within the publicly owned creek blocks, there is no increased risk to infrastructure or the public, and the limit of any regulated areas under Ontario Regulation 162/06 that extend onto adjacent (privately owned) lands are not changed due to a number of natural hazards associated with the natural system. A proper assessment to confirm the above will be required.	The results of the HEC-RAS modelling analysis at each of the watercourse crossing locations demonstrated that water levels and flow velocities on the upstream side of the proposed roadway are expected to decrease under future conditions. Based on these results, the project is not anticipated to generate any increased flood level risks on neighbouring properties. Section 3.3.1 Table 9 shows the changes in upstream water level.
1.6.2d	Confirmation of the preferred size of the CC#9 (Joshua Creek) should also be supported by a geomorphological assessment.	Please refer to the Golder response to Comment 2.3. Section 3.3.1 discusses the width of CC#9 (4m) with respect to geomorphic assessment (0.5m to 1m bankfull width) and Table 8 shows the proposed size for CC#9.
1.6.2e	Confirmation of the preferred size of the CC#9 is required at the ESR stage. This cannot be deferred to detailed design.	Section 3.3.1 discusses the width of CC#9 (4m x 1.2m) with respect to geomorphic assessment (0.5m to 1m bankfull width) and Table 8 shows the proposed size for CC#9.
1.6.2f	Staff recommend that all efforts be made during detailed design to minimize the length of the culverts required. We note that retaining walls and potentially eliminating/minimizing the boulevard(s), median, bike lane(s), and multi-use path may assist in this design consideration.	The design has included efforts to shorten the culvert lengths for the watercourse crossings at CC#7 and CC#9 through the use of retaining walls. As shown on CIMA+ drawings, retaining wall is proposed for CC#9. This is reflected by the proposed length for CC#9 (36.5m).
1.6.2g	Please clarify the length of culvert CC#9 as it is noted the be 55m while the road right-a-way varied between 24m to 37m wide.	As shown on CIMA+ drawings, retaining wall is proposed for CC#9. This is reflected by the proposed length for CC#9 (36.5m).

Comment #	Comment from Conservation Halton (August 2018)	Response
1.6.2h	Please review and revise the culvert size for CC#8 as it is noted in Table 8 to be replaced with a 2.5m X 1.5m concrete box culvert, while section Wetland Outflow and CC#8 (page 10) notes a 4.0 m X 1m culvert.	Section 3.3.1 Table 8 shows the proposed size for CC#8 (3m x 1.5m)
1.6.2i	The distance between Culvert CC#9 and Dundas Street is approximately 723m and the proposed sewer design in the area currently 400m. Please clarify how the remaining 323m of road right-away will be conveyed.	Section 3.2.3 highlights the removal of the DICBs to be replaced with a catch-basin / infiltration trench / superpipe system. The report includes that the areas of the ROW currently draining to the existing DICBs would continue to drain towards the storm sewer system via a direct connection (rather than the existing ditch inlet catch basin, which would be removed when the road is widened)
1.6.2j	Based on Figure 6 - Proposed Stormwater Segments, the proposed outlet locations for the stormwater sewers are at Culverts CC#5 and CC#9. Conformation is required at detailed design to clearly demonstrate that the stormwater management design (LIDs and superpipes) will not have adverse impact to local erosion at the outlet.	Section 3.2.2 Table 5 shows the discharge peaks from the SWM system controlled to below the NOCSS targets.
1.6.2k	Staff recommend existing and proposed culvert locations be clearly indicated and labelled on the figures.	Figure 3 shows existing culvert locations, and Figure 12 shows the proposed culvert locations.
1.6.2l	With respect to Total Phosphorus control for stormwater quality treatment, CH staff have been requiring a best efforts approach along street corridors within the NOCSS area in order to help achieve Goal #2, Objective 2.2 - To prevent accelerated enrichment of streams and contamination of waterways from runoff containing nutrients, pathogenic organisms, organic substances, and heavy metal and toxic substances. This would include Level 1/ enhancement quality treatment for all expanded portions of the road. The use of LID design/methods is promoted where feasible and would be best suited for areas of proposed landscaping and boulevard area. Temperature cooling is required where feasible and must be, at minimum, maintained at existing locations and provided where it is not. Targeting sediment control/capture measures in the Ninth Line corridor could serve as a best approach to managing Total Phosphorus. Staff recommend that the SWM design includes discussions on how the proposed design will help in achieving Goal #2. managing Total Phosphorus. Staff recommend that the SWM design includes discussions on how the proposed design will help in achieving Goal #2.	The proposed design includes the installation and maintenance of oil/grit separator inserts in all catch basins along the length of the roadway works, with a plan to site these features at locations upstream of a network of infiltration trenches. The water that is directed through this system will drain to superpipes before it is ultimately discharged back to the environment. The use of oil/grit separators in combination with the infiltration trenches is expected to substantially reduce the TSS and Phosphorus loads in discharge waters. The removal efficiency of TSS and Phosphorous in the system can be estimated using the treatment train approach, noting that, based on the LID manual, the proposed system is anticipated to provide 90% TSS reduction (50% at oil/grit separators and 80% at infiltration trenches) and 60% TP reduction (0% at oil/grit separators and 60% at infiltration trenches). In addition, the proposed stormwater management system (specifically the use of infiltration trenches and superpipes) is expected to result in cooler water temperatures in discharge waters relative to the current condition (surface runoff that is directed to roadside ditches). Section 3.2.4 discusses water quality benefits of LID system. If limitations with LIDs are present at the time of detailed design, other opportunities will be considered based on best practices technologies available at that time.
1.6.3a	Conceptual design of the proposed clearstone infiltration trenches is requested.	The Stormwater Management Report describes the conceptual design of the infiltration trenches and superpipe system. This includes: • A conceptual design of the clear stone trench in Figure 8; and • Sizes and profiles of the superpipe are shown on Figures 9, 10, and 11. Both infiltration trench and superpipe features were modelled as part of the EPA SWMM5 analysis. As noted in the response to Comment 1.5.2, the SWMM5 files have been provided with the submission.
1.6.3b	In-situ infiltration rate measurements will be required to size stormwater management facilities (infiltration trench systems) at the detailed design stage.	Comment acknowledged. The request from CH will be addressed at the detailed design stage of the project.
1.6.3c	Detailed modelling of the proposed infiltration trenches to verify peak is required as part of the final SWM report (as per commitment provided on page 8 of the Technical Memorandum "Summary of Conceptual Stormwater Design for Halton Ninth Line", prepared by Golder dated March 1, 2017.	The proposed design includes infiltration trenches and superpipes. These features were modelled as part of the EPA SWMM5 analysis. Section 3.2.2 Table 5 shows the discharge peaks for 1:100yr and Regional Storm events.
1.6.4a	Please confirm the proposed changed in vertical alignment of the road profile.	Section 3.3.1 Table 8 shows the proposed road elevations at the culverts.
1.6.4b	Please update Table 8. Capacity Assessment of Proposed Crossing Culverts to include a column showings Proposed Road Centerline Elevation (masl).	Section 3.3.1 Table 8 shows the proposed road elevations at the culverts.
1.7.1	Confirmation on the ditch capacities will be required at the detailed design stage.	Comment acknowledged. The request from CH will be addressed at the detailed design stage of the project.

