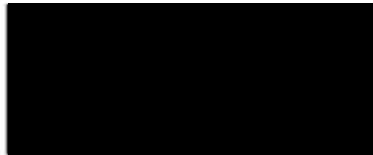

APPENDIX C
PIC COMMENTS
(June 17, 2015)

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503

www.mmgrouplimited.com

August 20, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team.

Your preference for Alternative 2 has been noted. While Alternative 2 as a bypass corridor would have fewer residential impacts, the analysis and evaluation completed took into consideration a variety of factors related to socio-economic environment, cultural environment, natural environment, transportation, as well as cost and constructability. The analysis and evaluation was carried out based on input from specialists in the respective areas and reviewed with relevant technical agencies. It is recognized that all the alignment alternatives being considered would have varying degrees of impacts associated with each factor group; however the preferred alternative was selected based on the best balance amongst all the factor groups. Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative. The next phase of the project will focus on the preliminary design of Alternative 1 and associated mitigation measures. If you are interested in further details regarding the aforementioned analysis and evaluation please feel free to contact the Project Team for further information.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region



Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study

Received at
PIC#2
June 17, 2015

Public Consultation Centre #2
Wednesday, June 17, 2015
Mold Masters SportsPlex, 221 Guelph Street, Halton Hills

COMMENT SHEET

COMMENTS

our pref. is ALT 2

Reason:

- MINIMAL IMPACT FOR PERS. PROPERTIES.
- CAPACITY ENLARGEMENT EASY.
- BLENDING IN (OF VIADUCTS, BRIDGES, BOXES) EASY.
- BUILDING NOT BOTHERING EXISTING TRAFALGAR ROAD, (CN?)
- DEF. NOT TRAFFIC OVERFLOW TO HOSPITAL, ETC. AREA.

Place your completed comment sheet in the box provided or return by Friday, July 3, 2015 to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
Email: AhmedN@mmm.ca

PLEASE PRINT

Name: _____
Address: _____

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August 20, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team.

Your preference for Alternative 1C has been noted. The analysis and evaluation completed took into consideration factors in socio-economic environment, cultural environment, natural environment, transportation, as well as cost and constructability of each alternative. The analysis and evaluation was carried out based on input from specialists in the respective areas and have been reviewed with relevant technical agencies. It is recognized that all the alignment alternatives being considered would have varying degrees of impacts associated with each factor group, with Alternatives 2 and 3 having particularly high impacts to the natural environment and requiring greater long-term road maintenance costs. The preferred alternative was ultimately selected based on the best balance amongst all the factor groups. Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative. The next phase of the project will focus on refinements to the plan, selection of a preference from Alternatives 1A, 1B or 1C and the preliminary design of that alternative and associated mitigation measures to accommodate some of the community impacts that it represents.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region



Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
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COMMENT SHEET

COMMENTS

The planning that has been done since the first public meeting is impressive.

The Trafalgar corridor is by far the logical & most cost effective choice.

I particularly like "Alternative 1C" because it leaves the village of Stewartville intact and gives the residents there a safe access to their properties rather than having to access from Trafalgar road.

The environmental impact on #2 and #3 would be enormous. The valley between 15th & 17th sideroad is full of wildlife and foul that would be disrupted severely by these choices.

As a taxpayer, I have concerns about the additional costs to maintain 2 roads if either "Alternative 2 or 3" is selected plus the danger it would impose on the farming vehicles that travel through those areas daily.

Place your completed comment sheet in the box provided or return by Friday, July 3, 2015 to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
Email: AhmedN@mmm.ca

PLEASE PRINT

Name: _____

Address: _____

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COMMENT SHEET

COMMENTS

Maple & A Sdrd. trail road intersection. - possible
to divert trucks away from Maple Ave.
- Councillor Ward 3.

Place your completed comment sheet in the box provided or return by Friday, July 3, 2015 to:

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PLEASE PRINT

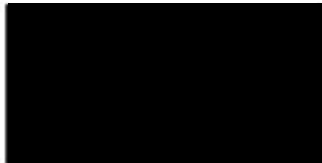
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Address: _____
Postal Code: _____

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August 20, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team.

It is recognized that there have been previous studies carried out regarding Trafalgar Road. While the previous study in 2010 was related to the short term operational needs on the corridor, the current Class EA Study focuses on the long term needs on Trafalgar Road to the year 2031 planning horizon. This current EA Study supersedes the previous Trafalgar Road EA Study between 10 Side Road and Highway 7.

The preliminary plan of the preferred alternative is being refined based on comments received at the Public Information Centre. In the next phase of the study, meetings with individual property owners will be arranged to discuss the proposed improvements on the Trafalgar Road corridor on a case by case basis. You will likely be contacted in the near future.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region



Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
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COMMENT SHEET

COMMENTS

I reside at the intersection of [redacted] and [redacted].

I am most frustrated on the extensive spend on studies of Trafalgar Road over the last few decades. Government money should be to improve traffic flow (roads) not studies. I would appreciate a true statement of study costs to date.

In previous studies an alternative route west of Stewarttown and between Trafalgar Road to #7 north of 20th Side Road was seriously discussed. This route would reduce flow on the existing road. This alternative could be constructed with minimal disruption to existing traffic.

The taxpayers of many years are being displaced or not valued. The west alternative would provide an improved traffic flow and reduce flow on the existing structure.

I would like to know asap if my home is to be expropriated as I have a life to plan.

Place your completed comment sheet in the box provided or return by Friday, July 3, 2015 to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
Email: AhmedN@mmm.ca

PLEASE PRINT

Name:

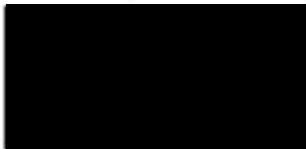
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August 20, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team.

Thank-you for your comments at PIC 2 and for those sent by email on July 12, 2015... (per intro paragraph in final letters)

Your support regarding the proposed improvements to the Hornby Road / Trafalgar Road intersection has been noted. Also, thank you for the photos of property flooding. Your concerns related to drainage problems in the area have been noted by the Project Team and will be considered in the design process as the project progresses in the coming months. We may be contacting you to discuss this further in order to better understand all aspects at this location.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region



Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
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June 17, 2015

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Wednesday, June 17, 2015
Mold Masters SportsPlex, 221 Guelph Street, Halton Hills

COMMENT SHEET

COMMENTS

This is on a positive note. my wife and I reviewed the future plans for the road improvement and residential access to [redacted] Road, Georgetown.

First of all thank you for listening to our complaints and suggestions and we are pleased with the viable solution that we see on the charts.

Thank you
We look forward to seeing this solution implemented in the near future. We are happy and satisfied with the proposed plan.

Thanks once again [redacted]

Place your completed comment sheet in the box provided or return by Friday, July 3, 2015 to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
Email: AhmedN@mmm.ca

PLEASE PRINT

Name: [redacted]
Address: [redacted]

Thank you for your participation. The purpose of the information being gathered on this form is to ensure that further information, when it becomes available, can be forwarded to those parties who have expressed an interest in this study and to gather information from the public for use in the study. Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Stefan Sirianni

Attachments:

DSC-j.jpg; DSC00011.jpg; DSC00012.jpg; DSC03983.jpg; DSC03984.jpg

From: [REDACTED]

Sent: July-12-15 4:02 AM

To: Neil Ahmed

Cc: jeffrey.reid@halton.ca

Subject: Re: [REDACTED]

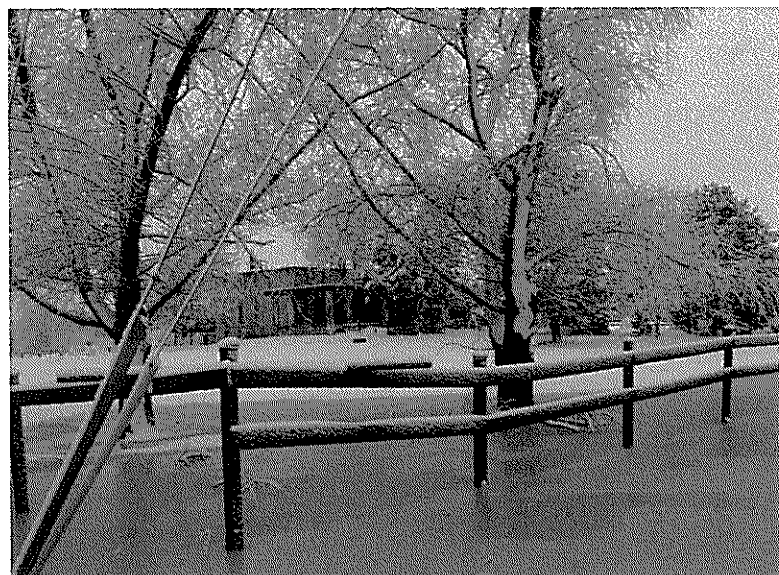
Sorry for my late response to the proposals in regards to the improvements for access to my residence. I was very impressed with the ideas put forward to resolve the issues in regards to the access to my property. I thank you very much for that.

While you are addressing that please also consider the drainage problems along Hornby Rd especially in front of my house as you can see from the attached photos. This is something I had failed to bring up earlier. This is also an issue for me. The fence post are all rotting and I can hardly plant any shrubs or trees in the front of my house.

Thanks once again



1



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t: 905.823.8500 | f: 905.823.8503

www.mmmgrouplimited.com

August 20, 2015

**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team.

Your preference for Alternative 2 has been noted. While Alternative 2 as a bypass corridor would have fewer residential impacts, the analysis and evaluation completed took into consideration a variety of factors related to socio-economic environment, cultural environment, natural environment, transportation, as well as cost and constructability. The analysis and evaluation was carried out based on input from specialists in the respective areas and have been reviewed with relevant technical agencies. It is recognized that all the alignment alternatives being considered would have varying degrees of impacts associated with each factor group; however the preferred alternative was selected based on the best balance amongst all the factor groups. While Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative, Alternative 2 has significant challenges associated with crossing the Black Creek valley and would fragment key natural and agricultural lands. The environmental and economic costs associated with doing so were deemed to be too high to consider further. The next phase of the project will focus on refinements to the plan, selection of a preference from Alternatives 1A, 1B or 1C and the preliminary design of that alternative and associated mitigation measures to accommodate some of the community impacts that it represents. If you are interested in further details on the aforementioned analysis and evaluation please feel free to contact the Project Team for further information.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region



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COMMENT SHEET

COMMENTS

- Showing actual numbers to calculate overall estimated costs would be beneficial
- Option 1 displaces families and splits a community
- Option 2 makes the most sense for the community of Georgetown
- Displacing a few trees is easier than displacing people
- It would be nice to show an objective view on the project instead of showing how "preferred" one option is over another
- Other than the "Natural Environment" factor, nothing has been demonstrated that shows option 1 is best for everyone
- Disrupting the Georgetown Community with Option 1 over a span of 5 years of construction will ~~then~~ irritate everyone who lives off of Trafalgar
- Show some numbers and stop just listening to the squirrels.

Place your completed comment sheet in the box provided or return by Friday, July 3, 2015 to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
Email: AhmedN@mmm.ca

PLEASE PRINT

Name:

Address:

Postal Code:

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www.mmmgrouplimited.com

August 20, 2015

Ann Lawlor
Manager, Devereaux House
30 Albert Street
Georgetown, Ontario
L7G 2B1

**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear Ms. Lawlor,

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing the Project Team with your comments and Heritage Impact Statement via email on July 6, 2015.

Thank-you for your comments and the Heritage Impact statement sent to us via email on July 6, 2015 (*per intro paragraph in final letters*)

The Project Team understands the cultural heritage significance of Devereaux House and will take this into consideration when selecting a preference amongst Alternatives 1A, 1B and 1C.

The physical infrastructure (i.e. sidewalk) associated with Alternatives 1A and 1C would be located within the Region's right-of-way. There may be minor impact associated with the lawn area at Devereaux due to grading if Alternative 1B is selected; details of which will be finalized during detailed design.

The mitigation measures proposed in the Heritage Impact Statement dated June 2015 have been noted and will be taken into consideration over the next phase of the study.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region

Stefan Sirianni

From: ann@devereauxhouse.ca
Sent: July-06-15 2:03 PM
To: Reid, Jeffrey
Subject: Revised Comments - Devereaux House
Attachments: Heritage Impact Statement-Devereaux House- Rev.pdf

Hello Jeffrey

Further to our phone conversation today, attached please find revised comments regarding the Heritage Impact to Devereaux House of the Trafalgar Rd. Corridor Improvements.

Kindly discard previously submitted reports.

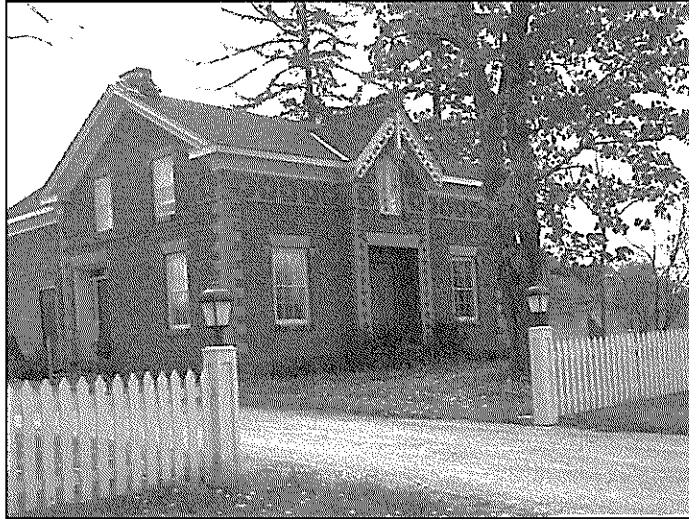
Thank you for your consideration of our concerns.

Ann Lawlor

Devereaux House

Heritage Impact Statement – Devereaux House

Widening and reconstruction of Trafalgar Road
Proposal by Halton Region
June, 2015



Devereaux House - a self-sustaining cultural asset of the Town of Halton Hills which is managed by a non-profit board of directors. Its unique architecture, well maintained features and ambience contribute to its success as a loved and lively designated heritage facility which is enjoyed by the residents of our community.

Trafalgar Road Design alternative as presented by Halton Region are Options 1A, 1B and 1C. These were reviewed by the Friends of Devereaux House board of directors and the following notes are submitted as statements of the impact of these alternatives.

As a Designated Heritage Property, the Provincial Policy Statement requires special care to minimize or avoid development which would negatively impact heritage features. References are contained in this report.

