

APPENDIX J.3

PUBLIC INFORMATION CENTRES (PIC)



Notice of Public Information Centre

Class Environmental Assessment Study Ninth Line (Regional Road 13) Transportation Improvements Highway 407 to 10 Side Road (Regional Road 10), Town of Halton Hills

PR-2876A

The Study

Halton Region is undertaking a Municipal Class Environmental Assessment (Class EA) Study for road improvements along the Ninth Line (Regional Road 13) corridor from Highway 407 to 10 Side Road (Regional Road 10), within the Town of Halton Hills.

To best address the travel demand along Ninth Line, a number of road improvement alternatives have been examined as part of this study, including intersection improvements, active transportation and overall traffic operations to 2031. The impact of road improvements on social, cultural, economic and natural environments have been evaluated and assessed during the study.

The Process

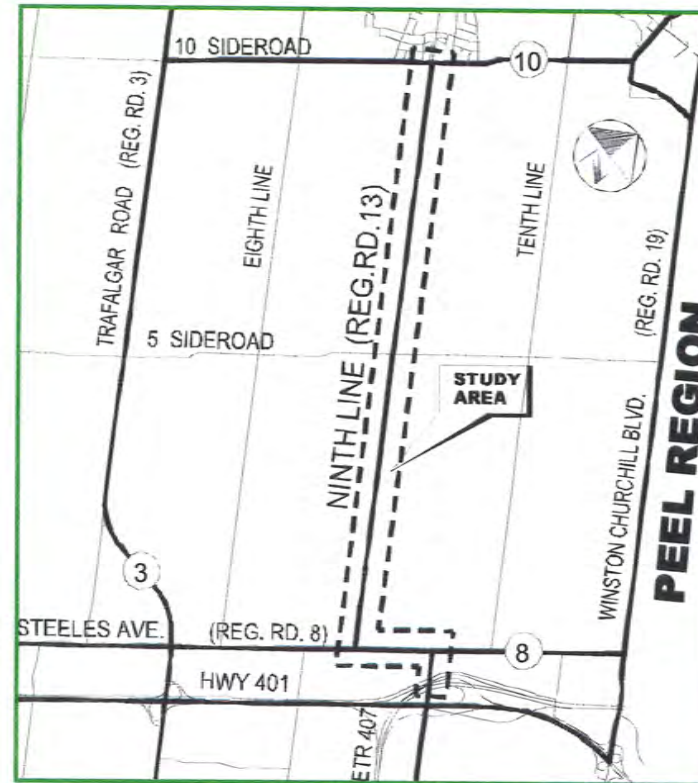
The study is being conducted in compliance with Schedule C of the Municipal Class Environmental Assessment (October 2000, amended 2007 and 2011), which is approved under the Ontario Environmental Assessment Act.

A previous Public Information Centre (PIC) was held on November 20, 2014 to obtain public input.

A final Public Information Centre will be held in the future to present the design concepts, evaluation of alternatives and the recommended preliminary preferred design. The second Public Information Centre has been arranged for:

Date: Tuesday, May 26, 2015
Time: Drop-in: 6:30 – 8:30 p.m.
Location: Georgetown District High School - Cafeteria
 70 Guelph Street, Halton Hills ON L7G 3Z5

The map below shows the approximate limits of the study area.



Comments

If you are unable to attend the Public Information Centre and would like to provide comments, please forward them by Friday, June 12, 2015 to either Project Team member. For more information on this project, please visit the project website at halton.ca/EASprojects.

Alicia Jakaitis
 Project Manager
 Halton Region
 1151 Bronte Road
 Oakville, Ontario L6M 3L1
 Phone: 905-825-6000 x7556
 Email: alicia.jakaitis@halton.ca

Alvaro Almuina, P. Eng.
 Project Manager
 Urban & Environmental Management Inc.
 5100 Orbitor Drive, Suite 300
 Mississauga, Ontario L4W 4Z4
 Phone: 905-212-9722 ext. 45
 Email: aalmuina@uemconsulting.com

This notice first issued May 14, 2015.

Please contact us, as soon as possible, if you have any accessibility needs at Halton Region events or meetings.

Region hosting PIC on Ninth Line road improvements

Independent Free Press | May 15, 2015

Halton Region is holding a Public Information Centre (PIC) later this month on the Class Environmental Assessment Study for road improvements on Ninth Line.