Comment #	Comment from Conservation Halton (August 2018)	Response
1.7.2	To optimize the water quality benefits staff, recommend that the existing roadside ditches be converted into the enhanced ditches/swales. To improve their performance, form the water quality control perspective, please include a criteria setting the maximum depth of flow in the swale under the 25mm design storm to 100 mm (or 2/3 the height of the tallest vegetation) as per recommendations contained in the 2010 "Low Impact Development Stormwater Management Planning and Design Guide". Please consider.	The proposed design includes roadside ditches that will capture and convey runoff from adjacent properties. Section 3.4 discusses making external ditches enhanced ditches and Table 10 shows flow depths and velocities for external ditches.
1.8.1	An additional section is required to discuss the water quality requirements as part of the stormwater management strategy. Please note that Enhanced level of water quality (i.e. 80% TSS removal) is required for Joshua Creek. Tania - is it Enhanced Level of quality control that is required for Joshua Creek?	Section 3.2.4 discusses the water quality benefits of the LID system.
1.8.2	Please note that typically, to achieve 80% TSS removal a treatment train approach is required, which includes OGS unit sized accordingly based on the entire drainage area (assumed as 50% TSS removal), plus an additional BMP (any type of LID).	Section 3.2.4 discusses the water quality benefits of the LID system.
1.8.3	Alternatively, units combining gravitational pre-treatment (sedimentation and floatation) and membrane filtration (for example Jellyfish Filter units) can be considered as part of the design, which was verified to obtain 80% TSS removal subject to proper design and maintenance procedure.	Section 3.2.4 discusses the water quality benefits of the LID system. A reference will be added to the ESR noting that if limitations with LIDs are present at the time of detailed design, other opportunities will be considered.
1.8.4	Attached hereto as *"Appendix A"* is a general summary of CH HEC-RAS modelling and floodplain expectation and standards for reference at the detailed design stage. It has been worded to include specific reference to the relevant/specific culvert crossings impacted as part of this EA.	Comment acknowledged. The request from CH will be addressed at the detailed design stage of the project.
2.1	Staff supports the meander belt delineation for the reached RL-01 and RL-02 (30.0m and 27.0 m respectively).	Comment acknowledged.
2.2	Please provide a digital copy of Fig. 3 "Estimated Meander Belt Width for Study Area at Ninth Line" prepared by Golder Associated, dated September 11, 2017 based on the following requirements:	HEC-RAS model files for Joshua Creek have been included with the submission. In response to Comments 2.2 and 2.2a, the ESRI shapefiles of the fluvial geomorphic hazard limits (i.e., lateral extent of meander belt boundaries) have been provided. In response to Comment 2.2b, the field studies for the fluvial geomorphology assessment included topographic channel surveys; however, the results of these surveys were not used to support the delineation of fluvial geomorphic hazards, but instead were used to augment the hydraulic modelling analysis for Joshua Creek as part of the stormwater management and hydrotechnical assessment. Based on this, the requested details for this site-specific channel survey (e.g., datum, relevant UTMs, benchmark references) have been provided.
2.2a	The drawing must be provided as a .pdf as well as in one the following GIS file formats; ESRI shapefile or AutoCAD 2010 (file format in order of preference dwg, dgn, dxf) properly georeferenced to the NAD83, UTM Zone 17 coordinate system. Extents of submitted GIS files must be set within the following values: West: 560000m, East: 660000m, North: 4850000m, South: 4750000m.	
2.2b	Surveys undertaken to delineate any hazards shall be provided to Conservation Halton in the UTM NAD 83 Zone 17N. Survey referencing elevations shall be referenced to appropriate benchmarks. The datum must be clearly identified in the survey documentation and specified as one of Canadian Geodetic Vertical Datum of 1928 (CGVD28) with 1978 adjustment, or Canadian Geodetic Datum of 2013 (CGVD2013).	
2.3	A section needs to be included providing discussion of the proposed structures in relation to existing channel dimensions and geomorphic processes and/or provide recommendations for culvert widths for all culverts that are proposed for replacement within the study area. CH typically required that new or replacement structures will also facilitate appropriate bankfull flows, fish passage, wildlife benches, and width to be 3 times bankfull, particularly for Culvert CC#9.	The scope of work for the fluvial geomorphic assessment involved the characterization of baseline channel morphology and the associated delineation of the relevant hazard limits at water crossings that supported natural channel form with defined bed and banks. This was limited to the channel feature in the vicinity of Culvert #9 (i.e., reach lengths RL-01 and RL-02). To that end and as requested in Comment 2.3, the recommended span of Culvert #9 to accommodate the identified fluvial geomorphic processes and hazards at RL-01 and RL-02 has been provided in the updated report. It is important to point out that the proposed geometry of Culvert #9 is expected to sufficiently account for channel form and function at RL-01 and RL-02, recognizing that the preliminary design of Culvert #9 includes a span that is wider than 3 times bankfull width (which was 1.0m downstream). Section 3.3.1 of the SWM Report Discusses the width of CC#9 (4m x 1.2m) with respect to geomorphic assessment (0.5m to 1m bankfull width) and Table 8 shows the proposed size for CC#9.