Negative Impacts of the Proposed Widening of Trafalgar Road

Negative impacts of all the options include:

- More than doubling of the width in Trafalgar Rd from 2 lane to 5 (including turning lane) in front of the property. This is a significant change from rural road with open grassy ditches to urban highway. This roadway design isolates and is unsympathetic with the character of the circa 1860 designated farm property.
- Potential changes in grade which will isolate the property and distort the significant rural views and vistas

- Land disturbances may alter drainage patterns and affect the sensitive water management both at the building and landscaped areas (especially allotment garden).
- Construction disturbances of the building (including inground geothermal heating system) and landscaping
- Disturbance of the water table (very shallow in this vicinity) and well which services the building
- Construction activity will diminish the attractiveness of the property for rental purposes and income will be lost over the period of construction. Use and enjoyment of allotment garden will be degraded.
- The welcoming entrance to the property will be lost and it will be confusing for the public and visitors to access the building.
- Additional road maintenance, particularly winter plowing, will be required to access the building along the gravel roadway which currently runs behind Devereaux House.

Option 1B is the least favoured option since it totally isolates the property from its surrounding environment to the point that the building would significantly lose its appeal, operating programs and revenues would be negative and heritage attributes would be diminished.

While the preferred option of the Friends of Devereaux House is No Change to the roadway, we believe that by minimizing the width of the roadway, and through buffering and set backs, the negative impact of the proposals 1A and 1C could be tolerable.

Mitigation Proposals

- Minimum 20' setback of grassed/landscaped boulevard or ditched area from the picket fence to the multi-use pathway (if in place), or to the curb. (It is suggested that a multi-use path is needed on only one side of the road given the small number of residences in this section of Trafalgar Road.)
- During construction, monitor building for damages and stability, water table, landscape, etc
- Enhanced landscaping, including mature evergreens (hedgerow) to create a sympathetic buffer, noise mitigation and privacy screen from the end of the existing picket fence north to the Sport Park entrance and then west approximately 50 feet along the northern perimeter of the Devereaux precinct.
- Extend the picket fence, move the existing gates (with electrical) and create a walkway from the multi-use path through the repositioned gates to the House. Sod the gravel driveway which will be rendered obsolete. Landscape the south exit onto Trafalgar Road which will be rendered obsolete.
- Special permanent signage will be needed to direct patrons into the park to access the House
- Roadway/pathway lighting to be confirmed with the diffusion and style to complement House program schedules and design

- Grades to be analyzed in additional detail.

Why Devereaux House is Special

Notes from the Designation Report Submitted to the Town of Halton Hills, December 2013

Devereaux House is a property designated under the Ontario Heritage Act located at 11494 Trafalgar Road, Esquesing Township, in the Town of Halton Hills, and being part of Concession 7 Lot 18.

The site is an excellent example of the second stage of farm development in the area after the prosperity generated by the trade in agricultural crops with England allowed for the construction of enhanced and embellished dwellings by the prosperous community. The site contains an exceptional example of a 19th century simple High Victorian farmhouse, assumed to have been built in the 1860s.

... The brick house has remained intact with minor modification to its structure since it was first constructed. It served as a home until its purchase by the Town of Halton Hills in 1999. Then, it was vacated and deemed to be structurally unsound for occupation.

Boarded up for close to six years, the house was about to be demolished when a community group, the Friends of Devereaux House, persuaded the Town to preserve it. The group undertook a major fundraising effort, solicited professional and volunteer labour, and restored the house over a four year period. The intent was to recreate the 19th century features of the building for the heritage appreciation and enjoyment of the residents of Halton Hills.

With a nod to the conservation and sustainable lifestyles of the original owners, and to keep operating costs low, the group built in 21st century energy conservation measures including a zoned geothermal heating system, led and compact fluorescent high efficiency lighting, low flush toilets, on-demand water heating, extra insulation and custom storm windows. These have been designed into the building without sacrificing the heritage features.

Devereaux House is currently owned by the Town of Halton Hills and continues to be managed by the Friends of Devereaux House. The second floor serves as the administrative offices of the Georgetown Soccer Club and the main floor is decorated to the late 19th century and available for community events and social occasions on a rental basis....

.... Statement of Cultural Heritage Value or Interest

Design or Physical Value

The building, with notable interior and exterior architectural features, is an exceptional example of a 19th century simple High Victorian farmhouse.

Historical or Associative Value

The site is an excellent example of the second stage of farm development in Esquesing Township after the prosperity generated by the trade in agricultural crops with England allowed for the construction of enhanced and embellished dwellings. This one-and-a-half-storey brick home was built to provide a more comfortable and stable living structure for the Devereaux farm family. The house would have replaced their log cabin, built some three

decades earlier when Elijah Devereaux, a soldier with links to United Empire Loyalists, first purchased and settled on the land in 1831.

Contextual Value

Devereaux House, located as it is within a community park, will continue to evoke memories of the rural landscape which has defined the character of Esquesing Township since the mid 1800's. The vista created by the house and its surroundings are unique and will become more precious as north Halton transforms from rural to urban in nature....¹

The Cultural Heritage Landscape Surrounding Devereaux House

The precinct within the park for which the Friends have responsibility extends to the Trafalgar Road main entrance to the Sports Park on the north and to the Trafalgar Road secondary exit on the south. The western boundary is the gravel roadway which services parking areas and leads out of the park. The eastern boundary is Trafalgar Road.

The Friends of Devereaux House have continued to enhance the heritage landscape surrounding the building by:

- preparing a site landscape plan which is being implemented in phases. An outdoor event space north of the House which may be used for celebrations such as weddings is part of that plan.
- building a gravel parking area,
- installing a flagstone entryway and steps,
- restoring the front gardens and planting native flowering hedges,
- constructing a picket fence,
- rebuilding the outbuilding and
- installing a community allotment garden.

All of these attributes, features and views contribute to the unique farm heritage landscape which is valued and is being conserved for its important contribution to our understanding of Esquesing Township history.

Provincial Policy – Conservation of Heritage Assets

Section 2.6 (Cultural Heritage and Archaeology) of the 2014 Provincial Policy Statement reads:

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.²

2.6.3 Planning authorities shall not permit *development* and *site alteration* on *adjacent lands*³ to *protected heritage property* except where the proposed *development* and *site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be *conserved*.

This policy provides that mitigative measures or alternative *development* approaches may be

¹ Devereaux House Heritage Designation Report to the Council of the Town of Halton Hills, December, 2013.

² The Planning Act defines “*conserved*” as “the identification, protection, use and/or management of cultural heritage and *archaeological resources* in such a way that their heritage values, attributes and integrity are retained.”

³ ... and defines **adjacent lands** “as those lands contiguous to a protected heritage property...”

required to conserve the *heritage attributes* of a *protected heritage property* through a *forma conservation plan*. Buffer areas can be defined based on the specific *heritage attributes* identified for the *protected heritage property*.

Friends of Devereaux House, June, 2015.

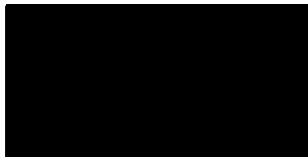
Further information contact:

Ann Lawlor
Manager, Friends of Devereaux House
c/o 30 Albert St.
Georgetown, ON
L7G 2B1
905-877-5662 (res)
ann@devereauxhouse.ca

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503

www.mmgrouplimited.com

August 20, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team.

Your preference for Alternative 3 has been noted. While Alternative 3 as a bypass corridor would have fewer residential impacts, the analysis and evaluation completed took into consideration a variety of factors related to socio-economic environment, cultural environment, natural environment, transportation, as well as cost and constructability. The analysis and evaluation was carried out based on input from specialists in the respective areas and have been reviewed with relevant technical agencies. It is recognized that all the alignment alternatives being considered would have varying degrees of impacts associated with each factor group; however the preferred alternative was selected based on the best balance amongst all the factor groups. While Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative, Alternative 3 would not resolve existing transportation issues in Stewarttown, such as traffic delays caused by at-grade rail crossings. Improvements to these issues would serve to reduce traffic on community streets adjacent to Trafalgar Road which are currently being used to bypass traffic along the corridor. The proposed closure of the south end of Stewarttown Road would accommodate a higher (raised) Black Creek crossing, which currently experiences flooding during major storm events. Easier access to Stewarttown Road and the community would be provided via a signalized intersection at the north end.

The next phase of the project will focus on refinements to the alternatives, selecting a preference from Alternatives 1A, 1B and 1C, preliminary design and associated mitigation measures. If you are interested in further details regarding the aforementioned analysis and evaluation please feel free to contact the Project Team for further information.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region



Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
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Received at
PIC#2
June 17, 2015

Public Consultation Centre #2
Wednesday, June 17, 2015
Mold Masters SportsPlex, 221 Guelph Street, Halton Hills

COMMENT SHEET

COMMENTS

1) Prefer by-pass #3
- minimize impact on houses on Trafalgar
- keep by-pass traffic further away from houses on Harrison Pl.
- enable preatest access to new housing developments in farm area south of Harrison
- no closure of south end of Steeles Town Rd.

2) second choice #1A

Place your completed comment sheet in the box provided or return by Friday, July 3, 2015 to:

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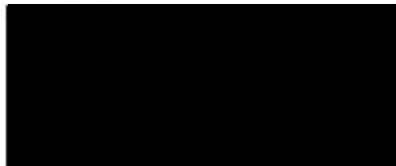
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Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team.

Discussions between the Project Team and The MTO regarding a Highway 7 / Lindsay Court access are ongoing. Resolving existing sightline issues at the Lindsay Court / Trafalgar Road access is a priority and will be examined further in the next stage of the design process.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

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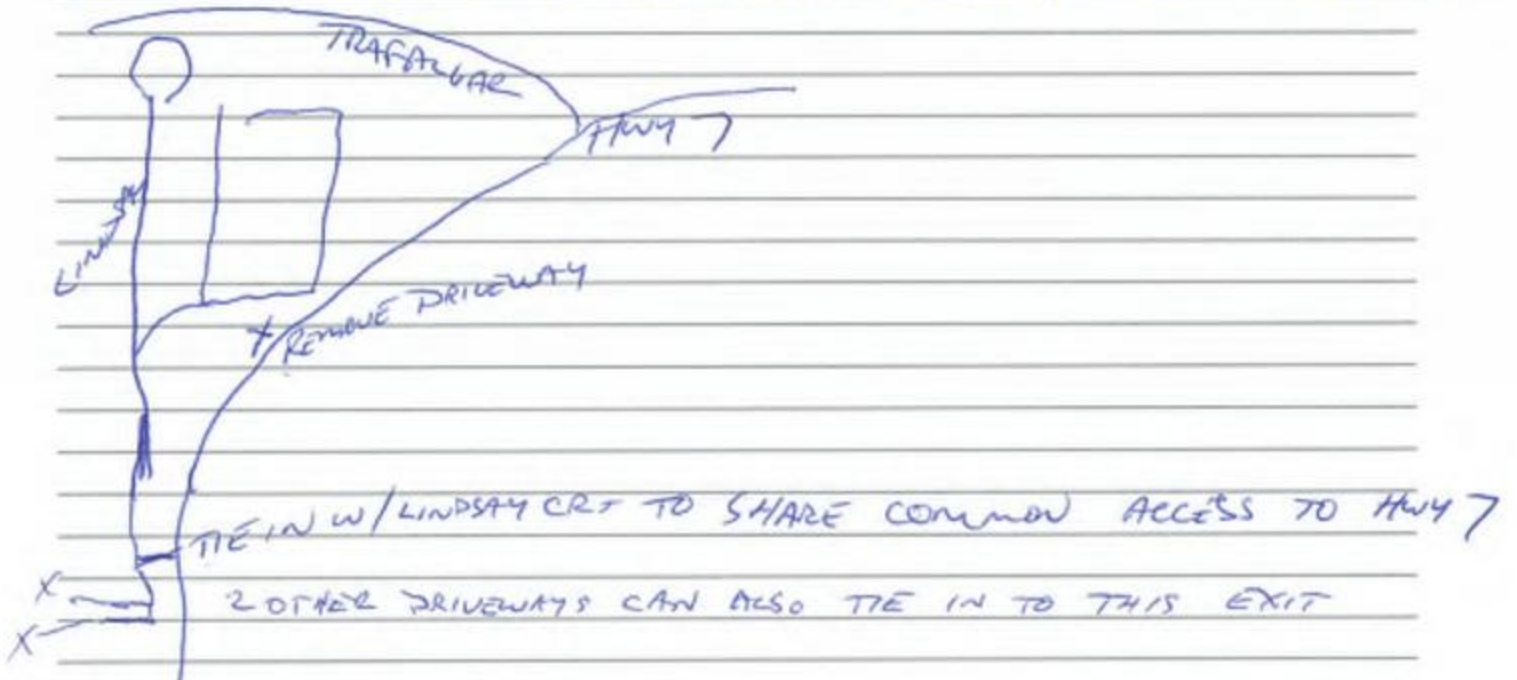
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COMMENT SHEET

COMMENTS

BEING A RESIDENT ON LINDSAY COURT I LIKE THE PROPOSAL 1 TO DEAD END LINDSAY COURT AT TRAFALGAR ROAD

I THINK THE NURSING HOME SHOULD SEAL OFF ITS HWY #7 DRIVEWAY. TIE IN TO LINDSAY COURT + GO FURTHER EAST + TIE IN WITH LINDSAY COURT TO HWY 7



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Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team.

The intersection configuration at Trafalgar Road / Highway 7 intersection would continue to provide a southbound directional move on Highway 7. Highway 7 is a provincial road under the jurisdiction of the Ministry of Transportation of Ontario and as such is a higher order road link; any change in configurations on Highway 7 is beyond the scope of this project.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
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cc. Jeff Reid, C.E.T., Halton Region



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COMMENT SHEET

COMMENTS

IT WOULD MAKE SENSE TO HAVE TRAFALGAR CONTINUE
IN STRAIGHT LINE FROM HWY 7 NORTH-SOUTH AND BE THE MAIN
ROAD, AS OPPOSED TO LEAVE HWY 7 THE MAIN ROAD.

Place your completed comment sheet in the box provided or return by Friday, July 3, 2015 to:

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COMMENT SHEET

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Change the curve on the HWY 7 coming south from Acton where it meets Trafalgar to continue/direct the traffic straight down Trafalgar. As it looks in the project, HWY 7 will continue continuously towards Guelph St. which becomes a 2 lane road. My suggestion is to have HWY 7 meet Guelph come at a 90° angle at the intersection with Trafalgar.

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COMMENT SHEET

COMMENTS

Handwritten '13' in blue ink on the first line of the comment sheet.

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August 20, 2015



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Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team.

Your preference for Alternatives 1A or 1C has been noted. Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative. The next phase of the project will focus on the preliminary design of Alternative 1 and associated mitigation measures. The right-in right-out movement at Stewarttown Road is being considered under Alternative 1C only. Left-turn access to Stewarttown Road under this alternative would be provided via a 'service road' concept along the existing Trafalgar Road alignment accessed from a signalized intersection at 17 Side Road. Alternatives 1A and 1B would provide access via a signalized intersection at the existing north access to Stewarttown Road instead. If you are interested in further details regarding these access options, please feel free to contact the Project Team for further information.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region



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COMMENT SHEET

COMMENTS

Handwritten comment:

Hmm.