The PIC will be held Tuesday, May 26 from 6:30 to 8:30 p.m. in the cafeteria at Georgetown District High School.

As part of the study a number of road improvement alternatives for the stretch of Ninth Line from Hwy. 407 to 10 Sideroad have been examined including intersection improvements, active transportation and overall traffic operations to 2031. The impact of road improvements on social, cultural, economic and natural environments have been evaluated and assessed.

A future (final) PIC will be held to present the design concepts, evaluation of alternatives and the recommended preliminary design.

Amanda Selig

From: Amanda Selig
Sent: Tuesday, May 19, 2015 2:39 PM
Cc: Alvaro Almuina; Jakaitis, Alicia <Alicia.Jakaitis@halton.ca> (Alicia.Jakaitis@halton.ca)
Subject: Public Information Centre #2 Notification - Ninth Line Corridor Improvements, Town of Halton Hills
Attachments: Ninth Line Class EA PIC 2 Notice.pdf

May 19, 2015
UEM Project #14-508
Halton Region Project #PR 2876

Dear Sir/Madam:

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

In 2014, Halton Region initiated an environmental assessment study to consider a wide range of options for transportation corridor improvements to satisfy future travel demands to 2031 on the Ninth Line corridor between Highway 407 to 10 Side Road (Regional Road 10). On behalf of Halton Region, we invite you to attend the second Public Information Centre (PIC) for the Ninth Line (Regional Road 13) Corridor Improvements from Highway 407 to 10 Side Road (Regional Road 10). The first PIC was held on November 20, 2014. The purpose of the second PIC is to review the preliminary preferred design for the Ninth Line corridor. Details of the event are as follows:

Date: Tuesday, May 26, 2015
Location: Georgetown District High School Cafeteria
70 Guelph Street, Halton Hills, ON L7G 3Z5
Time: 6:30pm to 8:30pm (**Drop-In Format**)

If you have any questions, please feel free to contact Alvaro Almuina, Urban & Environmental Management Inc., at 905-212-9722 ext. 45 or aalmuina@uemconsulting.com.

Yours very truly,

Urban & Environmental Management Inc.

Amanda Selig, BES, EPT

Urban & Environmental Management Inc. (UEM)

4701 St. Clair Avenue, Suite 301
Niagara Falls, Ontario, L2E 3S9
T (905) 371 - 9764 x 230 | F (905) 371 - 9763
e-mail: aselig@uemconsulting.com | Website: www.uemconsulting.com

On behalf of:

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

Cc: Ms. Alicia Jakaitis, Halton Region

Encl. Notice of Public Information Centre #2



**Ninth Line (Regional Road 13)
Transportation Corridor Improvements
Highway 407 to 10 Side Road (Regional Road 10)**

**Town of Halton Hills
PR-2876**

Welcome

**Public Information Centre
May 26, 2015**

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

Please Sign In 

Halton.ca ☎ 311

About this PIC

- Walk-through format
 - Please take your time and walk through our presentation
 - Study Team Members are available to answer any questions you may have about the study
- Please take and fill out a Comment Sheet
- Thank you for your interest in the Study



Halton.ca ☎ 311

Purpose of the PIC

- Provide an opportunity for the public to review the display boards and convey their comments or suggestions to the Project Team.
- Provide the following information:
 - Study Background
 - Evaluation Criteria of Alternative Design Concepts
 - Recommended Design
- Identify the next steps in the process.

Study Purpose

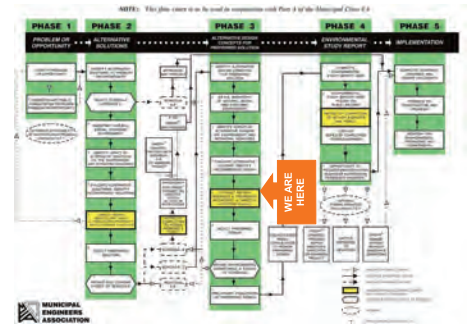
- Halton Region has initiated a Class Environmental Assessment (Class EA) to evaluate and recommend transportation improvements on Ninth Line (RR 13) from Highway 407 to 10 Side Road (RR 10) in the Town of Halton Hills, Ontario.
- The study is being conducted in compliance with Schedule 'C' of the Municipal Engineers Association Municipal Class Environmental Assessment planning and design process (October 2000, as amended in 2007 & 2011).