Comment #	Comment from Conservation Halton (August 2018)	Response
2.4	A specific section in the report is needed which provides recommendations for additional fluvial geomorphic assessments and what the fluvial geomorphologist should provide advice and design guidance on in support of the detailed design at the detail design stage.	A brief write-up that outlines the required fluvial geomorphic support for the design stage of the project is provided in Section 4 of the Fluvial Geomorphology Report and will be added to the ESR. As part of the design efforts, the fluvial geomorphic specialist will carry out regular communications with the design engineers to refine the specific layout and configuration of the watercourse crossing at Culvert #9. This will involve specific advice on suitable crossing conditions and associated mitigation strategies to maintain or enhance sediment conveyance, fish/terrestrial passage, and overall channel stability.
2.5	Staff note that no details were included regarding proposed substrate for each of the culverts. We recommend that substrate be sized based on the fluvial geomorphic function requirements of the watercourse to allow for natural channel migration, fish/terrestrial passage and sediment transport at detail design.	The comment is acknowledged. The proposed substrate sizing at Culvert #9 will be refined as part of the detailed design phase of the project. Section 3.3.1 of the SWM Report Discusses the width of CC#9 (4m x 1.2m) with respect to geomorphic assessment (0.5m to 1m bankfull width) and Table 8 shows the proposed size for CC#9.
3.1.1	Discussion on wildlife movement and wildlife passage should be incorporated into the Natural Environment Report.	Discussion on wildlife movement and wildlife passage are provided in sections 5.1.4.1 and 7 of the Natural Environment Report. The recommendations section of the previous Natural Environment Report indicates that improvements to wildlife passage will be considered as part of detailed design (as an approach to improve the connectivity). These recommendations have been further detailed and refined in the final report.
3.1.2	Discussion of Regionally Rare and Regionally Uncommon species should be incorporated.	Additional discussion of Regionally Rare and Regionally Uncommon species is provided in section 3.4, 5.3 and Appendix A. Although regionally rare species are not protected under any legislation, Golder has included a discussion of any regionally rare plant species that were observed during the field surveys or as part of the North Oakville -Milton East W.C. wetland evaluation. The following lists were used to determine species' rarity status for the region: Oldham, M.J. 1993. Distribution and Status of the Vascular Plants of Southwestern Ontario. Draft. Ontario Ministry of Natural Resources, Aylmer District, Aylmer. xix +150 pp. ; Hamilton Naturalists' Club. 1993. Hamilton -Wentworth Natural Areas Inventory. A.D. Heagy (ed.) Vol. 1-2 Hamilton Naturalists' Club, Hamilton. ; Riley, J.L., J.V. Jalava, and S. Varga. 1996. Ecological Survey of the Niagara Escarpment Biosphere Reserve. Volume I: Significant Natural Areas. Volumne II. Technical Appendices. Ontario Ministry of Natural Resources, Southern Region, Aurora. Open File Site Report 9601. v + 629 pp., vii + 310 pp. ; Varga, S., Leabeater, D., Webber, J., Kaiser, J., Crins, B., Banville, D., Catling, P., Reznicek, A., MacKay-Kuja, S., McIntosh, K., Riley, J.L., Miller, G., Nadir, J., Kinsely, C., Ashley, E., Mewa, K., Tebby, L., Jacobsen, C., Mosley, E., and Zaja, E. 2001. Distribution and Status of the Vascular Plants of the Greater Toronto Area. Ontario Ministry of Natural Resources, Aurora District. 103 pp.
3.1.3	Include regionally rarity status in Appendix A.	Please refer to the Golder response to Comment 3.1.2. Regionally rarity status is provided in Appendix A.
3.2.2	ELC section should include a description of each type of ELC unit. Please provide.	A description of each type of ELC unit is provided in Section 4.1.1
3.2.3	ELC is labelled on Figure 001 of 002 as linear sections. ELC is usually depicted as polygons and vegetation removals quantified by ELC Unit. Revise the figure, and provide a removals table.	The ELC mapping has been revised accordingly (see revised figures 001 and 002).
3.2.4	Provide ELC field notes (digitally and hard copy).	ELC field notes are provided in Appendix D.
3.3.2	Include discussion on Significant Wildlife Habitat	Discussion on Significant Wildlife Habitat is provided in Section 5.1.4
3.4.2	Significant Woodlands are present within the study area and are not discussed. Please include discussion regarding Significant Woodlands.	Discussion regarding Significant Woodlands is provided in Section 5.1.3.
3.5.2	The *"Evaluation of Design Alternatives"* table provided during the June 8, 2017 meeting presents additional details missing from the October 2017 Natural Environment Table 2 *"Assessment of Design Alternatives" (Page 12).* Please update Table 2 with additional information (e.g. amount of wetland removed from each alternative). Ensure that the textural rankings are consistent (e.g. minimal vs low).	Table 3 has been updated with additional information as requested.
3.5.3	Add evaluation/summary of Design Alternatives to Section 6.0.	The requested evaluation/summary is provided in Table 2 (pg. 12) of the existing version of the Natural Environment Report. The table describes the requested information and additional text has been added to Section 6.1 to complement the table.
3.5.4	Include a summary of opportunities and constraints.	Section 7 (Recommendations) has been revised to include additional opportunities, while Section 8 (Conclusions) already currently outlines the relevant constraints. The report headings for these sections have been revised to highlight that the opportunities and constraints are presented accordingly.