1a or 1c

don't like the intersection
Right in Right out
@ Stewarttown Rd

Place your completed comment sheet in the box provided or return by Friday, July 3, 2015 to:

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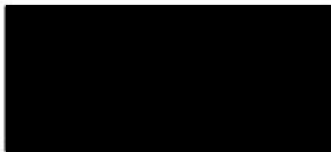
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**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
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Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team.

Your preference for Alternatives 1A, 1B, or 1C has been noted. Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative. The next phase of the project will focus on refinements to the alternatives, selecting a preference from Alternatives 1A, 1B and 1C, preliminary design and associated mitigation measures. The concern you have expressed related to the 17 Side Road connection through Trafalgar Sports Park under Alternative 1B has been noted.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region



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COMMENT SHEET

COMMENTS

Of all the options presented, 1A, 1B, or 1C would be preferred. Reasons for that would be the same as expressed by the studies that were performed, namely the intrusiveness to forests, rivers and fields. Of the three #1 options, concerns about 1B would be the running of eastbound 17 side road ~~having to turn left~~ veering north to connect to Trafalgar Rd. All the truck Traffic would have to turn right onto Trafalgar Rd and then some would have to turn left onto Maple to get the east side of Halton.

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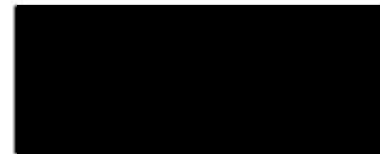
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Halton Region**



On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team.

Your preference for Alternative 1B has been noted. Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative, and the next phase of the project will focus on the preliminary design of Alternatives 1A, 1B, and 1C and associated mitigation measures. As per the Halton Region Roads Capital Projects budget, construction is tentatively planned to begin in 2019/2020, though work on the rail grade separations or other structures may begin earlier. Halton Region plans to maintain road traffic and rail operations during construction. The next phase of the project will focus on the preliminary design of Alternative 1 and associated mitigation measures. If you are interested in further details regarding the aforementioned analysis and evaluation please feel free to contact the Project Team for further information.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
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cc. Jeff Reid, C.E.T., Halton Region



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COMMENT SHEET

COMMENTS

Alternative 1B is my clear choice. I am
delighted to see that a grade separation is included
in I.P.C. & C. I would like to see an earlier
starting date. Traffic will likely become much
worse in the next 5 years.

Don't count on Halton Hill Drive becoming
an bypass for all that traffic! Seneca can be
very good at fighting and Halton Hill Drive
has very bad sight lines!

Thanks for the clarity of your presentations

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COMMENT SHEET

COMMENTS

• I A OR I C SEEM BEST SOLUTION

→ GOLF COURSE RE-DESIGN MAY BE REQUIRED BUT IN MY OPINION BETTER TO TAKE INTO ACCOUNT RESIDENTIAL SOCIAL ~~ISSUES~~ IMPACT (IE HOMES) THAN GOLF COURSE

- UPMOST SENSITIVITY TO NATURAL ENVIRONMENT SHOULD BE A PRIORITY (IE CREEKS). (STEWART TOWN CREEK) (MILL POND CREEK).

- GOLF COURSE IS NOT A NATURAL ENVIRONMENT - IT IS A SIMULATED ONE - HOWEVER THERE ARE NATURAL CREEKS THROUGHOUT THE AREA.

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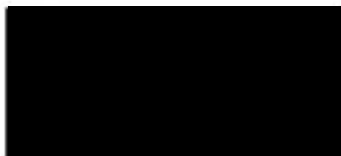
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Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team.

The preliminary plan of the preferred alternative is being refined based on comments received at the Public Information Centre and will be presented during the next phase of the study. Meetings with individual property owners will be arranged to discuss the proposed improvements on the Trafalgar Road corridor on a case by case basis. You will be contacted in the near future.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

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COMMENT SHEET

COMMENTS

One option would put the road very close to my house. Would the region pay for having the house moved farther back on the lot? The lot is about 500 feet deep

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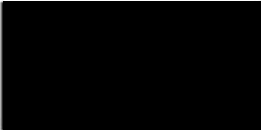
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Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team.

Your preference for Alternatives 2 and 3 has been noted. While Alternatives 2 and 3 as bypass corridors would have fewer residential impacts, the analysis and evaluation completed took into consideration a variety of factors related to socio-economic environment, cultural environment, natural environment, transportation, as well as cost and constructability. The analysis and evaluation was carried out based on input from specialists in the respective areas and have been reviewed with relevant technical agencies. It is recognized that all the alignment alternatives being considered would have varying degrees of impacts associated with each factor group; however the preferred alternative was selected based on the best balance amongst all the factor groups. Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative. The long-term costs associated with maintaining an additional roadway under Alternatives 2 and 3 would be a more costly approach. The next phase of the project will focus on refinements to the plan, selection of a preference from Alternatives 1A, 1B or 1C and the preliminary design of that alternative and associated mitigation measures to accommodate some of the community impacts that it represents. The Project Team will be working closely with owners of impacted properties to design changes including property access. There will also be a significant effort to stage construction to minimize impacts and to retain safe and convenient access throughout the community. If you are interested in further details regarding the aforementioned analysis, financial considerations and other aspects of the evaluation please feel free to contact the Project Team for further information.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
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COMMENT SHEET

COMMENTS

Option 1 is going to change the landscape of Georgetown forever. No longer will Trafalgar Road be a peaceful 2 lane Road, but a 4 lane boulevard Condensing property, and causing years of head ache + misery. Option 2+3 have limited impact on the town's current makeup, allowing it to remain the way it is for all to enjoy. I also feel that the financial burden of widening the current road is not being taken into consideration fully. ~~Limiting~~ Limiting access ways to current roads will also ~~lower~~ lower property values, such as Stewart Town Road now having limited access, significantly devaluing homes along the Road. I just feel that total financial impact + legalities regarding Condensing the properties are not being taken fully into consideration

Place your completed comment sheet in the box provided or return by Friday, July 3, 2015 to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
Email: AhmedN@mmm.ca

PLEASE PRINT

Name:
Address:



Thank you for your participation. The purpose of the information being gathered on this form is to ensure that further information, when it becomes available, can be forwarded to those parties who have expressed an interest in this study and to gather information from the public for use in the study. Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mmgrouplimited.com

August 20, 2015

**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team. We look forward to your participation in the upcoming study process. We have noted your contact details as provided.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region



Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study

Received at
PIC#2
June 17, 2015

Public Consultation Centre #2
Wednesday, June 17, 2015
Mold Masters SportsPlex, 221 Guelph Street, Halton Hills

COMMENT SHEET

COMMENTS

SPOKE TO MELISSA GREEN AND KATHERINE JIM.
WILL HAVE FURTHER CONTACT WITH BOTH ABOUT
HERITAGE AND ENVIRONMENT.

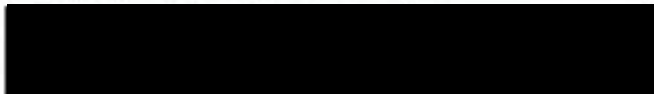
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Postal Code: _____

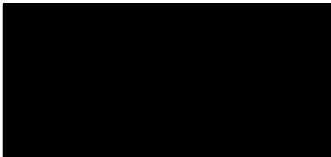
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August 20, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Stakeholder Group Meeting on June 2, 2015 and the Public Information Centre (PIC) on June 17, 2015 for the above-noted study and for providing your comments to the Project Team via comment sheet at the PIC and via email on June 14, 2015.

Your preference for Alternatives 2 and 3 has been noted. While Alternatives 2 and 3 as bypass corridors would have fewer residential impacts, the analysis and evaluation completed took into consideration a variety of factors related to socio-economic environment, cultural environment, natural environment, transportation, as well as cost and constructability.

The features you noted in the comment sheet (i.e. St. John's Church, Stewarttown School, Golf Course, residents, and Devereaux House) were considered under socio-economic environment and cultural environment factors however there is also the consideration of potential unknown archaeological resources in the Black Creek valley of the new bypass alternatives, impacts to Devereaux Cemetery, Trafalgar Sports Park and active agricultural community and operations west of the urban area. Mitigation and avoidance is being planned to the extent possible in each of the sites you have noted, therefore retaining these features.

The analysis and evaluation was carried out based on input from specialists in the respective areas and have been reviewed with relevant technical agencies. It is recognized that all the alignment alternatives being considered would have varying degrees of impacts associated with each factor group; however the preferred alternative was selected based on the best balance amongst all the factor groups. Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative. The long-term costs associated with maintaining an additional roadway under Alternatives 2 and 3 would be a more costly approach. The next phase of the project will focus on refinements to the plan, selection of a preference from Alternatives 1A, 1B or 1C and the preliminary design of that alternative and associated mitigation measures to accommodate some of the community impacts that it represents. The Project Team will be working closely with owners of impacted properties to design access schemes that work for them, the

community at large, and all users of the Trafalgar Road corridor. If you are interested in further details regarding the aforementioned analysis and evaluation please feel free to contact the Project Team for further information.

With respect to keeping a straight alignment for Alternative 1, we appreciate this intent however the only possible approaches to the underpass north of 17 Side Road / Maple Avenue are on a curve to accommodate a reasonable structural span over the road and to maintain connections with local roads in the area. Closer proximity of Trafalgar Road to the current alignment at 17 Side Road would otherwise result in very steep grades to tie all roads together. Typically, a grade separation crossing with a railway should be as close to a perpendicular angle as possible.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region

Stefan Sirianni

From: [REDACTED]
Sent: June-14-15 4:10 PM
To: Jeffery.reid@halton.ca; Neil Ahmed
Subject: Class Env Assessment Study-Trafalgar

Gentlemen:

I attended the Stakeholder Group Meeting on Jun 2 and have a number of questions pertaining to the section from 15 Sideroad to Hwy 7:

1. A lot of information was presented on the options 1a, 1b and 1c with very little detail on options 2 and 3. Has there been no further study done on these alternatives other than to eliminate them?
2. Has the study included review of the Town of Halton Hills "Sustainable Halton" report or the "Places to Grow" study on land use densification study?
3. How do Alternatives 2 and 3 rank as "less preferred" from a cultural and socio-economic factor versus Alternative 1 as more preferred when Alternative 1 impacts a number of residents of Stewarttown, the town soccer field, the North Halton Golf Club, the St Johns Church and the Devereaux House while Alternatives 2 and 3 impact farmland and woodlots?
4. Does the Credit Valley Conservation Authority play a role in selection of the Alternatives, have they been contacted and if so, what is their response to the alternatives?
5. Is it appropriate to have selected a "preliminary preferred route" before all the considerations (including public meetings) have been completed?
6. Is there any possibility that Alternatives 2 or 3 will be considered or is the intent simply to deal with the problems associated with the preliminary preferred route selection?
7. Has consideration been given to construction of a single RR underpass at Maple and Trafalgar with an intersection with 17 SR on the North side of the tracks?
8. Have the Alternatives 1a-1c included comprehensive consideration of the three modes of traffic, local turning in all directions, commercial quarry traffic and commuter thoroughfare traffic as well as the increased local traffic that will occur with the development of high intensity housing in the Northwest corner of Trafalgar and Maple?

I would appreciate if these questions can be addressed at the Public Meeting on June 17.

Regards

[REDACTED]



Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
 Steeles Avenue (Regional Road 8) to Highway 7
 Class Environmental Assessment Study

Received at
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Public Consultation Centre #2
 Wednesday, June 17, 2015
 Mold Masters SportsPlex, 221 Guelph Street, Halton Hills

COMMENT SHEET

COMMENTS

WITH REFERENCE TO 15 SR. TO HWY 7

1. I THINK THE PREFERRED OPTION 1a,b,c HAS BEEN CHOSEN PREMATURELY WITHOUT CONSIDERATION OF ALL THE IMPACTS

- ST JOHN'S CHURCH
- STEWARTOWN SCHOOL
- GOLF COURSE
- RESIDENTS
- BEVERLY HILL HOUSE

2. I THINK THE OPTIONS 2 AND 3 HAVE BEEN DISCARDED FOR UNSUBSTANTIAL REASONS. THE ENVIRONMENTAL & FARMLAND IMPACTS ARE IMPORTANT BUT NOT AS SIGNIFICANT AS THE COMMUNITY IMPACTS OF OPTION 1a,b,c

3. I STRONGLY RECOMMEND THAT SHOULD OPTION 1, ~~BE~~ PROCEED, THE TRAFALGAR RD. SHOULD BE STRAIGHT AT MAPLE AVE AND RR UNDERPASS - TAKE AN EQUAL WIDTH OFF EACH SIDE OF TRAFALGAR, & OPTION 1D - STRAIGHT THROUGH!



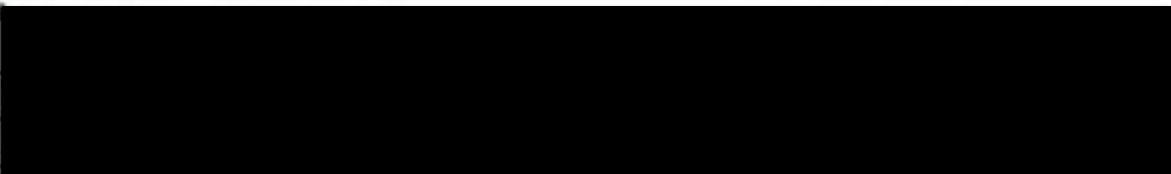
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 MMM Group
 2655 North Sheridan Way
 Mississauga, Ontario L5K 2P8
 Phone: 905-823-8500
 Fax: 905-823-8503
 Email: AhmedN@mmm.ca

PLEASE PRINT

Name: _____

Address: _____

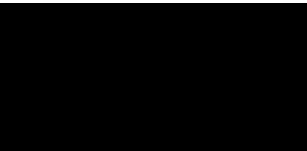


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August 21, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team. We appreciate the detailed issues you identified.

A meeting with yourself and other representatives at the Club at Halton North was held on June 25, 2015. The analysis and evaluation carried out for Alternatives 1A, 1B, 1C, 2 and 3 were discussed in some detail at the meeting. Meeting minutes were distributed on August 21, 2015. Future meetings will be arranged with the Club at Halton North representatives as the study progresses. Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative. The next phase of the project will focus on refinements to the plan, selection of a preference from Alternatives 1A, 1B or 1C and the preliminary design of that alternative and associated mitigation measures to accommodate some of the community impacts that it represents.

It is the intent of the Project Team to address the concerns related to the golf course as the project moves into the next phase. We are hopeful that through further discussions between our team and your club representatives, we can achieve a balance of road improvements and full operation of the golf course into the future.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region



Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
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COMMENT SHEET

6/17/15

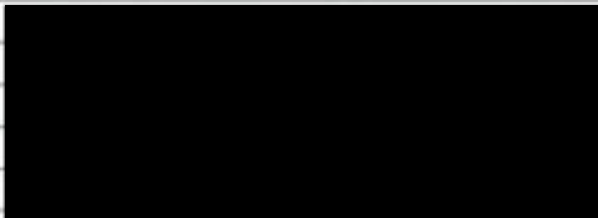
COMMENTS

OPTION 1 IS NOT A REASONABLE OPTION FOR
CONSIDERATION GIVEN THE IMPACT TO AREA
LIFE AND THE GOLF COURSE AND SURROUNDING
COMMUNITY.
THE GOLF COURSE HAS BEEN PART OF THE
FABRIC OF THE COMMUNITY FOR MORE THAN
60 YEARS.