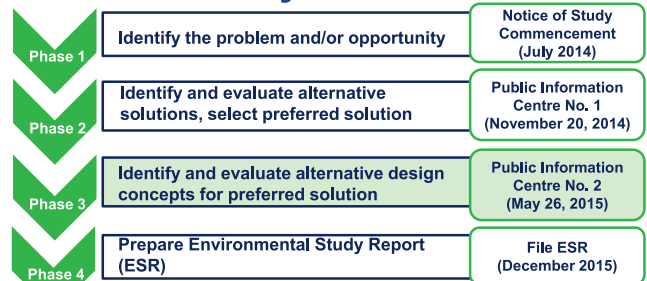
Halton.ca ☎ 311

Municipal Class EA Process

Schedule 'C' projects require completion of the first four phases. Phase 5 is a separate process for the design and construction of improvements.



Study Schedule



Halton.ca ☎ 311

Study Area

- Ninth Line is a Regional Arterial Road which serves both local and inter-regional travel, as well as agricultural equipment and goods movement
- Ninth Line (RR 13) is a two-lane roadway with a rural cross-section and changes to a four-lane roadway with an urban cross-section to the north of its intersection with 10 Side Road
- The posted speed limit within the study area is 80 km/h
- The corridor has relatively narrow shoulders (gravel) and ditches on either side



Review with Agencies & Public (PIC #1)

- Key Comments Received:
 - Provision for pedestrians/cyclists
 - Property impacts
 - Speed on Ninth Line
 - Consideration of natural environment
 - Vertical curve and sightline improvements
 - Requests to provide street illumination

Activities Since PIC #1

- Review of study findings in light of comments received at PIC #1
- Update traffic analysis
- Reconfirm needs and justification
- Develop alternative designs for Ninth Line
- Comparatively assess and evaluate the alternatives and determine a Preferred Alternative (presented at PIC #2)
- Develop a Preliminary Design Plan (presented at PIC #2)
- Identify Mitigation Strategies (presented at PIC #2)



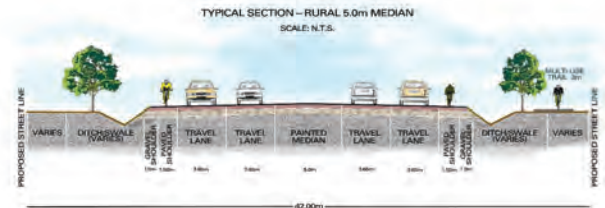
Alternative Solutions Considered

Do Nothing	<ul style="list-style-type: none"> Does not address future needs 	<ul style="list-style-type: none"> Carried forward for comparison purposes only
Limit Development	<ul style="list-style-type: none"> Future projections based on approved future urban area 	<ul style="list-style-type: none"> Not carried forward
Travel Demand Management Measures	<ul style="list-style-type: none"> On their own, do not address the problem Part of the overall transportation strategy 	<ul style="list-style-type: none"> Carried forward as part of the overall transportation strategy
Improved Transit Service (GO Transit) / Other Modes of Transportation	<ul style="list-style-type: none"> On their own, do not address the problem Part of overall transportation strategy 	<ul style="list-style-type: none"> Carried forward as part of the overall transportation strategy
Ninth Line Intersection and/or Operational Improvements	<ul style="list-style-type: none"> On their own, do not address the problem Part of overall transportation strategy 	<ul style="list-style-type: none"> Carried forward as part of the overall transportation strategy
Improvements to Other Roadways	<ul style="list-style-type: none"> On their own, do not address the problem Part of overall Regional transportation strategy (Transportation Master Plan) 	<ul style="list-style-type: none"> Carried forward as part of the overall transportation strategy
Widen Ninth Line to Four Lanes within Study Area	<ul style="list-style-type: none"> Need identified in Halton Region Transportation Master Plan to support future growth 	<ul style="list-style-type: none"> Carried forward for further consideration

On the basis of the transportation assessment, the preferred solution is to widen Ninth Line to four lanes to address future capacity requirements within the corridor.



Standard Cross-Section for Ninth Line



Standard cross-section will be reduced for constrained areas.