Comment #	Comment from Conservation Halton (August 2018)	Response
3.5.5	Evaluation of Culvert options and Sizing for CC#9 should be included in Natural Environment Report in terms of impact to Barn Swallows, Fish Habitat, and removals.	Evaluation of Culvert options and Sizing for CC#9 are included in Section 7.
3.5.6	Please incorporate an analysis of potential impacts (direct and indirect) with respect to environmental components (e.g. vegetation disturbance, wildlife passage, and ESC etc.) and recommended mitigation measures.	The requested evaluation/summary is provided in Table 2 (pg. 12) of the Natural Environment Report. The tabulated presentation of the design alternatives describes the requested information and mitigation measures are described in Section 7 to complement the table.
3.5.7	Have additional mitigation measures to reduce herptile road mortality been considered?	Herptile road mortality is addressed in Section 5.1.4.1 and Section 7 of the report (in terms of culvert options and construction activities).
3.5.8	Are there utilities on the east side of Ninth Line being moved? If so, what are the impacts?	The hydro poles on the east side of Ninth Line will require relocation. The poles and associated impacts will be limited to the proposed right-of-way. It is proposed that the relocated hydro poles remain on the east side of Ninth Line. Special consideration will be given to areas crossing the wetland (i.e. CC#9). Two options have been developed at the retaining wall locations for further discussion with CH at the meeting. Option 1 involves placing the poles between the road and the retaining wall with a 2m shift (outward) of the retaining walls. Option 2 involves placing the poles beyond the retaining walls. The hydro pole relocation will be revisited at detailed design to confirm location in consultation with Oakville Hydro. Additional discussion is included in Section 7 of the Natural Environment Report to reference the requirement for hydro pole relocation and confirmation of the location at detailed design.
3.6.1	A complete conclusion and summary of recommendation is recommended.	A conclusion and summary of recommendation is provided in Section 9 and Section 7.
3.6.2	Is the existing culvert able to allow for fish passage based on the elevation difference between upstream and downstream? Please confirm.	Section 4.2.4 has been updated. It states that no barriers to fish passage were observed during the aquatic habitat surveys. Although the watercourse was dry during the survey, evidence of flow from bank erosion (downstream of Ninth Line) suggests the watercourse sustains flow during high water periods such as freshet or after rainfall events, and the habitat would be available to fish at these times.
4.1	Contrary to the Hydrogeological Assessment report, groundwater quality analyses showed that Total Phosphorus and Total Cobalt exceeded Provincial Water Quality Objectives (PWQO) criteria. If dewatering is needed and discharge to surface water features is proposed, the discharge quality must meet the PWQO.	A commitment for 2 years of post-implementation monitoring will be added to the Environmental Study Report.
5.0	Staff recommend that 2 years of post-implementation monitoring of the project be conducted. We suggest that the approach incorporate an adaptive management framework to assess the effectiveness of various aspects of the project (e.g. channel stability due to increased culvert length and diversion of flows, stormwater managing approaches, etc.). All monitoring should follow an accepted protocols/guidelines and is strongly recommended that the parameters sampled in a pre-construction state be reassessed. This should be included in the ESR's Commitment List/table.	
	Staff request consideration for a detailed assessment of the advantages and disadvantages of leaving the diverted hydrologic feature (WC3/RL-03) in its proposed location (parallel to the road) versus connecting it to natural alignment.	A commitment to complete a detailed assessment of the advantages and disadvantages of leaving the diverted hydrologic feature (WC3/RL-03) in its proposed location at detailed design will be added to the Environmental Study Report.
5.1	Staff recommend that the following commitments be included in a specific "Commitments" section and/or table within the ESR document:	Commitments to future work will be detailed in the “Commitments to Future Work” table in the ESR.
5.1.2	Ensure the commitment to future work are in table format with all commitments listed in one location.	All commitments to future work will be detailed in the “Commitments to Future Work” table in the ESR.
5.1.3	Commitments, recommendations and mitigations measures made in supporting documents be incorporated into the ESR.	All commitments to future work will be detailed in the “Commitments to Future Work” table in the ESR.