EXPROPRIATING ANY GOLF COURSE PROPERTY WILL
BE NEARLY IMPOSSIBLE TO CONTINUE TO
OPERATE AS A GOLF COURSE. EXPROPRIATION WILL
HAVE TO INCLUDE THE ENTIRE PROPERTY IN
ALL THE CONSIDERATIONS OF OPTION 1

SERIOUS RECONSIDERATION NEEDS TO EVALUATE
OPTIONS 2 & 3 TO MINIMIZE A SIGNIFICANT
TRAFFIC LOAD ON AND THROUGH THE
COMMUNITY WITH THE LEAST IMPACT TO THE
COMMUNITY RESIDENCES AND THE GOLF COURSE.

I STRONGLY OPPOSE YOUR DEVELOPMENT AND
OPTION 1



Place your completed comment sheet in the box provided or return by Friday, July 3, 2015 to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
Email: AhmedN@mmm.ca

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www.mmmgrouplimited.com

August 21, 2015

Kyle Stewart
General Manager
The Club at North Halton
363 Maple Avenue
Georgetown, ON L7G 4S5

**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear Mr. Stewart,

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team via comment sheet and letter to Mr. Simpson dated July 3, 2015.

A meeting with yourself and other representatives at the Club at Halton North was held on June 25, 2015. The analysis and evaluation carried out for Alternatives 1A, 1B, 1C, 2 and 3, as well as key concerns of the golf course were discussed at the meeting. Meeting minutes were distributed on August 21, 2015. Future meetings will be arranged with the Club at Halton North representatives as the study progresses. Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative. The next phase of the project will focus on refinements to the plan, selection of a preference from Alternatives 1A, 1B or 1C and the preliminary design of that alternative and associated mitigation measures to accommodate some of the community impacts that it represents.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region

**Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
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COMMENT SHEET

COMMENTS

Preferred options 1A, 1B and 1c have a large impact on The Club at North Halton continuing to operate as a golf course.

- Compromise irrigation reservoir multi million dollar project.
 - crucial to the sustainability of the quality of course
 - Six million gallon capacity reservoir
 - required by the Mof due to permit to take water
 - No other viable reservoir options

- Expropriation of land
 - Forcing golf course to operate as a 17 hole golf course equates to a full Expropriation
 - Changing par on hole or reducing par on hole number 1 needs to be made up somewhere else?
 - loss of practice area
 - Green
 - Bunkers
 - Irrigation

- Playing areas
 - Insurance premiums/loss due to golf balls impacting roadway
 - Vehicles
 - Pedestrians

Place your completed comment sheet in the box provided or return by Friday, July 3, 2015 to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
Email: AhmedN@mmm.ca

- Netting
- Road allowance with our course designer (ball study)
- Noise
- Elevation changes
- Water run-off

PLEASE PRINT

Name: Kyle Stewart (General Manager The Club at North Halton)
Address: 363 Maple Ave.
Georgetown, ON Postal Code: L7G 4S5

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Stefan Sirianni

From: Kyle Stewart <KStewart@nhgcc.ca>
Sent: July-03-15 1:25 PM
To: Simpson, David
Cc: Reid, Jeffrey; Neil Ahmed; Barry Shama (barry.shama@gmail.com)
Subject: North Halton Golf & Country Club Limited letter regard the Trafalgar Road Environmental Assessment Study
Attachments: Trafalgar Road Environmental Assessment Study and the implications to North Halton Golf and Country Club Limited.pdf

Dear Mr. Simpson,

The Club at North Halton has been essential in the community of Halton Hills for nearly one hundred years. Cedar Crest was one of the first golf courses in the area dating back to 1916 with the founder J.A. Willoughby, the Club was compared with courses like Mississauga, St. Georges and Royal York. Cedar Crest was purchased in 1954 from the Willoughby family to form North Halton Golf and Country Club and shares were sold at five hundred one dollars each and would court an exclusive membership from the towns of Georgetown, Milton and Acton.

North Halton Golf and Country Club now employs roughly seventy Halton Hills residents disbursing just under two million dollars in employee wages annually. The Club is host to five hundred fifty golfing members, two hundred forty curling members, one hundred fifty social members and thousands of Halton Hills residents annually that support local charity and fundraising events. The Club has hosted national and provincial championships such as the Ontario Men's Amateur in 2014, the Women's PGA of Canada Championship in 2013, etc. and will be host many more in the future.

The Region of Halton is undertaking a study of the Trafalgar Road corridor improvement from Steeles Avenue through Georgetown to Highway 7. At the Stakeholder Meeting Number 3, drawings were presented showing plans and elevations of the proposed highway widening from 2 lanes to 4 lanes.

At the presentation on June 2 at Stakeholder Group Meeting 3, three variations were presented by the Halton Region planning department for widening Trafalgar Road and two options for a by-pass. The presentation indicated that the preliminary "preferred" route was to widen the existing Trafalgar road from 15 Side Road to Hwy 7 including three Railroad underpasses. No solution for dealing with Stewart town has been developed. No option was given for a widening of Trafalgar road all to the west to preserve North Halton's long standing business in the community.

The "preferred" considerations presented as 1A, 1B and 1C significantly impact North Halton's continuation, and in the Club's opinion will cause an absolute business loss:

1. The loss of land close to Trafalgar road imposes the threat of becoming a seventeen hole golf course that subsequently would render the golf course with a complete business loss.
2. The loss of land required for an irrigation reservoir will cause turf death affecting the quality of the golf course conditions.
 - a. Our "preferred" reservoir option located on the corner of Trafalgar Road and Maple Avenue will contain 6 million gallons of water storage. The other two on course options can store less than 3.8 million gallons and is not sufficient with our current irrigation system.
 - b. Further restrictions that are imminent from the Ministry of the Environment prove the other options are unmanageable for the future viability of the quality of the course.
 - c. The quality of the course retains and attracts members, tournaments, guests, etc. consequently causing an absolute business loss.
3. Any loss of land further inhibits course renovations such as lengthening the golf course, putting surface expansions, spacing from teeing areas and putting surfaces, new teeing areas and rerouting as required to continually improve the quality of the course.

- a. We need to protect our golf course ranking by lengthening the course due to the increasing distances the golf ball is flying. These considerations are in order to protect and/or continue to climb the ranks as one of Ontario's top 100 golf courses.
4. The loss of land being used as a practice area for the Club has been considered by our members as a very important tool to be expanded for their enjoyment of the course. This loss of practice area conversely will cause member dissatisfaction and may cause business loss.
5. The notification of the Trafalgar road study and the "preferred" plans in the local newspaper has caused dissention among our golfing members and will potentially limit the viability of selling to prospective members of the Club.
6. It appears that the evaluation of matters such as socio-economic environment and cultural environment were evaluated without the input of the local residents, business such as North Halton and possibly without the input of Halton Hills planning department or council members.
7. The preliminary preferred option has been selected before impact studies have been completed, including how to widen through Stewart town and North Halton Golf and Country Club. The intent is to address mitigation actions after the decision has been made.

In conclusion, it appears the planning department has decided to widen Trafalgar Road under plans 1A, 1B or 1C prior to a thorough and comprehensive evaluation of the impacts and with lack of comprehensive investigation of the alternatives.

This decision as planned will almost certainly cause North Halton Golf and Country Club an absolute business loss forcing the 100 year facility to wind up as a long standing business and corporation, and will eliminate an important social element of our community for its members, families and friends in addition to the loss of employment for more than seventy Halton Hills residents.

On behalf of the shareholders, members and their families of the North Halton community, we strongly oppose this plan and respectfully request that you seriously reconsider the various other options that will have no impact to this important and long-term element of our community.

cc by eMail: Mr. Jeffrey Reid – The Regional Municipality of Halton,
Mr. Neil Ahmed – MMM Group Limited,
Mr. Barry Shama – Chairman to the Board of Directors for North Halton Golf and Country Club Limited

Warm regards,

Kyle Stewart | General Manager
The Club at North Halton
Phone: (905) 877-5236 Ext. 215
eMail: kstewart@nhgcc.ca
www.northhaltongolf.com



The Club at North Halton is a premium private golf facility that values tee access, pristine conditions and exemplary service.

CONFIDENTIALITY NOTICE:

This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited.



363 Maple Avenue West, Georgetown ON L7G 4S5

Wednesday, July 1, 2015

The Regional Municipality of Halton
David Simpson
Manager of Infrastructure Planning
1151 Bronte Road
Oakville, Ontario
Canada L6M3L1

Trafalgar Road Environmental Assessment Study and the implications to North Halton Golf and Country Club Limited (The Club at North Halton)

Dear Mr. Simpson,

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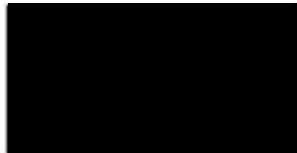
Regards,

Kyle Stewart
General Manager
North Halton Golf and Country Club Limited (The Club at North Halton)
Phone: (905) 877-5236 Ext. 215
eMail: kstewart@nhgcc.ca

cc by eMail Mr. Jeffrey Reid – The Regional Municipality of Halton,
 Mr. Neil Ahmed – MMM Group Limited,
 Mr. Barry Shama – Chairman to the Board of Directors for North Halton Golf and Country Club Limited

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mmgrouplimited.com

August 20, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team.

Your preference for Alternative 1 has been noted. Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative. The next phase of the project will focus on the preliminary design of Alternatives 1A, 1B, and 1C and associated mitigation measures.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region



Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study

Received at
PIC#2
June 17, 2015

Public Consultation Centre #2
Wednesday, June 17, 2015
Mold Masters SportsPlex, 221 Guelph Street, Halton Hills

COMMENT SHEET

COMMENTS

My preferred option is "1"
(~~one~~ any of them). It will preserve
the agricultural land and
wildlife.

Place your completed comment sheet in the box provided or return by Friday, July 3, 2015 to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
Email: AhmedN@mmm.ca

PLEASE PRINT

Name: _____

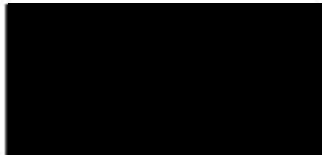
Address: _____

Thank you for your participation. The purpose of the information being gathered on this form is to ensure that further information, when it becomes available, can be forwarded to those parties who have expressed an interest in this study and to gather information from the public for use in the study. Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

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August 20, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team.

Your preference for Alternatives 2 and 3 has been noted. While Alternatives 2 and 3 as bypass corridors would have fewer residential impacts, the analysis and evaluation completed for every alternative took into consideration a variety of factors related to socio-economic environment, cultural environment, natural environment, transportation, as well as cost and constructability. The analysis and evaluation was carried out based on input from specialists in the respective areas and have been reviewed with relevant technical agencies. It is recognized that all the alignment alternatives being considered would have varying degrees of impacts associated with each factor group; however the preferred alternative was selected based on the best balance amongst all the factor groups. Part of this process included studying potential for impacts to Stewarttown Public School and road safety in the area, a concern that is shared by the Project Team and will continue to be examined as the project progresses. Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative. The next phase of the project will focus on refinements to the plan, selection of a preference from Alternatives 1A, 1B or 1C and the preliminary design of that alternative and associated mitigation measures to accommodate some of the community impacts that it represents. If you are interested in further details regarding the aforementioned analysis and evaluation please feel free to contact the Project Team for further information.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region



Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
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Wednesday, June 17, 2015
Mold Masters SportsPlex, 221 Guelph Street, Halton Hills

COMMENT SHEET

COMMENTS

should not have shown option 2 and 3
if off the table as we would preferred those.
Concerned about the impact of housing
values on Thompson + Stewarttown Road
AFTER TALKING TO YOUR STAFF, IT BECAME VERY CLEAR
THAT OPTIONS 2 + 3 WERE NEVER STUDIED + THERE
WAS NO CONCERN FOR THE SCHOOL ON SIDE ROADS +
TRAFALGAR. TO TELL ME THAT WIDENING THE ROAD
WOULD NOT INCREASE TRAFFIC WAS A MAJOR INSULT!
MASON HOUSING DEVELOPMENTS ARE PROPOSED FOR THE
AREA BEHIND THE SCHOOL WHICH WILL ALSO IMPACT SAFETY
THE ONLY REASON YOU ARE GOING WITH OPTION 1 IS BECAUSE
IT IS THE EASY WAY OUT. MOVING THE ROAD BETWEEN TRAFALGAR
+ GUALINE IS NOT

Place your completed comment sheet in the box provided or return by Friday, July 3, 2015 to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
Email: AhmedN@mmm.ca

KM'S AWAY AS I WAS TOLD BY
YOUR STAFF MEMBER! ANOTHER
INDICATION THAT OPTION 2 + 3 WERE
NEVER CONSIDERED

PLEASE PRINT

Name: _____

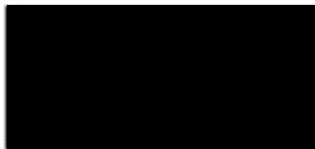
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August 20, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team.

Your concerns related to cemetery access have been noted. Ensuring that safe and effective access is provided for residents, businesses, and other properties along the corridor such as St. John's Anglican Church and its cemetery are of high importance to the Project Team. Accesses along the Trafalgar Road corridor will be reviewed in greater detail as the study progresses. The next phase of the project will focus on refinements to the plan, selection of a preference from Alternatives 1a, 1b or 1c and the preliminary design of that alternative and associated mitigation measures to accommodate some of the community impacts that it represents. The Project Team will determine access requirements and/or potential property impacts as the project progresses in the coming months. If you are interested in further details regarding the plans shown at the PIC, please feel free to contact the Project Team for further information.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region



Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
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Received at
PIC#2
June 17, 2015

Public Consultation Centre #2
Wednesday, June 17, 2015
Mold Masters SportsPlex, 221 Guelph Street, Halton Hills

COMMENT SHEET

COMMENTS

My name is [redacted] and am a
Warden for St. John's Anglican Church at the corner of
15th Sideroad & Trafalgar Road.

Also associated with the church is the cemetery located on
the east side of Trafalgar Rd.

My concern is associated with the cemetery. We need
to continue to have vehicular access and pedestrian access
to the cemetery. The plan that I looked at showed
potential impact to the current access and potentially to
the property. Note that we already have access problems
to the property due to decisions that were made when
Trafalgar Rd was extended north many years ago.