Evaluation Criteria

- The criteria for evaluating alternative designs are grouped into five major categories:

1. Natural Environment

- Natural Heritage Features and Unique Landforms
- Vegetation Communities and/or Species of Concern
- Wildlife, Wildlife Habitat, Habitat Linkages and Corridors
- Watercourses, Fisheries and Aquatic Resources
- Natural Hazards
- Stormwater Management and Erosion Control
- Air Quality

2. Socio-Economic Environment

- Existing and Future Land Uses
- Farms and Business Operations
- Residential Areas
- Institutional and Recreational Uses
- Potential Property Requirements
- Property Access
- Noise

3. Cultural Environment

- Archaeological Resources and Areas of Archaeological Potential
- Built Heritage Resources and Cultural Landscape
- Compatibility with Official Planning Documents

4. Transportation

- Impact on Current and Projected Traffic Patterns
- Active Transportation
- Intersection Requirements
- Safety

5. Construction Cost

- Appropriation of Land
- Capital Cost



Evaluation of Alternative Designs

Evaluation Criteria Category	Factor	Alternative #1: Widening to the West	Alternative #2: Widening to the East	Alternative #3: Widening about the Centreline
1. Natural Environment	Natural Heritage Features and Unique Landforms	The West Alternative would have the most impact on the woodlots and wetland feature to the west of Ninth Line near 5 Side Road since the western ROW boundary would be shifted west more than the other Alternatives.	The widening to the East Alternative would have no impact on the woodlots and wetland feature to the west of Ninth Line near 5 Side Road because the western ROW boundary would remain the same.	This Alternative avoids direct impacts to the woodlots west of Ninth Line near 5 Side Road. The new ROW boundary would shifted west slightly.
	Vegetation Communities and/or Species at Risk	Each Alternative will result in the removal of some roadside vegetation due to the road widening. The natural environment study for this project revealed historical records of two Species at Risk (SAR) within the study area: 1) the Milk snake (<i>Lampropeltis triangulum</i>) listed as Special Concern; and, 2) the Bobolink (<i>Dolichonyx oryzivorus</i>) listed as Threatened.		
	Wildlife, Wildlife Habitat, Habitat Linkages and Corridors	The West Alternative would have a significant impact on the woodlots and wetland feature to the west of Ninth Line particularly near 5 Side Road.		
	Watercourses, Fisheries and Aquatic Resources	All three Alternatives result in minimal impact to the watercourses.		
	Natural Hazards	All three Alternatives result in minimal impact to natural hazards.		
	Stormwater Management and Erosion Control	Reconstruction of drainage features including culvert crossings and roadside ditches will be required for all three Alternatives. Culvert extensions required for all three Alternatives.		
2. Socio-Economic Environment	Air Quality	All three Alternatives result in similar impact to air quality.		
	Overall Evaluation of Each Alternative for this Category:	Most Impact ●	Moderate Impact ●	Moderate Impact ●
	Existing and Future Land Uses	All three Alternatives result in similar impact to land use and meet the transportation corridor objectives for additional capacity and improved network continuity of the TMP.		
	Farms and Business Operations	All three Alternatives accommodate farm/business vehicle travel.		
	Residential Areas	All three Alternatives impact properties; significant impacts to homes/property frontage. However, these impacts can be best mitigated through the Centreline Alternative.		
	Institutional and Recreational Uses	All three alternatives will accommodate on-road cycling lanes and multi-use pathways on both sides of the roadway.		
	Potential Property Requirements	Road access will be maintained during and after construction and the duration of construction would be the same for all Alternatives.		
	Property Access	All access points along Ninth Line will be maintained by all three Alternatives.		
	Noise	All three Alternatives result in similar impact to noise levels. Noise mitigation per Halton/MTO/MOEGCC Protocols are not required.		
	Overall Evaluation of Each Alternative for this Category:	Moderate Impact ●	Moderate Impact ●	Moderate Impact ●