Comment #	Comment from Conservation Halton (August 2018)	Response
5.1.4	Potential impacts are approximated using preliminary conceptual design details. As construction is expected in 2025, impacts to natural heritage features and functions should be revisited at detailed design (e.g. vegetation removals). This should be reflected in the commitments list.	A commitment to revisit impacts to natural heritage features and functions at detailed design will be detailed in the “Commitments to Future Work” table in the ESR.
5.1.5	Wildlife passage opportunities to be revisited at detailed design and should use most recent designs and methods.	A commitment to revisit wildlife passage opportunities at detailed design will be detailed in the “Commitments to Future Work” table in the ESR.
5.1.6	Tree Preservation Plan will be required at detail design.	A commitment to develop a Tree Preservation Plan at detailed design will be detailed in the “Commitments to Future Work” table in the ESR.
5.1.7	A reminder that compensation may be required for wetland removal. Include in commitments.	A commitment to review compensation for wetland removal at detailed design will be detailed in the “Commitments to Future Work” table in the ESR.
5.1.8	That 2-years of post-implementation monitoring of the project should be conducted.	A commitment to provide 2-years of post-implementation monitoring will be detailed in the “Commitments to Future Work” table in the ESR.
5.1.9	Retain a qualified Fluvial Geomorphologist to:	-
5.1.9a	Updated fluvial geomorphic assessment to refine bankfull width estimate and channel stability.	A commitment to update the fluvial geomorphic assessment at detailed design will be detailed in the “Commitments to Future Work” table in the ESR.
5.1.9b	Provide guidance on channel design for three times bankfull sizing for culverts in addition to providing guidance for treatment of creek through culvert structure and substrate sizing, mixing details, etc.	A commitment to retain a qualified Fluvial Geomorphologist to provide guidance on channel design at detailed design will be detailed in the “Commitments to Future Work” table in the ESR.

Jessica Dorgo

Subject: FW: Halton Region Draft ESR Review - Ninth Line (Dundas Street to Hwy 407)

From: Matt Howatt
Sent: Friday, July 03, 2020 3:39 PM
To: Jakaitis, Alicia
Subject: RE: Halton Region Draft ESR Review - Ninth Line (Dundas Street to Hwy 407)

Hi Alicia,

Please include the following as part of the MCEA Mitigation and Commitment Table. We'd appreciate having an opportunity to review and provide feedback on the draft RFP when it's available. On the Wyecroft Road Extension project, we were able to do this and I think it was beneficial to ensure any regulatory requirements or CH-related EA commitments are clearly captured.