Please keep this access in mind and make provisions for
it as options are being evaluated. If there are any questions I
can be reached by phone [redacted] or via
email at [redacted]

Place your completed comment sheet in the box provided or return by Friday, July 3, 2015 to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
Email: AhmedN@mmm.ca

PLEASE PRINT

Name: [redacted]

Address: [redacted]

Thank you for your participation. The purpose of the information being gathered on this form is to ensure that further information, when it becomes available, can be forwarded to those parties who have expressed an interest in this study and to gather information from the public for use in the study. Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

**Stewarttown Gas Bar
11410 Trafalgar Rd.**

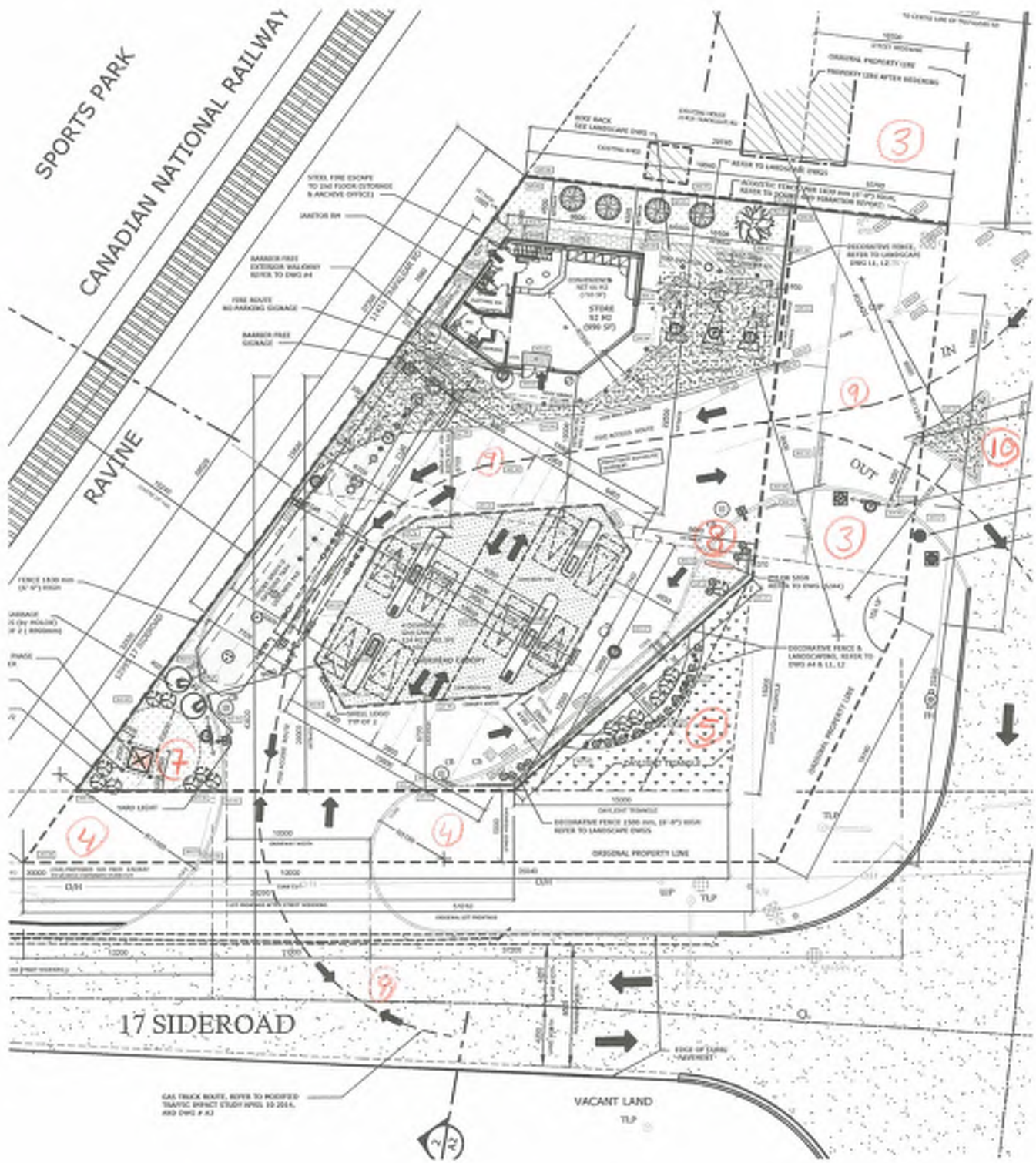
Received at PIC #2
June 17, 2015
Received at
PIC#2
June 17, 2015
(pg 1/2)

Conditions & Status

- 1) Building Permit Application: 90% Progress
- 2) Site Plan Approval: 90 % progress, depend on Sewer Extension
- 3) Trafalgar Rd Widening: already taken 10.7 m.
- 4) 17 Sideroad widening : already taken 5.0 m.
- 5) Daylight Triangle: already taken 15.0 x 15.0 m
- 6) Sewer Extension: almost Private Gravity Sewer on Trafalgar Rd to Thompson Drv.
- 7) Hydro Transformer, in Process (facing 17 Sideroad)
- 8) Pylon Sign: facing Trafalgar Rd. (2000 mmm x 700 mm high)
- 9) Gas Truck Route condition: (IN) Trafalgar Rd, (OUT) 17 Sideroad then East to Trafalgar.
- 10) IN-OUT Traffic Island

RAFID KUSTOU-OAA

RALLY ARCHITECTS 416 494 9764



Stefan Sirianni

Subject: 11410 Trafalgar Rd

Received via email
June 18, 2015

From: RALLY Architects [<mailto:rallyarch@gmail.com>]
Sent: June-18-15 6:09 AM
To: Katherine Jim
Cc: 'Sam Ganni'; Neil Ahmed
Subject: 11410 Trafalgar Rd

Proposed Gas Bar: 11410 Trafalgar Rd, Georgetown

Good morning Catherine
Nice to see you yesterday and thank you for the valuable information

You can flow with me on this email address . And I really need to know why we were not invited in the 1st presentation on Nov 2014?? We could do something more practical and better Site Plan Layout for your benefits.

*Thank you
Rafid Kustou
RALLY Architects*

Stefan Sirianni

From: RALLY Architects [<mailto:rallyarch@gmail.com>]

Sent: July-02-15 8:40 AM

To: Katherine Jim

Cc: Neil Ahmed; 'Sam Ganni'

Subject: FW: 11410 Trafalgar Rd

*11410 Trafalgar Rd + 12995 17 Sideraod
Stewarttown Gas Bar*

Good morning Kathrine
I wish you had a good holiday and Happy Canada Day

I like to coordinate the site plan drawing of our proposed project (Gas Station & Convenience Store) on the Lot at address above. I checked the info on the website , but didn't manage to download clear PDF. See attachment

I need your help: I PDF or basic CAD file for the option of Trafalgar Road alternation, at the intersection of Trafalgar and Maple Ave. I will use that to locate my dwgs on the proposed study.

The Study had killed our Project. I need to submit a report to Halton Region to explain the damage that all related options (to this intersection) will cause to our project. This beautiful dream for my client is over.

Please also respond to my email below, (before 2 weeks), or direct it to the right person

Thank you

Rafid Kustou – OAA
Architect and Project Manager

Stefan Sirianni

From: RALLY Architects [mailto:rallyarch@gmail.com]

Sent: July-13-15 11:35 AM

To: jim.harnum@halton.ca; david.simpson@halton.ca; lisa.deangelis@halton.ca; trish.holden@halton.ca

Cc: 'Sam Ganni'; Neil Ahmed; Katherine Jim; 'Clark Somerville'

Subject: Stewarttown Gas Bar at 11410 Trafalgar Rd

*Stewarttown Gas Bar: Gas Station, Convenience Store and Site Accessories
11410 Trafalgar Rd and 17 Sideroad, Stewarttown, Halton Hills*

Site Plan Application # D11 SPA 14.007

Building Permit Application # 14-110127

Site Services Permit Application # 14-110140

Mr. Jim Harnum, CET, MBA
Commissioner / Public Works / The Regional Municipality of Halton
905-825-6000 ext. 7699, E-mail: Jim.harnum@halton.ca

Dear Mr. Harnum,

After our important meeting with yourself, Mr. David Simpson, Ms. Trish Holden and Ms. Lisa De Angelis on June 16 2015, and attending on the next day the public presentation for the new planning and widening for Trafalgar Rd. We had reviewed all options presented by MMM Group for Trafalgar Rd improvement, and our conclusions are:

Location & Traffic:

1. The 1st priority to any Gas Bar project is an Open Traffic, when reviewing the options, we found that we will lose business opportunity (for Gas Station) because direct Traffic volume will be reduced, the new Trafalgar Layout with Cul-de-sac. will not attract drivers. And:;
2. One of the main business in this project is to sell Diesel: the new plan to use dead-end road (Cul De Sag) will reduce and eliminate small and large Trucks to turn-on from Trafalgar Rd to fill Diesel, there is no easy access & circulation to encourage business.

Planning, Design & Layout, Public Services:

3. It seems in options (1 A) and (I C) presented by MMM consultant that 17 Sideroad becomes the main active street in our project and not the new Dead-End Driveway (Cul De Sac), and almost 17 Sideroad will be our Lot frontage. So that needs a new design and Layout to follow this new condition.

Because we are at final stage of Site Plan Approval & Building Permit, any small change in Driveways of Layout will change full set of previous engineering drawings and studies: so the Site Plan Application and Building Permit will need a revision, then will need time and fees to changes all consultant drawings: Architectural Site Plan Layout, Site Services, Traffic Study, Sound Report, Landscaping and all Consultant Engineering drawings.

4. Although if we get the Building Permit now and we construct/build the current Layout & the Project (per Option 1A or 1C) in 8 months, we can not use it or connect services. Because the Region will take a lot of time to finalize all the details, services and Infra-Structure for the new preferred option of Trafalgar Rd. improvement. And:

Time:

5. The most disappointed issue because of the delay in the process: we lost the deal of both famous Gas Suppliers: ESSO in 2012 and recently SHELL Canada.

6. If we had invited early to this Study, we might had saved time to discuss with the Region and MMM consultant a better option that fits our need, or had an opportunity to cancel our project earlier.

Conclusion:

As an Architect, Designer and Project Manager of this project, each line on site plan drawings was for a reason and has a meaning. I did before around 50 revisions for the current Site Plan Layout. I am the last one, who want to stop this project, but for the benefits of my Client: *it is time to lock the Hose of money & payments and to stop wasting more Time*, it is the end of 5 years project: Stewarttown Town Gas Bar.

- There is one good point: this Property had an important role in this study, and it still has the Zone of HC (Hamlet commercial) & specifically for Gas Station, so either the Town of Halton Hills or the Region has the opportunity to continue the same use or to rezone for another use to fit the study.

From overall Study by MMM:

The preferred options are (Alternative 2,3) which re-direct Trafalgar Rd and locate the Pass-By few kilometres to the west of our project (west of the Sport Park). Which will keep our current Design and Traffic Circulation. We were told about this options in 2010. That will keep Trafalgar Rd as a Local town road and keep the existing character of Georgetown, or:

From the preferred 3 options by MMM:

We simply support option 1B (attached); and want to follow Region's procedure and a good evaluation for our Land, efforts, and time we spent. The Region will own this corner for better improvement and options for Trafalgar Rd.

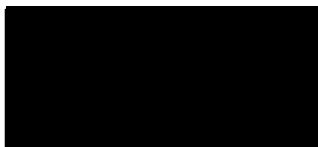
Thank you for your efforts and we appreciate a quick response & decision.

If you need more details or a meeting is required, please contact at my information below

-On behalf of 2228730 ON Inc:
Rafid Kustou, B Sc. Eng. Arch, OAA.
RALLY Architects / Principal
416 494 9764, rallyarch@gmail.com

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
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August 20, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**



On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team.

Your preference for Alternatives 2 and 3 has been noted. While Alternatives 2 and 3 as bypass corridors would have fewer residential impacts (particularly along the existing Trafalgar Road corridor), the analysis and evaluation completed took into consideration a variety of factors related to socio-economic environment, cultural environment, natural environment, transportation, as well as cost and constructability. The analysis and evaluation was carried out based on input from specialists in the respective areas and have been reviewed with relevant technical agencies. It is recognized that all the alignment alternatives being considered would have varying degrees of impacts associated with each factor group; however the preferred alternative was selected based on the best balance amongst all the factor groups. Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative. While this alternative would mean a widened road through Stewarttown, it would also provide the community with a much needed grade separation at the CN Rail crossing. Alternative 1 also has considerably smaller impacts to natural environment and agricultural lands. A bypass alternative would disturb the Stewarttown Woods area, and the Black Creek valley to the west. Land adjacent to Alternative 1 is already mostly disturbed in comparison. Further to this, one of the main reasons the alignment is primarily to the east onto the Club at North Halton's property versus the west, is to avoid directly impacting residential properties wherever possible. The Project Team is working closely with the golf course to help mitigate any impacts this might have on their operations.

Safety is the top concern of Halton Region. The next phase of the project will focus on the preliminary design of Alternative 1 and associated mitigation measures. During this stage, issues related to speed along the corridor will be addressed. The Project Team will be working closely with property owners and the community at large to help improve what many others have

expressed is a major concern in the area. Halton Region will review the posted speed based on adjacent land uses once the corridor has been widened to 4 lanes.

Halton Region has initiatives in place to ensure that well water quality is checked and maintained before, during, and after construction. The Region follows strict guidelines and protocols to ensure high water quality. Methods of reducing salt runoff from roadways may be examined as part of the next phase as well. Your comments have been noted to Regional staff.

The Region's Operations Department will be involved during detail design to confirm operational details such as snow removal and other maintenance and operational needs along the widened Trafalgar Road.

Mitigation measures will be developed to address impacts to natural environment features associated with Alternative 1. The Project Team has been and will continue to consult with staff from Conservation Halton, Credit Valley Conservation and Ministry of Natural Resources and Forestry.

Your concern regarding property compensation has been noted. In general, properties required as part of the roadway improvements will be compensated based on fair market value. Representatives from the Region's Realty Department will discuss in further detail with the respective property owner during detailed design.