Evaluation of Alternative Designs

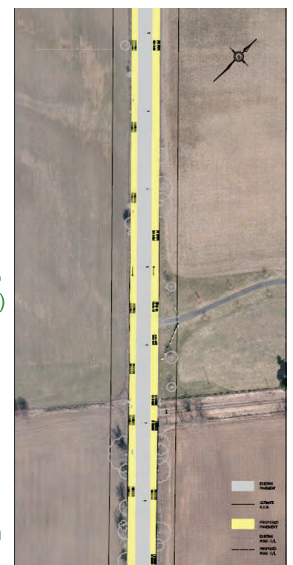
Evaluation Criteria Category	Factor	Alternative #1: Widening to the West	Alternative #2: Widening to the East	Alternative #3: Widening about the Centreline
3. Cultural Environment	Archaeological Resources and Areas of Archaeological Potential	Archaeological potential exists in some areas along the Ninth Line Corridor. A Stage 2 Archaeological Assessment is recommended for the study area and will likely be carried out during the Detailed Design phase of the project.		
	Built Heritage Resources and Cultural Landscape	There is only one built heritage resource on the west side of Ninth Line. This home is setback far enough from the road to not be impacted by the widening.	Three built heritage resources are located on the east side of Ninth Line. Widening to the east would impact the landscape of the farmsteads that would alter the character of these built heritage resources.	This Alternative would impact agricultural fields on both sides of Ninth Line, however, the impact would be shared equally among property owners on both sides of Ninth Line.
	Compatibility with Official Planning Documents	All of the Alternatives are compatible with Official Planning documents.		
4. Transportation	Overall Evaluation of Each Alternative for this Category:	Minimum Impact ●	Moderate Impact ●	Minimum Impact ●
	Impact on Current and Projected Traffic Patterns	All three Alternatives provide improvement to roadway geometrics and additional capacity along the Ninth Line corridor.		
	Active Transportation	All three Alternatives accommodate active transportation (walking and cycling) within the road right-of-way. 1.8m on street cycling lanes and space for a 3.0m multi-use path on either side of the roadway.		
	Intersection Requirements	The same intersection configuration for the 5 Side Road intersection has been included in each alternative design.		
	Safety	All three Alternatives conform to geometric requirements including horizontal and vertical alignments satisfying an 80km/hr posted speed limit.		
	Overall Evaluation of Each Alternative for this Category:	Minimum Impact ●	Minimum Impact ●	Minimum Impact ●
5. Construction Cost	Appropriation of Land	This Alternative would result in the full displacement of some residents on the west side of Ninth Line.	This Alternative would result in the full displacement of some residents on the east side of Ninth Line.	This Alternative does not require entire properties to be acquired, therefore this Alternative has the least impact.
	Capital Cost	All three Alternatives have similar order-of-magnitude for construction costs.	All three Alternatives have similar order-of-magnitude for construction costs.	All three Alternatives have similar order-of-magnitude for construction costs, however this Alternative has the least property requirements, therefore it would have a lower total cost.
	Overall Evaluation of Each Alternative for this Category:	Most Impact ●	Moderate Impact ●	Minimum Impact ●



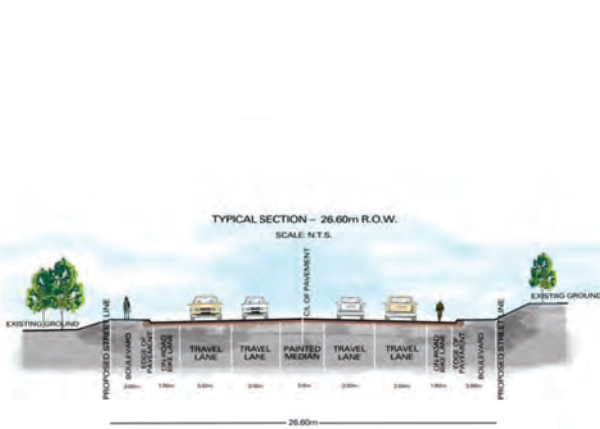
Recommended Design Option

Combination of widening about the Centreline, to the East and to the West

- Widen about the centreline for most of corridor
- To avoid impacts on residential properties:
 - Reduce cross-section at two constrained locations (central segment)
 - Re-align centreline at two locations (south segment)
- Intersection of Ninth Line and 5 Side Road to be upgraded with turn lanes and continue to be signalized
- Tie-in to existing conditions at 10 Side Road and Steeles Avenue
- Reduce the grade of the hill in the northern section of the study area to improve sightlines of motorists