Our technical staff provided the following internal notes regarding their expectations at the detailed design stage:

Water Resources Engineering

- Confirm feasibility of intercepting and conveying the 100-year and/or the Regional storm flows to the superpipes
- Refine HEC-RAS hydraulic model
- Confirm the modeled infiltration capacity by completing test pits

Ecology

- Complete further impact analysis to wetland and bobolink habitat
- Analyze potential negative impacts to water quality and mitigate
- Include a mix of existing stormwater management measures and LIDs to meet NOCSS guidelines
- Prepare detailed landscaping plan to establish dense buffer plantings with groups of native trees and shrubs along the new edge to increase shade and reduce wind (i.e. long PSW, woodlands)
- Include the Region's Tree-Canopy Replacement Policy on Regionally Owned Lands (LPS31-08) as part of the compensational requirements.
- Include Ministry of the Environment, Conservation and Parks to the list of agencies that need to be contact at the detail design stage for Species at Risk mitigation and compensation measures of impacted habitat (i.e. Bobolink habitat)
- Provide post construction monitoring details

If you have any questions or concerns regarding the above, please let me know.

Thanks,
Matt

Matt Howatt
Team Lead, Regional Infrastructure Team / Environmental Planner

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Town of Oakville - Project Comment Tracking Form

PROJECT # Ninth Line EA - Draft Report - June 2020 **DATE** 6-Jul-20

DESCRIPTION Ninth Line EA - Dundas Street to ETR 407 **DIVISION** Engineering and Construction

Item #	Location	Comment	Response - July 2020	In Scope		Out of Scope		Clarification required from Commenting Group
				Addressed within Existing Design	To be Included in Detailed Design	Project Impact (Scope or Budget), Review with PA to Include or Defer	Greater Impacts (e.g. EA or property required), PA to add to Risk Registery	
	SUSTAINABLE TRANSPORTATION							
1		Multi-use Trail on both sides of the corridor Currently, the town does not have 3.0m wide multi-use trails along corridors where on-road bike lanes are present. Typically within the town, where on-road bike lanes are an option, the town supports a 3.0m wide asphalt trail on one side of the road, and a 1.5m concrete sidewalk on the other side. This cross-section is similar to the one built on Ninth Line south of Dundas Street to Upper Middle Road. The town would prefer to see the same cross-section implemented north of Dundas Street.	Comment noted. The off-road active transportation facilities will be confirmed at detailed design, in consultation with the Town of Oakville.					
2		Buffered/Separated Bike Lanes Separated bicycle lanes are typically implemented on roadways with higher volumes of faster moving traffic and heavy vehicles. The added lateral or physical separation of separated bicycle lanes provides most cyclists with a more comfortable riding environment than shared roadways or conventional bicycle lanes. The region should consider adding a minimum 0.5m buffer between the travel lanes and the 1.8m on-road bike lanes in the south section to increase the level of safety and comfort for on-road cycling, as well as provide an opportunity for a cyclist to safely overtake another. This practice is consistent with OTM Book 18, Cycling Facilities. Refer to section 3.2.2. - Bicycle Facility Type Selection, and Table 4.4 - Desired and Suggested Minimum Widths for Separated Bicycle Lanes.	Comment noted. At detailed design, the feasibility of additional buffer between the travel lane and on-road bike lanes will be reviewed.					
	DEVELOPMENT ENGINEERING							
3		Multi-use Trail on both sides of the corridor There are 3.0m multi-use pathways that flank each side of the road and in the commentary we also note the need to use boulevard space for utilities, bio-swales and tree planting. A more detailed section is required to ensure there is sufficient space for all these elements otherwise it will become a challenge at the detailed design phase to honor these statements.	A detailed cross-section is attached which illustrates that all proposed elements fit within the right-of-way.					
4		Multi-use Trail Design Standard The town is currently in the process of updating the design standard for multi-use trails. Our recent experience on Ninth Line south of Dundas Street indicates the current standard is not supportive of today's expected use or the level of maintenance demanded. The Region should take into account that the costing for this project element needs to reflect an improved standard.	The Region has proposed multi-use paths on both sides of the road. Review of the updated Town of Oakville standard will be conducted during detailed design.					
	PLANNING SERVICES							
5		General Comments: Page 13 – Sec 2.2.1 – second sentence of para 2 should read…."The land uses north of Burnhamthorpe Rd are transitioning from agricultural to employment uses."	Comment noted and revisions will be completed.					
6		Page 23 – Sec 3.2.2 – Future Land Use – The land uses are: cemetery area, institutional, employment, utility corridor, SWM and NHS. Ninth Line is designated Major Arterial/transit corridor. Figure NOE 2 and Appendix A identifies a potential future local road connection to Ninth Line south of Burnhamthorpe Rd as an "Avenue/Transit corridor." Figure NOE 3 – identifies an existing watercourse traversing Ninth Line as a "high constraint stream corridor". This means that the form and function of the stream is to be maintained.	Comment noted and revisions will be completed.					
7		Page 26 – Sec 3.3.1 Natural features – second last sentence of last paragraph should indicate that the tributary is a high constraint stream corridor (as noted above).	Comment noted and revisions will be completed.					
8		Page 26 – sec 3.3.2 Municipal and Regional Official Plans - Natural Heritage system – second paragraph - delete "zoned" and replace with "designated". Also add new sentence …"The lands within the study area are zoned Existing Development in accordance with By-law 2009-189. All new development requires a zoning amendment."	Comment noted and revisions will be completed.					
9		Page 47 - Section 3.8 Municipal Infrastructure – add new sentence …All future development requires full urban services (water and sanitary) prior to development occurring.	Comment noted and revisions will be completed.					