If you are interested in further details regarding the aforementioned analysis and evaluation please feel free to contact the Project Team for further information.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region



Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study

Received at
PIC#2
June 17, 2015

Public Consultation Centre #2
Wednesday, June 17, 2015
Mold Masters SportsPlex, 221 Guelph Street, Halton Hills

COMMENT SHEET

COMMENTS

WE LIVE AT [REDACTED] TRAFALGAR RD AND ONE CONCERN I HAVE IS
THAT MAKING TRAFALGAR A 4 LANE ROAD WILL MAKE IT NEXT
TO IMPOSSIBLE FOR US TO GET OUT OF OUR DRIVEWAYS SAFELY. A
TURN LANE WOULD CERTAINLY MAKE IT EASIER AND SAFER FOR GETTING
IN + OUT OF OUR DRIVEWAY. THE TRAFFIC ALREADY COMES DOWN
THE ROAD AT 80/mph + it is marked 60/mph - NEXT TO NO ONE
DOES THE 60/mph posted speed so IF IT BECOMES 4 LANES THE
SPEED DOWN THE HILL WILL INCREASE (PUTTING A STOP LIGHT AT
THE TOP NORTH OF STEWARTTOWN WILL NOT HELP SLOW DOWN THE
SPEEDS AT ALL)

Place your completed comment sheet in the box provided or return by Friday, July 3, 2015 to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
Email: AhmedN@mmm.ca

PLEASE PRINT

Name: [REDACTED]
Address: [REDACTED]

Thank you for your participation. The purpose of the information being gathered on this form is to ensure that further information, when it becomes available, can be forwarded to those parties who have expressed an interest in this study and to gather information from the public for use in the study. Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

June 18/15

**Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study**

Received via email
June 18, 2015

**Public Consultation Centre #2
Wednesday, June 17, 2015
Mold Masters SportsPlex, 221 Guelph Street, Halton Hills**

COMMENT SHEET

COMMENTS

I was at the meeting last night (June 17th) and sent off a quick comment because it was already 8:30 but I would like to follow up with some further concerns. Just to finish off my concern from last night about the speed + safety through Stewarttown - I have been hit turning into my driveway + put across my front lawn. Also a girl was killed on my neighbour's next door front lawn and that was when the speed was posted at 60/mph through the valley. Increasing the speed with more lanes will not make our quality of life safer or better as has been expressed to us.

My next concern is for our water supply. When they worked on the sewers for Stewarttown, the water in our well was affected. With the widening of Trafalgar Rd it will bring the road closer to our well and raises a huge concern about the quality of our water for living. (When the new sewers went in we were not given the advantage to get them unless we were willing to pay \$20,000 while others in the village got their sewers for free. Even if we laid all of the pipe ourselves it would still cost us!) The run off from the road when it rains has always put debris down our driveway stopping short of where our well site. With the road built closer to my well the run off will easily reach + enter my well compromising the quality of my water.

Next concern would be with the quantity of snow that would now be doubled with the expansion. We will get double the amount of snow at the end of our driveway (2 lanes worth rather than 1) that will have to be moved in order for us to live our lives throughout the winter months. We are seniors and shove long snow is not an easy task - doubling the load will be much worse. Will the town come + clear the snow the plows leave at the end of our driveway in a timely fashion? (eg: day snow fall - so we won't be trapped)

Next concern for today is what compensation will we get for our property as this move will devalue our home/property. Will our taxes get reduced? Will the loss of property value be recognized + will we receive monetary value for our loss?

We feel it makes more sense to go through rural property (farm land) where no homes are affected + the new road could be built with no interruptions to the travel community.

Place your completed comment sheet in the box provided or return by **Friday, July 3, 2015** to: + when they are ready be linked up to the current road it would be a minimal hassle

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
Email: AhmedN@mmm.ca

PLEASE PRINT

Name:

Address:

Thank you for your participation. The purpose of the information being gathered on this form is to ensure that further information, when it becomes available, can be forwarded to those parties who have expressed an interest in this study and to gather information from the public for use in the study. Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Stefan Sirianni

From: [REDACTED]
Sent: July-02-15 6:44 PM
To: Reid, Jeffrey
Subject: concerns and thoughts

Hi Jeffrey

I was at the meeting on June 17th and hastily filled out a comment sheet and then sent another one on June 18th. I did send them to Neil Ahmed but when I read the article decided to recap them and send you off a copy - just in case.

My first concern was for safety if the road is widened through the valley in Stewarttown. The speed is posted now at 60/mph and if you have ever travelled on Trafalgar Rd through Stewarttown you know that that speed is rarely observed. I have been hit trying to turn in my driveway, I know that my next door neighbour's son has been hit trying to get into their driveway and a girl died on the neighbour's front lawn - all speed related. If you make Trafalgar Road 4 lanes through the town of Stewarttown the risks will only increase. Drivers will certainly see it as a change to zoom past other drivers at speed that would scare me. They rarely do under 80/mph hour now and if I do 60/mph as posted they are right on my tail and honking at the inconvenience of my doing the speed. It will be twice as hard to turn north out our driveway and even when the way is clear (with no cars coming down the hill) to turn south by the time I reach the bridge someone is on my tail. It will not be safer as one of the people at the meeting tried telling me as I live there and see the traffic flow - not some study but real life.

My next concern is the integrity of our water supply. When they worked on Stewarttown Road to put in the sewers the level of our well dropped significantly and they worked closer to the river than my house. How will our well be affected by construction if it were to happen? Also the runoff from the road now pours down our driveway and stops just short of the well. If there was construction and the road came closer to my well the quality of the water will be affected. Just the salt and dirt going into my well will make it not drinkable. When the town put in the sewers along Stewarttown Road we were not included in that project and told (even if we laid all the pipe and just punched into the system) we would have to pay \$20,000 to join up in order to have sewers and water. The others in Stewarttown did not have to pay and it is too huge a cost for seniors (at least ourselves and neighbours) too handle. What will do for water if the expansion comes through Stewarttown on Trafalgar?

The next concern as seniors is the double amount of snow that would be ploughed at the end of our driveway. My husband has had 3 heart attacks and moving a double dose of snow each snow fall from the end of our driveway could quite honestly be very hazardous for us. Will the town shovel us out and in a timely matter with each snow fall? Should anything happen how will emergency vehicles get in to our house if we can't move all the snow put there by the plows? The next concern is for the natural habitat which borders us on the north. The frogs, turtles, geese, rabbits and I couldn't even name the other animals that are in there. What happens to them and their environment? More and more land is being lost to progress and nature is suffering. We have a symphony of nature living right next door with animals all the time - what becomes of their natural habitat?

Another concern is what compensation will we get for our property as an 4 land highway will devalue our home/property. Will our taxes get reduced? Will the loss of property value be recognized and will we receive monetary value for the lose?

I would also like to know if they "have to" or want to follow Trafalgar as closely as possible (as I was told) and come through Stewarttown then why are they veering into the golf course when they already have expropriated property on the west side of the street the same as us? Why do they get the privilege of a private, quiet road in front of their houses with the benefit of keeping the land? We feel it makes more sense to go through rural property (farm land) where no houses are affected and the new road build with no interruptions to the travel community - and when the road was complete it could be linked up to Trafalgar wherever with minimal hassle. No one wants a highway in their front yard and as progressive moves on we will see that land go to development and with road already there the people who would live there would do so with the road already built and it wouldn't be the uproar that it is now. Expropriating the houses (that are not garbage as some people very loudly Kept saying) in the valley disrupts the lives of the people who call it home, not to mention the school and the risks it will bring to the kids as they cross the road for their track and field

training, and to walkers out and about seems much more disrupting and senseless than to cross land where there are no people and natural habitat for wild life.

Thanks for reading and I hope considering the impact of going through Stewarttown and instead of going through the village, building a bypass around the village

Sincerely



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August 21, 2015

**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear [REDACTED]

On behalf of Halton Region, we would like to thank you for providing your comments to the Project Team for the above-noted study.

Intersection designs and treatments along the Trafalgar Road corridor will be explored in further detail as the study progresses. While roundabouts have been successfully implemented in several southern Ontario municipalities (including examples within Halton Region) the high volume of heavy trucks along the Trafalgar Road corridor may not be ideal for the implementation of roundabouts within the Study Area. A four-lane roundabout introduces more complexity from an active transportation perspective, for example, continuity of bike lanes or crossings of multi-use paths. The Project Team will complete a detailed traffic analysis and roundabout 'screening' to determine if any intersections within the Trafalgar Road Corridor should be considered/included within the preferred preliminary design.

Detailed plans for the project can be found on Halton Region's website, if you are interested in further details regarding the aforementioned analysis and evaluation please feel free to contact the Project Team for further information.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region

Stefan Sirianni

On 2015-07-02, at 6:59 AM, [REDACTED] > wrote:

Good morning Mr. Reid,

I have been trying to find the diagram(s) of the three alternatives for the Trafalgar Rd at Maple alternatives, as discussed in the Independent by Lisa Tallyn, but they appear are unavailable in the website. Could you please let me know how to see them, because the diagrams in the paper are not clear enough.

Many thanks, [REDACTED]

Stefan Sirianni

From: Neil Ahmed
Sent: July-04-15 5:00 PM
To: Katherine Jim; Stefan Sirianni
Subject: Fwd: Trafalgar Rd changes

Neil

Begin forwarded message:

From: [REDACTED]
Date: July 4, 2015 at 12:24:03 PM EDT
To: <jeffrey.reid@halton.ca>, <ahmedn@mmm.ca>
Subject: Re: Trafalgar Rd changes

Hello again,

I was unable to see a more detailed view than the ones in the Independent, however I have a couple of comments please.

I wonder if roundabouts are being considered for the designs for the intersections first at Maple and Trafalgar, although it appears that Trafalgar goes under Maple in alternatives 1A and 1C, and secondly for the one at Hwy 7 and Trafalgar.

This last one is often a bottleneck, and with the traffic lights, can often stop many vehicles from the north and from Trafalgar, for only one or two wishing to continue on Hwy7 from Georgetown. Having driven in many countries that have roundabouts like Finland and other Scandinavian countries (I have a son and his family living in Norway so visit often) as well as greater Europe and Australia/New Zealand, and the UK, I can only marvel at how traffic flow is enabled and not unduly stopped by roundabouts. In Finland where I know one of their national traffic psychologists, he told me such roundabouts are used as a psychological tool at the entrance to towns, in that drivers now realize they are in a reduced speed zone. One finds the same approach in Australia, for example on the coast road between Melbourne and Sydney.

The intersect between Trafalgar and Hwy 7 would be an interesting design challenge to permit easy and safe access to Lindsay Court, but having seen how they do this in other places, I think a roundabout would offer a great opportunity to have a relatively simple solution free of traffic lights.

With kind regards, [REDACTED]

On 2015-07-02, at 6:59 AM, [REDACTED]

Good morning Mr. Reid,

I have been trying to find the diagram(s) of the three alternatives for the Trafalgar Rd at Maple alternatives, as discussed in the Independent by Lisa Tallyn, but they appear are unavailable in the website. Could you please let me know how to see them, because the diagrams in the paper are not clear enough.

Many thanks, [REDACTED]

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August 20, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you providing your comments to the Project Team for the above-noted study.

The implementation of active transportation facilities along the Trafalgar Road corridor is based on recommendations from the ongoing Halton Region's Active Transportation Master Plan (ATMP). The ATMP project web-page can be found at www.halton.ca/ActiveTransportation. The goal of implementing infrastructure such as bike lanes and multiuse paths is to promote cycling and walking in Halton Region. Without these facilities, there is little opportunity for residents to explore these modes of transportation as viable alternatives to cars for non-commuting trips like soccer practice, visiting neighbours, or running errands. The Project Team understands that impacts to residential properties may result in some locations, and the Project Team is exploring opportunities where the footprint may be minimized where feasible. The next phase of the project will focus on the preliminary design of Alternatives 1A, 1B, and 1C and associated mitigation measures. If you are interested in further details regarding the aforementioned analysis and evaluation please feel free to contact the Project Team for further information.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region

Stefan Sirianni

From: Neil Ahmed
Sent: July-04-15 5:03 PM
To: Katherine Jim; Stefan Sirianni
Subject: Fwd: Trafalgar Road

Neil

Begin forwarded message:

From: [REDACTED]
Date: July 3, 2015 at 6:50:36 PM EDT
To: "jeffrey.reid@halton.ca" <jeffrey.reid@halton.ca>, <ahmedn@mmm.ca>
Subject: Trafalgar Road

Dear Sirs

I am writing this brief letter after reading in the Georgetown Independent that you are looking for comments regarding the Trafalgar Rd changes.

I have a house and have lived here for 20 years between Maple avenue and Princess Ann, Before Princess Ann even connected to Trafalgar.

In all these years I have gotten to know what goes on and what will go on in the future in my neighborhood

For example; no children have ever walked to school along this route, almost nobody walks along here except a very small insignificant quantity of pedestrians.

Through the week no bicycles ride by, on the weekend maybe a couple. Nobody walks or rides their bike past here going to work at the Town works yard or anywhere else

Nobody walks to or rides a bike to the Jones funeral except me i walk its across the street

These things will not change. Because of where this road goes, north and south it is used mostly for commuters travelling from Acton or Erin etc heading for the

401. Also people who live in Georgetown for the most part take maple avenue to the 401 and hwy 7 to go to Erin or Acton These things won't change

Regarding the Trafalgar Rd Sports Park, If some one was to walk or ride there, which **they do not**, they would likely come from Maple avenue or up Trafalgar from Georgetown South. I am watching every night right now when the park is full and on weekend when there is a tournament. No bicycles, no pedestrians. I have been watching and looking and visiting this park more than most people, I walk my dog there. There is not ONE bicycle rack with that huge elaborate parking system because no one rides a bike there. There is no need for one. I have walked through and driven through many times specifically looking for these things, bikes, racks and pedestrians....None

There are never any funeral visitations during rush hour, never any sports scheduled for that time either. These things won't change.

The one thing that will of course change is the amount of rush hour traffic and daily truck traffic

This traffic does not require elaborate bicycle paths, side walks and division by a median. All these extras such as medians just bring the traffic closer to residential doors increase noise. Bike paths and sidewalks are going are only going to reduce the size of front yards and remove privacy and comfort of the existing residence with no real need.

PROPOSAL:

I would propose that If a single sidewalk and/or bike path is truly required it should be put on the west side of Trafalgar where it does not impose on the existing residence

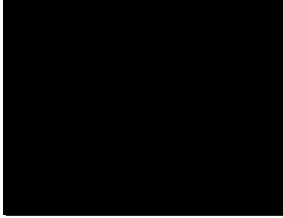
I also note that the plans show for a considerable narrowing in front of my neighbors home directly across from Jones' funeral home anyway.

This only shows by example that this road cross-section can be narrowed when required. Please take into consideration the impact on the residence already living here in conjunction with the specific needs of the town

Thank you

very much for considering my views and observations

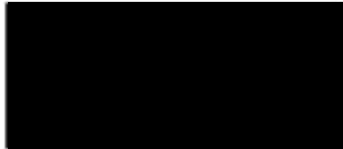
feel free to contact me at any



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August 20, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for providing your comments to the Project Team for the above-noted study.

Your preference for Alternatives 2 and 3 has been noted. While Alternatives 2 and 3 as bypass corridors would have fewer residential impacts (particularly along the existing Trafalgar Road corridor), the analysis and evaluation completed took into consideration a variety of factors related to socio-economic environment, cultural environment, natural environment, transportation, as well as cost and constructability. The analysis and evaluation was carried out based on input from specialists in the respective areas and have been reviewed with relevant technical agencies. It is recognized that all the alignment alternatives being considered would have varying degrees of impacts associated with each factor group; however the preferred alternative was selected based on the best balance amongst all the factor groups. Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative. While this alternative would mean a widened road through Stewarttown, it would also provide the community with much needed grade separations at the CN and Metrolinx Rail crossings, as well as active transportation facilities such as on-street bike lanes and a multiuse path. This Active Transportation infrastructure would provide an increase to pedestrian and driver safety within Stewarttown, and provide the community with viable transportation alternatives to driving. The design of Trafalgar Road is based on Halton Region design standards and is to meet the safety requirement of the road. Pedestrians and cyclists will have opportunities to cross at signalized intersections. The next phase of the project will focus on refinements to the plan, selection of a preference from Alternatives 1A, 1B or 1C and the preliminary design of that alternative and associated mitigation measures to accommodate some of the community impacts that it represents. If you are interested in further details regarding the aforementioned analysis and evaluation please feel free to contact the Project Team for further information.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited

A handwritten signature in black ink, appearing to read 'Neil Ahmed', written in a cursive style.

Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region

Stefan Sirianni

From: Neil Ahmed
Sent: July-04-15 5:15 PM
To: Katherine Jim; Stefan Sirianni
Subject: Fwd: Trafalgar Rd Transportation Corridor

Neil

Begin forwarded message:

From: [REDACTED]
Date: July 3, 2015 at 1:24:15 PM EDT
To: <jeffrey.reid@halton.ca>, <ahmedn@mmm.ca>
Cc: [REDACTED]
Subject: Trafalgar Rd Transportation Corridor

Good afternoon Mr. Reid and Mr. Ahmed,

I am writing to you regarding the proposed changes to the Trafalgar Road corridor. As a resident of the area, at 24 Callaghan Crescent, I see that these changes will have a major impact on the community and the properties that border the road in question.

As a stakeholder in the proposal, I would definitely prefer the options 2 and 3, where the road is moved to the west and rejoins #7 north of the community. I feel that these options would have impact on a fewer number of property owners and these options don't seem to present the safety concerns that I see with options 1a-c.

Safety is my first concern. It seems unbelievable that the current road could be widened to 4 lanes in a safe manner. Trafalgar Road is very close to the properties of many people from Hwy 7 down to 15th Sideroad. It would seem to me that adding another two lanes would definitely put many huge trucks barreling down the road, right in our yards. I would imagine that the Region of Halton has done traffic studies, but there is already a serious concern with the speed at which drivers head south on Trafalgar from Hwy 7. The current speed limit is 60km/h and 30 km/h on the curve. Unfortunately, several drivers fail to yield to the traffic making a left hand turn from heading west on Hwy 7 to south on Trafalgar. They simply speed up to pass the driver who has made the left hand turn onto Trafalgar. Drivers heading down from the Acton area often fail to yield and travel well beyond the posted 60 and 30 km/h posted maximums. It has happened more than a few times to myself and other residents. If you add another two lanes of traffic to this situation, it will not improve. With a four lane highway, drivers heading south on Trafalgar will travel faster with the wider road thereby increasing the already dangerous situation. How long is it before one of these huge trucks ends up in a backyard, front yard, on the school yard, etc?

Another safety issue is for the bike riders, dog walkers and runners that use the side of the road. I can't believe that widening this road would be a safe option for people who are improving their quality of life by making it more heavily traveled by trucks and fast drivers. I am positive that once the road is widened, there will be more and more huge trucks using the road and the speed of their travel on Trafalgar Road will increase. It's common for drivers to do this on a wider road.

Doesn't it make more sense to divert this traffic away from a more densely populated area where there is less opportunity for problems?

I don't see how the four lane highway will actually fit down the corridor without being right up against many properties in the area or actually on the properties of many. Doesn't it make more sense to take the road, as in options 2 and 3, through an area that will not have it built right up against our property lines? The construction and resulting 4 lane highway will impact fewer residents and business owners and be safer options for everyone if you take it west of where it sits now. With our property right against the road, the safety issues are of great concern to me. I also know that the noise and congestion will definitely make our community a less desirable place to live.

We have been property owners on [REDACTED] for 14 years and are fully aware of the issues related to Trafalgar Road. I am not sure why taking the road on a safer and less congested path is not the preferred option. If it is a question of money, shouldn't the safety and the property values of the residents of Halton Hills be more important? We are taxpayers as well, and it seems that the safety of more constituents is being put into jeopardy as well as the value of our properties. Surely this is more important than the convenience of the drivers and huge trucks using the road (which will be provided for their use either way).

In closing, I am asking you to consider options 2 and 3 as the more desirable options for Trafalgar Road. They will be the safer and more valuable options for more constituents in Halton Hills.

Sincerely,

[REDACTED]
(property owners)

[REDACTED]

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www.mmgrouplimited.com

August 20, 2015

[REDACTED]

**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear [REDACTED]

On behalf of Halton Region, we would like to thank you for providing your comments to the Project Team for the above-noted study.

Your preference for Alternative 2 has been noted. While Alternative 2 as a bypass corridor would have fewer residential impacts, the analysis and evaluation completed took into consideration a variety of factors related to socio-economic environment, cultural environment, natural environment, transportation, as well as cost and constructability. The analysis and evaluation was carried out based on input from specialists in the respective areas and have been reviewed with relevant technical agencies. It is recognized that all the alignment alternatives being considered would have varying degrees of impacts associated with each factor group; however the preferred alternative was selected based on the best balance amongst all the factor groups. Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative. While this alternative would mean a widened road through Stewarttown, it would also provide the community with much needed grade separations at the CN and Metrolinx Rail crossings, as well as active transportation facilities such as on-street bike lanes and a multiuse path. This Active Transportation infrastructure would provide an increase to pedestrian and driver safety within Stewarttown, and provide the community with viable transportation alternatives to driving. The design of Trafalgar Road is based on Halton Region design standards and is to meet the safety requirement of the road. Pedestrians and cyclists will have opportunities to cross at signalized intersections.

The next phase of the project will focus on refinements to the plan, selection of a preference from Alternatives 1A, 1B or 1C and the preliminary design of that alternative and associated mitigation measures to accommodate some of the community impacts that it represents. If you are interested in further details regarding the aforementioned analysis and evaluation please feel free to contact the Project Team for further information.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region

Stefan Sirianni

From: Neil Ahmed
Sent: July-04-15 5:17 PM
To: Katherine Jim; Stefan Sirianni
Subject: Fwd: EA Project - Trafalgar Road, Halton Hills

Neil

Begin forwarded message:

From: [REDACTED]
Date: July 3, 2015 at 12:44:38 PM EDT
To: <ahmedn@mmm.ca>, <jeffrey.reid@halton.ca>
Subject: EA Project - Trafalgar Road, Halton Hills

Hello,

Our house is on Trafalgar Road between 15 side road and 17 side road in the small village of Stewarttown.

Alternative 2 is preferred. We have major concerns with Alternatives 1A 1B and 1C since Trafalgar Road between 15 Side Road and 17 Side Road make up a large part of Stewarttown's population. There are many residents that will be negatively impacted if the existing road is expanded into a 4 lane high traffic zone. Our home, small children, and pets will be directly affected during the construction of the road and also by the high traffic, noise and pollution associated with having a 4 lane road through a small village, and so close to homes. We have already seen the impact of the increasingly busy main road. Within this year (2015), a house near the corner of Trafalgar Road and 17 Side Road experienced a crash from a speeding vehicle. The vehicle crashed into one of the posts at the end of the driveway.

Alternatives 1A, 1B, and 1C pose a danger to animals and small children residing on Trafalgar Road. Space is limited in Alternatives 1A, 1B, and 1C for 4 lanes proposed and options such as a median, sidewalk, bicycle path, and residential water mains.

Having Trafalgar Road diverted to the West, which is currently not a highly residential area, will prevent disruptions to traffic along current Trafalgar Road during construction. The property value of our houses in Stewarttown will decrease with a 4 lane high traffic road since it would be in such close proximity to the existing homes.

I am in favour of Alternative 2. I can be reached at [REDACTED] for any further questions or discussions.

Thanks,

[REDACTED]

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August 20, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for providing your comments to the Project Team for the above-noted study.

Your preference for Alternatives 2 and 3 has been noted. While Alternatives 2 and 3 as bypass corridors would have fewer residential impacts (particularly along the existing Trafalgar Road corridor), the analysis and evaluation completed took into consideration a variety of factors related to socio-economic environment, cultural environment, natural environment, transportation, as well as cost and constructability. The analysis and evaluation was carried out based on input from specialists in the respective areas and have been reviewed with relevant technical agencies. It is recognized that all the alignment alternatives being considered would have varying degrees of impacts associated with each factor group; however the preferred alternative was selected based on the best balance amongst all the factor groups. Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative. While this alternative would mean a widened road through Stewarttown, it would also provide the community with a much needed grade separation at the CN Rail crossing, as well as active transportation facilities such as on-street bike lanes and a multiuse path. This Active Transportation infrastructure would provide an increase to pedestrian and driver safety within Stewarttown, and provide the community with viable transportation alternatives to driving. Safety is the top concern of Halton Region. The next phase of the project will focus on refinements to the plan, selection of a preference from Alternatives 1A, 1B or 1C and the preliminary design of that alternative and associated mitigation measures to accommodate some of the community impacts that it represents. During this stage, issues related to speed, safety and property access along the corridor will be addressed. The current proposal includes improving the road grades to be less lengthy and less steep – which will improve road safety. The Project Team will be working closely with property owners and the community at large to help improve what many others have expressed is a major concern in the area. Halton Region has initiatives in place to ensure that well water quality is checked and maintained before, during and after construction. Methods of reducing salt runoff from roadways may be examined as part of the next phase as well. If you are interested in further details regarding

the aforementioned analysis and evaluation please feel free to contact the Project Team for further information.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region

Stefan Sirianni

From: [REDACTED]
Sent: June-30-15 6:36 PM
To: Reid, Jeffrey
Subject: Fw: Trafalgar Road Comment Sheet Halton Hills

From: [REDACTED]
Sent: Tuesday, 30 June 2015 18:00
To: AhmedN@mmm.ca

We wish to draw your attention towards our concern with the widening of Trafalgar Road through Stewarttown.

It seems there has been no consideration for the few houses at the bottom of Trafalgar Road, our's number [REDACTED] and our surrounding neighbours.

We understand that there has been proposed an alternative route in an area where it is farmland and few houses.

We strongly urge you to reconsider that proposal.

We are seriously concerned about the impact with more traffic, the increase of gravel truck and tractor trailer's to our property.

At times the vibration's are so severe our window's and hanging light's move, so what is happening to the foundation of the house.

The excessive speed is absolutely ridiculous, as it is now, at times to get out of our laneway is almost impossible due to the number of vehicles and the speed at which everyone travels.

The police presence is almost nil, we have always noticed when they are present it is on the week-end's, not when the large trucks are flying past.

There is a speed sign to signal speed at which people are driving but it appear's that everyone is immune to those sign's, what a wastle of tax payer's money.

The traffic now is so heavy that it is almost impossible to make a left hand turn into our driveway.

There has already been serious accident's in front of our house, myself, [REDACTED], making a turn into my driveway and hit from behind in a pick up that was damaged down the right side and the vehicle that hit me had to go up and over the curb as to not push me into oncoming traffic. On the three alternative routes there is no indication of a left turn lane availabe to serve this problem.

Our son, [REDACTED] was rear ended as well, in his BMW and his car was a complete right off, also having him and his partner go to therapy for quite some time.

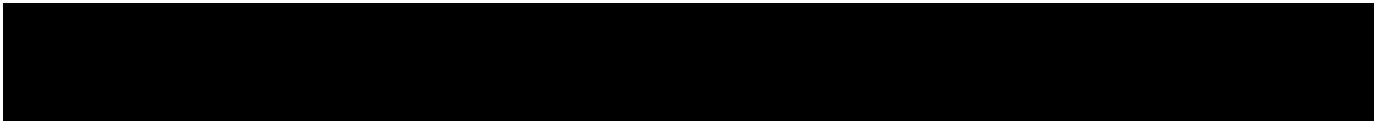
Also other occasion's, a gentleman driving an SUV ended up on the roof of his vehicle approximately 10 feet from our front door. A young girl unfortunately died, hitting one of the tree's on our property and due to excess speed went through the windshield of her vehicle, with the car bursting in flames.

Our neighbour's have had incidences as well.

Not only is the traffic a concern, we are on a well, which is close to Trafalgar Road and is already at a risk of contamination. The water has been tested as not safe to drink ever since the widening of the road took place back in --- .

In the winter the salt that is used on the roads effects the taste even in cooking, which is also a health concern..

In closing, every time we speak to someone from the Region we are reminded of the natural environment sensitive area's a by pass of the village would impact on the frogs and fish. There seems to be no consideration of the environmental impact of the 28 homes and families that will have to contend with 100km per hour traffic passing, as close as 20-25 feet from their front door's.



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www.mmgrouplimited.com

August 20, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for providing your comments to the Project Team for the above-noted study.

Halton Region supports the use of active transportation facilities throughout the Region, as demonstrated through the proposed Active Transportation Master Plan. Multi-use paths are proposed on Trafalgar Road as part of the roadways improvements, which would encourage residents to access Trafalgar Sports Park by walking or cycling.

Sidewalks on Maple Avenue are under the jurisdiction of the Town of Halton Hills. Your comment will be forwarded to Town staff.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region

Stefan Sirianni

From: [REDACTED]
Sent: June-26-15 9:24 AM
To: Reid, Jeffrey
Subject: Sidewalks to the TSP?

Mr Jeffrey Reid,

Many Georgetown residents are forced to take cars to Trafalgar Sports Park (TSP) when they would prefer to ride their bike or walk. It is a shame that we are forced to increase air pollution and decrease physical activity, by using cars. Will we have to wait for this project before sidewalks will be installed on Maple Ave. from the Civic Centre to TSP? I can't imagine that pedestrian traffic was not considered before building TSP.

Regards.

[REDACTED]

Stefan Sirianni

From: Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Sent: June-23-15 1:18 PM
To: [REDACTED]
Cc: Katherine Jim; Stefan Sirianni; Monaghan, Patrick
Subject: RE: Trafalgar Road EA

Categories: Print and File / Update Comment Sheet

Ms. [REDACTED],

Thank-you for your email regarding the Trafalgar Road Class Environmental Assessment (EA) Study from Steeles Avenue to Highway 7, within the Town of Halton Hills.

You will now be included on the Trafalgar Road mailing list and will automatically receive direct notification for any upcoming public meetings or notices.

The deadline for submitting comments is Friday, July 3, regarding the information presented as last week's meeting. Please find below, the link to the project page and all information is available.

<http://www.halton.ca/cms/One.aspx?portalId=8310&pageId=116135>

I encourage you to submit comments, where you can email myself directly. Lastly, the Trafalgar Road Project Team has indicated that our preferred alternative is Alternative 1 (widening along existing Trafalgar Road). We are now going to focus our efforts along existing Trafalgar Road and will not be pursuing either By-Pass Options (Alternatives 2 or 3).

I hope this helps and please do not hesitate to contact me if you have any additional comments.