Mitigated Cross-Section

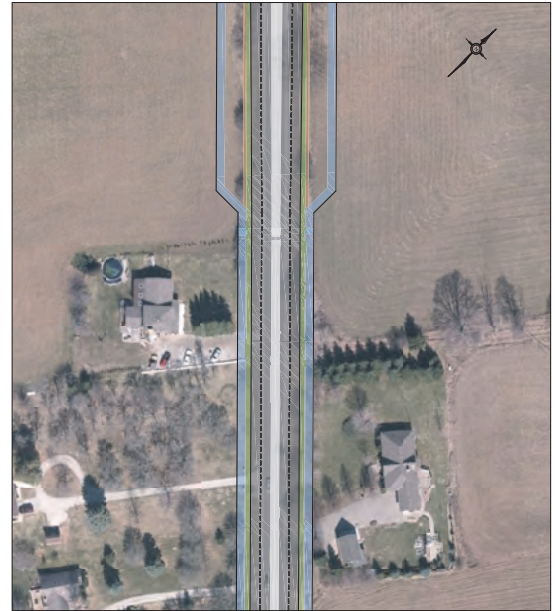


Modified cross-section for constrained areas.



Mitigated Sections

- Modified Cross Section

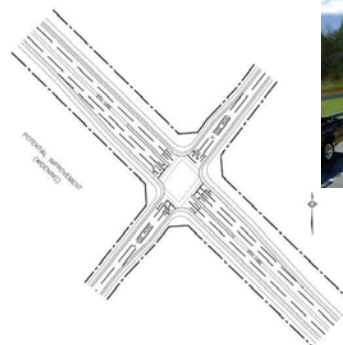


Mitigated Sections

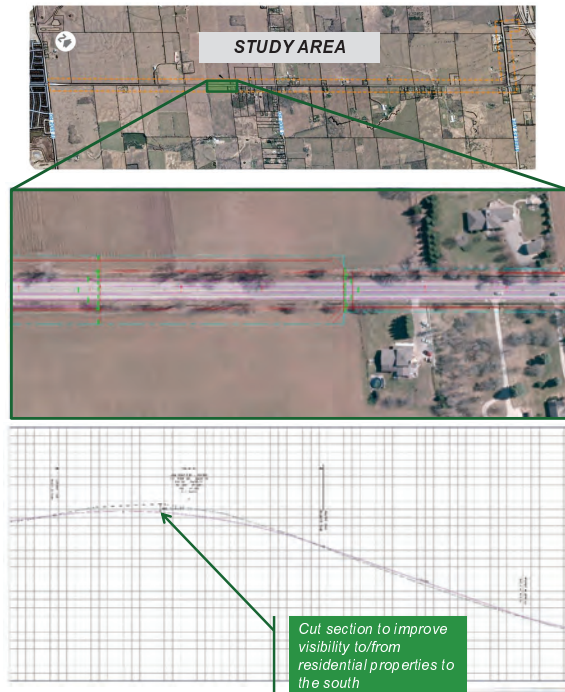
- Roadway alignment shifts



Recommended Design Option



Recommended Road Profile Changes



Removal of Ninth Line "Jog"

- Looked at eliminating the "jog"
- Not recommended at this stage of study
- To be incorporated in future planning policy for the 401/407 Employment Corridor Area



Other Considerations

- The recommended design provides for the accommodation of a multi-use path; however, the implementation and maintenance of this facility will be through the Town Halton Hills
- Drainage in the modified cross-section (26.6m ROW) will generally be through surface flow, however, sewers will be installed where necessary to channel water to ditches
- The Region is also considering implementing street illumination through the residential "pockets" north of 5 Side Road and north of Steeles Avenue

Next Steps

- Following this Public Information Centre, Halton Region and UEM, will:
 - Finalize the recommended design
 - Prepare the Environmental Study Report (ESR)
 - Notify relevant stakeholders of the beginning of the 30-day public review period
 - File the ESR with the Ministry of the Environment and Climate Change (MOECC)
 - Proceed with detailed design
 - Anticipated start of construction – 2018

Thank You for Attending

- Please provide comments about the material presented tonight by completing a [Comment Sheet](#) and submitting it in the comment box provided.
- If you cannot submit your comments tonight please mail, email or fax them by June 26, 2015 to the following contacts:

Ms. Alicia Jakaitis
Project Manager

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

Alvaro L. Almuina, P. Eng.
Project Manager

Urban & Environmental Management Inc.
5100 Orbitor Drive, Suite 300
Mississauga, Ontario L4W 4Z4
Tel: 905-212-9722 ext. 45
Fax: 905-212-9397
E: aalmuina@uemconsulting.com