Jessica Dorgo

From: Rory O'Sullivan <Rory.OSullivan@mississauga.ca>
Sent: Wednesday, August 19, 2020 3:55 PM
To: Jessica Dorgo
Cc: Martin Scott
Subject: RE: Halton Region Ninth Line Improvements Class EA

Follow Up Flag: Follow up
Flag Status: Completed

Hi Jessica,

Yes, the setback would be from the edge of the future ROW to the parking lot.

I actually did some more investigation and the park is actually zoned OS-2 which requires a 4.5m landscaped buffer and not 2m as noted in my original email.

See zoning schedule below for your reference:

Table 9.2.1 - OS1 to OS3 Permitted Uses and Zone Regulations

Column	A	B	C	D
Line 1.0	ZONES *(0379-2009)*	OS1 Open Space - Community Park	OS2 Open Space - City Park	OS3 Open Space - Cemetery
PERMITTED USES				
2.0	OPEN SPACE			
2.1	**Passive Recreational Use**	✓	✓	
2.2	**Active Recreational Use**	✓	✓	
2.3	**Stormwater Management** Facility	✓	✓	
2.4	**Cemetery**			✓
ZONE REGULATIONS				
3.0	MINIMUM **LOT FRONTAGE**	n/a	n/a	15.0 m
4.0	MINIMUM SETBACK OF A **BUILDING** OR **STRUCTURE** TO A **LOT LINE**	4.5 m (1)	4.5 m (1)	7.5 m (1) (2)
5.0	MINIMUM SETBACK OF A **BUILDING** OR **STRUCTURE** TO **LOT LINE** ABUTTING A RESIDENTIAL ZONE	6.0 m (1)	6.0 m (1)	15.0 m (1) (2)
6.0	MAXIMUM **BUILDING HEIGHT**	n/a	n/a	10.7 m
7.0	MINIMUM **LANDSCAPED BUFFER** ABUTTING ALL **LOT LINES**	n/a	4.5 m (1)(3)	4.5 m (3)

NOTES: (1) See also Subsection 2.1.17 of this By-law.
(2) Not including a memorial stone or monument.
(3) See also Subsection 2.1.25.

Regards,

Rory

From: Jessica Dorgo [mailto:Jessica.Dorgo@cima.ca]
Sent: Wednesday, August 19, 2020 11:20 AM
To: Rory O'Sullivan
Cc: Martin Scott
Subject: RE: Halton Region Ninth Line Improvements Class EA

Hi Rory,

I just wanted to follow-up with respect to our clarification question below. We would greatly appreciate if you could let us know if you are requesting a 2m setback from the future right-of-way to the edge of the parking lot in order for us to finalize the preliminary parking layout being shown as part of the EA.

Thank you,

JESSICA DORGO, EIT
EIT / Transportation

T 289-288-0287 ext. 6819 **F** 289-288-0285
400–3027 Harvester Road, Burlington, ON L7N 3G7 CANADA

From: Jessica Dorgo
Sent: Friday, August 14, 2020 10:00 AM
To: Rory O'Sullivan <Rory.OSullivan@mississauga.ca>
Cc: Martin Scott <martin.scott@cima.ca>
Subject: Halton Region Ninth Line Improvements Class EA

Hi Rory,

We have received your comments on the draft ESR for the Halton Region Ninth Line Improvements Class EA. We were hoping to receive some clarification from you with respect to comment #7 prior to making any changes to the proposed parking layout.

Comment #7 - The revised parking layout for the Baseball Diamond Parking Lot is not in accordance with the current city zoning by law. Please update the layout ensuring a minimum 2m setback for future right of way is provided. The revised layout should be based on the final property requirements for the Hydro Relocation along Ninth Line.

Are you requesting a 2m setback from the future right-of-way to the edge of the parking lot?