Comments Received at PIC No. 2 and their Consideration

Comment Received From	Date Received and Method of Delivery	Summary of Comments	Project Team Response and Method of Response
<p>[REDACTED] Georgetown, ON L7G 0A7</p>	<p>May 26, 2015 Submitted Comment Sheet at PIC</p>	<p>In favour of the recommended design. Suggest that an advanced left turn signal be installed at the 5 Side Road intersection. Asked that an additional buffer between through lanes and on-road bicycle lanes be considered.</p>	<p>The timing plans will reflect the anticipated conditions and will change as required. The width, signage and pavement markings for the on-road bicycle lanes will be in accordance with Ontario Traffic Manual No. 18.</p>
<p>[REDACTED] Mississauga, ON L5C 1W5</p>	<p>May 26, 2015 Submitted Comment Sheet at PIC</p>	<p>80km/hr speed limit is too high. Eighth Line has a 70km/hr speed limit and seems to be a better road. Own agricultural property northeast of Steeles Avenue intersection. The proposed widening will take out fertile land.</p>	<p>Since Ninth Line is a Regional Road, it has been designed for a 80km/hr speed limit. The added safety features in the recommended design will allow the police to enforce the speed limit. The alignment of the recommended design was shifted to the east just north of Steeles to align with the configuration of the new intersection and to mitigate the impacts on the residential homes on the west side of Ninth Line that are located very close to the existing road right-of-way.</p>
<p>[REDACTED]</p>	<p>May 26, 2015 Submitted Comment Sheet at PIC</p>	<p>Not in favour of street lights.</p>	<p>The recommended design will be in accordance with the Region's Street Light Policy.</p>

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

PUBLIC INFORMATION CENTRE #2 – COMMENT SHEET

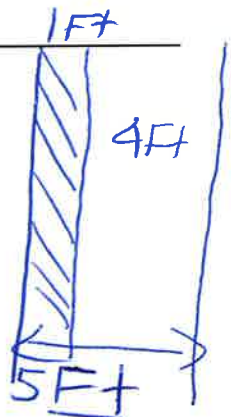
Tuesday, May 26, 2015
Georgetown District High School – Cafeteria
70 Guelph Street, Halton Hills, ON

PLEASE PROVIDE YOUR COMMENTS IN THE SPACE BELOW

Great Plans! A definite positive for town!

One possible interim traffic solution for the intersection of 9th line / 5th sideroad is to have an advanced green light for north bound traffic to allow a left hand turn and support flow of traffic during rush hour.

Add a buffer (2 FT) ~~buffer~~ approx between bike lane + road for safety of riders + larger vehicles. It may be to late for change in plans but a notable consideration ~~on~~ make the 5ft current bike lane plan, ~~and~~ the same width however designate the first 10ft with hatch marks - see my simple drawing



Thank you for your time.

June 26, 2015

If you are unable to respond at this time, please submit your comments by December 3, 2014 to:

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

Alvaro L. Almuina, P. Eng.
 Project Manager
 Urban & Environmental Management Inc.
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 E: aalmuina@uemconsulting.com



**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**

PUBLIC INFORMATION CENTRE #2 – COMMENT SHEET

**Tuesday, May 26, 2015
Georgetown District High School – Cafeteria
70 Guelph Street, Halton Hills, ON**

PLEASE PROVIDE YOUR COMMENTS IN THE SPACE BELOW

Ninth line - speed limit is too high - 80
Eighth line seems to be a better road with
paved shoulder and speed limit is only 70
Very dangerous currently.

We are 2nd farm north of Steeles on east side.
The widening takes out the best land for
crops. Very fertile compared to the rest of
the farm.

Thank you for your time.

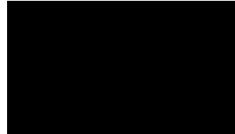
June 26, 2015

If you are unable to respond at this time, please submit your comments by December 3, 2014 to:

Ms. Alicia Jakaitis
Acting Senior Transportation Planner
Halton Region
1151 Bronte Road
Oakville, Ontario L6M 3L1
Tel: 905-825-6000 ext. 7556
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Fax: 905-212-9397
E: aalmuina@uemconsulting.com

SENT BY POST ONLY



**Re: Ninth Line (Regional Road 13) Class EA Study from Highway 407 to 10 Side Road (Regional Road 10)
Public Information Centre #2 (May 26, 2015)
Halton Region Project No. PR2876**

Thank you for attending the second Public Information Centre (PIC) for the Ninth Line Class EA study on Tuesday, May 26, 2015 and for the comments you provided to the Project Team. The Project Team will take into consideration your comments as we proceed with the Class Environmental Assessment (EA) Study process.


Please be aware that we have passed on your comment related to the existing traffic operations at the intersection of Ninth Line and 5 Side Road to the Region's Road Operations department for consideration of interim improvements. Please also be aware that the design of active transportation facilities in Ontario are guided by the Ontario Traffic Manual (OTM) 18 standards. The standard for an on-road cycling lane is 1.5m to 1.8m. If a cyclist would prefer to have more separation distance between themselves and the motorists, they will have the option to utilize the off-road multi-use path.

The next stage of the public consultation process will be the release of the Environmental Study Report (ESR). The ESR documents the planning, public consultation and decision making process undertaken for this study and is scheduled to be finalized in Winter 2016. You will be notified directly when the ESR has been completed and where it will be available for public review and comment. If you have any other questions or require additional information, please contact Alicia Jakaitis, Acting Senior Transportation Planner, at (905) 825-6000 ext. 7556 or at alicia.jakaitis@halton.ca.

Again, thank you for providing your comments. Your comments will form part of the public record for this study and will be documented in the Environmental Study Report.


Yours truly,

URBAN & ENVIRONMENTAL MANAGEMENT INC.

A blue ink signature of Alvaro L. Almuina, consisting of several overlapping loops and lines.

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

C: A. Jakaitis, Halton Region

SENT BY EMAIL ONLY: 

**Re: Ninth Line (Regional Road 13) Class EA Study from Highway 407 to 10 Side Road (Regional Road 10)
Public Information Centre #2 (May 26, 2015)
Halton Region Project No. PR2876**

Thank you for attending the second Public Information Centre (PIC) for the Ninth Line Class EA study on Tuesday, May 26, 2015 and for the comments you provided to the Project Team. The Project Team will take into consideration your comments as we proceed with the Class Environmental Assessment (EA) Study process.

We acknowledge your safety concerns regarding the 80 km/hour speed limit along Ninth Line. Ninth Line is designated as a Regional arterial road, which carries a higher order of traffic volumes. The preferred design for Ninth Line includes features that will improve the operation and safety of the corridor, such as providing refuge for turning vehicles and improving motorist sight lines by decreasing the vertical grade of the roadway. The ultimate speed limit for the Ninth Line corridor will be determined during detailed design.


Please be aware that any property requirements from individual landowners to accommodate the future Ninth Line improvements would be acquired at fair market value through the Region's standard property acquisition process. Property requirements for improvements are normally acquired one year prior to construction. If you have any questions regarding the property acquisition process the Regional contact for these matters is Adam Millington –Realty Services at (905) 825-6000 ext 7242.

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Again, thank you for providing your comments. Your comments will form part of the public record for this study and will be documented in the ESR.

Yours truly,


URBAN & ENVIRONMENTAL MANAGEMENT INC.



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

C: A. Jakaitis, Halton Region

SENT BY EMAIL ONLY: 


**Re: Ninth Line (Regional Road 13) Class EA Study from Highway 407 to 10 Side Road (Regional Road 10)
Public Information Centre #2 (May 26, 2015)
Halton Region Project No. PR2876**

Thank you for attending the second Public Information Centre (PIC) for the Ninth Line Class EA study on Tuesday, May 26, 2015 and for the comments you provided to the Project Team. The Project Team will take into consideration your comments as we proceed with the Class Environmental Assessment (EA) Study process.


Please be aware that the final ESR will include a recommendation on the illumination requirements of the corridor.

The next stage of the public consultation process will be the release of the Environmental Study Report (ESR). The ESR documents the planning, public consultation and decision making process undertaken for this study and is scheduled to be finalized in Winter 2016. You will be notified directly when the ESR has been completed and where it will be available for public review and comment. If you have any other questions or require additional information, please contact Alicia Jakaitis, Acting Senior Transportation Planner, at (905) 825-6000 ext. 7556 or at alicia.jakaitis@halton.ca.

Again, thank you for providing your comments. Your comments will form part of the public record for this study and will be documented in the Environmental Study Report.

Yours truly,

URBAN & ENVIRONMENTAL MANAGEMENT INC.


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