Thanks,

JESSICA DORGO, EIT
EIT / Transportation

T 289-288-0287 ext. 6819 **F** 289-288-0285
400–3027 Harvester Road, Burlington, ON L7N 3G7 CANADA

CITY OF MISSISSAUGA - COMMENTS AND PROPONENT RESPONSES TABLE - October 2020		
ITEM	**AGENCY COMMENTS (July 10, 2020)**	**PROPONENT/CONSULTANT RESPONSE**
1	Please confirm if the grading limit shown on the design plates includes for external ditching identified in Figure 34 of the report. It is not clear from the typical sections provided in the report if this external ditching will be located within the future road right of way or not.	The external ditching is included in the proposed property line. The ditching will be included within the road right-of-way.
2	The draft report includes two versions of the design plates for the southern section of the project. Given this, it is not clear if additional property will be required to accommodate future hydro pole relocation on the east side of Ninth Line. Please review and confirm final anticipated property requirements on east side of Ninth Line.	The final design plates are included as Appendix J. Yes, additional property will be required for the hydro relocations on the east side of Ninth Line.
3	A right out only movement is permitted at the entrance to 3995 Ninth Line. Was any consideration given to extending the raised median from the roundabout to enhance the safety at the entrance?	Comment noted. The median design was taken from a separate study for the William Halton Parkway roundabout and overlaid onto the plans for this study. This project is already under construction, as such, an extension will be considered as part of the detailed design for the Ninth Line widening project.
4	Please provide us with a copy/link to the final ESR upon completion of the project. The City would like to share this with the Project Team completing the Ninth Line – Eglinton Road to Derry Road EA.	Comment noted. A link the final ESR will be provided at the time of filing circulation.
5	The aerial mapping does not appear to pick -up changes to the baseball diamond parking lot that was completed a couple of years ago. Please update the plates with latest aerial imagery/base mapping so we can fully understand the impacts to parking lot.	Comment noted. The proposed plans (dated July 2020) have been overlaid onto the most recent Google Earth aerial for your consideration. This Google Earth image was used for the original development of the parking.
6	Please confirm the number of car parking spaces that will be provided at the Baseball Diamond Parking Lot and how this number was established.	Approximately 100 parking spaces will be provided at the parking lot with the revised design. This number was established by estimating the number of existing spaces and maintaining the number of spaces currently provided. A copy of the current plan was provided to the City of Mississauga in July 2020 for review and no comments were received.
7	The revised parking layout for the Baseball Diamond Parking Lot is not in accordance with the current city zoning by law. Please update the layout ensuring a minimum 2m setback for future right of way is provided. The revised layout should be based on the final property requirements for the Hydro Relocation along Ninth Line.	Comment noted and through further consultation in Summer 2020, an additional 4.5 metres was identified to be required from the edge of the proposed right-of-way. The attached parking layout (dated August 2020) has been revised to address comments received. The parking layout will be reviewed and confirmed during detailed design in consultation with City of Mississauga.
8	Currently the proposed limit of grading is directly adjacent to the field. Please confirm how future design will accommodate site drainage currently discharging to Ninth Line ditch.	A ditch is proposed within the right-of-way on the east side of Ninth Line. Site drainage can outlet to the proposed ditch.
9	The future right of way appears to intersect the existing outfield fence for the south (north) baseball diamond field. Please confirm if there will be any impact to this field and nearby flood lights	The outfield fence is at the proposed right-of-way. During detailed design the future right-of-way is to be confirmed, and if there is a conflict, then an adjustment to the outfield fence (less than 1m) would be proposed. There are no impacts to the flood lights.
10	Please advise how the Region will minimize disruption to baseball activities during construction of the proposed reconfiguration of the proposed parking facilities for the baseball diamonds.	City of Mississauga will be consulted during detailed design to ensure a plan is developed to minimize disruption to baseball activities during construction activities.
11	A consent to enter agreement will be required to reconfigure the baseball diamond car parking facilities.	Comment noted. City of Mississauga will be consulted during detailed design to obtain a consent to enter agreement for the baseball diamond.

SEE PLATE 19
MATCHLINE – STA. 3+740

NINTH LINE

3.0m Multi-Use Path
1.8m Bike Lane
3.5m
3.5m
3.0m
3.5m
3.5m
1.8m Bike Lane
3.0m Multi-Use Path

600
700
800
900

SCALE
1:1000
0 10 20 40

NINTH LINE – PREFERRED ALTERNATIVE
FROM STA. 3+740 TO STA. 3+995

HALTON REGION
NINTH LINE – HYDRO RELOCATION ON EAST
OPTION 1– HYDRO 0.8m TO MUT 2.3m TO R–WALL
CLASS ENVIRONMENTAL ASSESSMENT STUDY
SECTION 2 – WILLIAM HALTON PARKWAY TO DUNDAS ST

LEGEND

- EXISTING PROPERTY LINE
- FUTURE PROPERTY LINE
- WATERCOURSE
- WETLAND
- RETAINING WALL
- GRADING LIMIT
- TEMPORARY EASEMENT
- PROPOSED HYDRO
- EXISTING HYDRO
- PROPOSED PROPERTY WITH HYDRO RELOCATION

PLATE
21