Thanks,

Jeff

Jeffrey Reid, C.E.T. | 905.825.6000 x 7920
Acting Supervisor – Transportation Planning | Infrastructure Planning & Policy



From: [REDACTED]
Sent: Monday, June 22, 2015 9:42 AM
To: Reid, Jeffrey
Subject: Trafalgar Road EA

I am the President of the Georgetown Soccer Club and would like to join the mailing list for updates on the Trafalgar Road EA.

I do have concerns about Option 2 and 3 as both would impact soccer fields and our clubhouse at Devereaux House. Is there a deadline for submitting to the EA and is there a preferred way to go about submitting concerns?

Have a great day

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mmmgrouplimited.com

August 20, 2015

Megan DeVries
megan.devries@newcreditfirstnation.com

**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear Ms. DeVries,

On behalf of Halton Region, we would like to thank you for providing your comments to the Project Team for the above-noted study.

Thank-you for your letter of concern dated July 3, 2015. The Project Team has noted your comments and will continue to work with MNCFN as required as the project progresses. The archaeology and cultural heritage assessment have been completed and will be documented as part of the ESR. MNCFN will be notified of the filing of the ESR at that time.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region

From: Megan DeVries [<mailto:Megan.DeVries@newcreditfirstnation.com>]
Sent: Friday, July 03, 2015 2:29 PM
To: Reid, Jeffrey
Cc: Fawn Sault
Subject: MNCFN Response re: Trafalgar Road Class EA Study

Hello Mr. Reid,

Thank you for the notification sent to Mississaugas of the New Credit First Nation [MNCFN] regarding the proposed Trafalgar Road Class EA Study. We have reviewed the document you have provided and determined that, at this time, MNCFN has a **low level** of concern about the project. Please see the attached letter for more information.

Respectfully, we ask that you immediately notify MNCFN if there are any changes to the project which may impact MNCFN's interests. Additionally, MNCFN requests a copy of all associated environmental and/or archaeological reports. Furthermore, MNCFN employs Field Liaison Representatives who **must** be on location whenever any fieldwork for environmental and/or archaeological assessments is undertaken. If additional work is scheduled, please notify us as soon as possible so that we may work together to discuss and arrange for MNCFN's participation.

Sincerely,

Megan DeVries, M.A.
Archaeological Coordinator
Department of Consultation and Accommodation
Mississaugas of the New Credit First Nation

Phone: (905) 768-4260
Cell: (289) 527-2763
Email: megan.devries@newcreditfirstnation.com

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July 3rd, 2015

Jeffrey Reid
Senior Transportation Planner
Halton Region
1151 Bronte Road, Oakville ON, L6M 3L1

Dear Mr. Reid,

Thank you for your notification on the Trafalgar Road (Regional Road 3) Transportation Corridor Improvements dated June 2nd, 2015. Mississauga of the New Credit First Nation has various treaty rights across its traditional territory, including the area contemplated by your project. For further information, please see our website, <http://www.newcreditfirstnation.com/>. MNCFN continues to exercise treaty rights which include, but are not limited to, rights to harvest, fish, trap and gather species of plants, animals and insects for any purpose including for food, social, ceremonial, trade and exchange purposes. The MNCFN also has the right to use the water and resources from the rivers, creeks and lands across the MNCFN traditional territory.

At this time, MNCFN does not have a high level of concern regarding the proposed project. However, MNCFN requests that you continue to notify us about the status of the project. **In addition, we respectfully ask you to immediately notify us if there are any changes to the project which may impact MNCFN's interests and that you please provide us with a copy of all associated environmental and archaeology reports.** This includes, but is not limited to changes related to the scope of work and expected archaeological and environmental impacts.

Additionally, MNCFN employs Field Liaison Representatives ("FLRs") to act as official representatives of the community and who are answerable to MNCFN Chief and Council through the Department of Consultation and Accommodation. The FLRs' mandate is to ensure that MNCFN's perspectives and priorities are considered in the field and to enable MNCFN to provide timely, relevant, and meaningful comment on the Project. **Therefore, it is MNCFN policy that FLRs are on location whenever any fieldwork for environmental and/or archaeological assessments is undertaken.** It is expected that the proponent will cover the

costs of this FLR participation in the fieldwork. Please also provide the contact information of the person, or consultant, in charge of organizing this work so they may facilitate the participation of the MNCFN FLRs.

Nothing in this letter, pursuant to section 25 of the Charter of Rights and Freedoms, shall be construed so as to abrogate or derogate from the protection provided for MNCFN's existing Aboriginal or Treaty rights as recognized by section 35 of the Constitution Act 1982, the Royal Proclamation of October 7, 1763, and any rights or freedoms that now exist by way of land claim settlement agreements or may be so acquired.

Nothing in this letter shall be construed as to affect the Aboriginal or Treaty rights and hence shall not limit any consultation and accommodation owed to MNCFN by the Crown or any proponent, as recognized by section 35 of the Constitution Act, 1982, of any other First Nation.

MNCFN reserves the right in relation to any development project or decision, to decide whether it supports a project and to: comment to regulators, participate in regulatory processes and hearings, seek intervener funding or status, or to challenge and seek remedies through the courts.

MNCFN expects all proponents to act according to the following best practices:

- Engage early in the planning process, before decisions are made
- Provide information in meaningful and understandable formats.
- Convey willingness to transparently describe the project and consider any MNCFN concerns.
- Recognize the significance of cultural activities and traditional practices of the MNCFN
- Demonstrate a respect for MNCFN knowledge and uses of land and resources.
- Understand the importance of youth and elders in First Nation communities.
- Act with honour, openness, transparency and respect.
- Be prepared to listen and allow time for meaningful discussion.

Sincerely,

Fawn D. Sault

Consultation Manager

MNCFN Department of Consultation and Accommodation

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mmgrouplimited.com

August 20, 2015

**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear [REDACTED]

On behalf of Halton Region, we would like to thank you for providing your comments to the Project Team for the above-noted study.

Your support regarding the proposed improvements to the Lindsay Court access has been noted. Discussions between the Project Team and The MTO regarding a Highway 7 / Lindsay Court access are ongoing. Resolving existing sightlines issues at the Lindsay Court / Trafalgar Road access is of high priority and will be examined further in the next stage of the design process.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group Limited



Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region

Stefan Sirianni

From: [REDACTED]
Sent: Monday, July 13, 2015 10:41 AM
To: Jakaitis, Alicia
Cc: [REDACTED]
Subject: Lindsay Court Trafalgar Road EA PIC Comment Letter (Our #110-3208)

Hi Alicia,

Thanks for meeting with us the other day on the Trafalgar Road EA. As promised, here is a comment letter to assist the EA process and decisions.

Please feel free to call me with any questions on the letter.

Thanks,

[REDACTED]



[REDACTED]
ASSOCIATE
2800 High Point Drive, Suite 100
Milton, ON L9T 6P4
tel 905 875 0026 | fax 905 875 4915
cfcrozier.ca | [REDACTED]

JULY 10, 2015

PROJECT NO: 110-3208

SENT VIA: EMAIL

Planning Services
Region of Halton
1151 Bronte Road
Oakville, Ontario L6M 3L1

Attention: Ms. Alicia Jakaitis

**RE: TRAFALGAR ROAD TRANSPORTATION CORRIDOR IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION CENTRE #2**

Dear Alicia,

Crozier & Associates has been retained by [REDACTED] to provide transportation engineering consulting services in regards to a proposed residential development on Lindsay Court. We have also been asked to provide comments on the above-noted EA.

This letter provides comment on the Trafalgar Road corridor improvements presented at the second Public Information Centre on June 17, 2025.

At the above noted PIC Alternatives 1A, 1B and 1C were identified as being preferred. These alternatives share a common treatment of Lindsay Court, namely the closing of the Lindsay Court; intersection with Trafalgar Road; and a new intersection of Lindsay Court with Highway 7 to maintain access to the wider public road system.

We support this preferred access arrangement for Lindsay Court for the following reasons.

1. The closing of the Lindsay Court and Trafalgar Road intersection will improve sight lines for Lindsay Court.
2. Sight distance at a new intersection of Lindsay Court and Highway 7 will allow for turning sight distance in excess of minimums established by road design guidelines.

Thus, the preferred access arrangement for Lindsay Court will result in improved safety for the existing users of Lindsay Court. Whichever solution is selected the existing situation at Lindsay Court should be improved and not allowed to deteriorate.



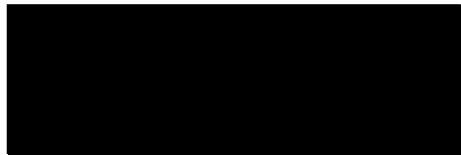
In addition we offer the following comments:

1. We note that the preferred Lindsay Court access arrangement will require the approval of the Ministry of Transportation. Should MTO approval not be forthcoming, an alternate access arrangement that addresses the sight distance issues at the Lindsay Court/Trafalgar Road intersection will be required. If ultimately needed, this access arrangement should account for the proposed residential intensification of the Lindsay Court lands.
2. Given the sight distance issue at the Lindsay Court/Trafalgar Road intersection that presently exists, an interim solution to mitigate the issue should be implemented in advance of implementation of the future Environmental Assessment recommendations.
3. As part of works to support the planning applications being advanced for lands on Lindsay Court, the attached access configuration was prepared. We recommend this configuration be adopted as the preferred location of the new Lindsay Court intersection with Highway 7. The location is equidistant between the adjacent intersections of Trafalgar Road and Banting Road with Highway 7, provides greater sight distance to the west than a location further east, and allows for the most efficient development of the Lindsay Court lands.

We appreciate the opportunity to provide comment on this environmental assessment, and would be pleased to meet with the EA project team to discuss this further. Please feel free to contact the undersigned for any further information.

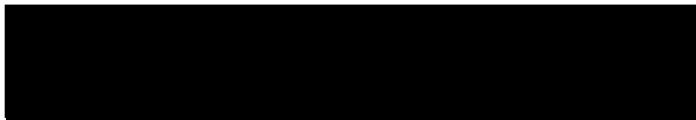
Yours truly,

C.F. CROZIER & ASSOCIATES INC.



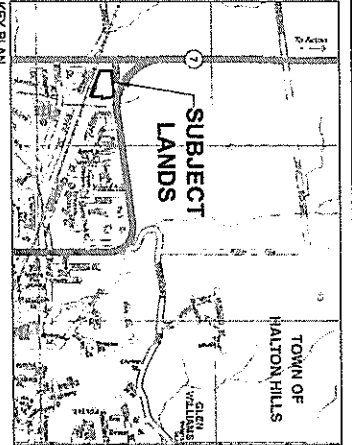
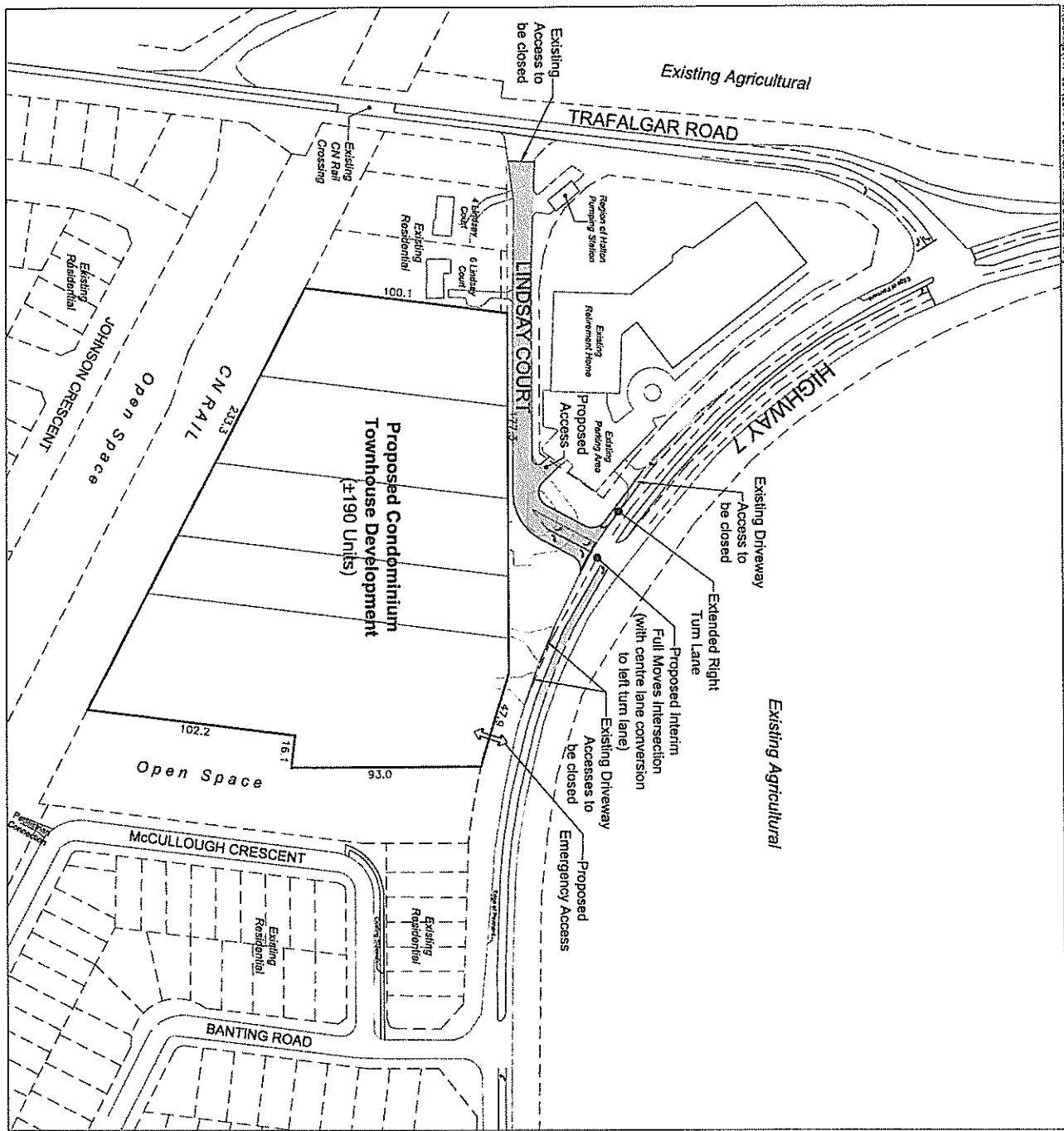
Associate

c.c.




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LINDSAY COURT ACCESS PLAN
OPTION 1 (PREFERRED)
PROPOSED LINDSAY COURT
ACCESS TO HIGHWAY 7
 TOWN OF HALTON HILLS
 REGIONAL MUNICIPALITY OF HALTON



GLEN SCHNARR & ASSOCIATES INC.
 URBAN & REGIONAL PLANNING, LAND DEVELOPMENT CONSULTANTS
 2155 McNICOLL AVENUE, SUITE 200
 MISSISSAUGA, ONTARIO L4X 1L6
 TEL: (905) 249-8888 FAX: (905) 249-8974 www.gsa.ca

SCALE 1:1250
 (18 x 24)
 APRIL 23, 2014

*Preliminary Development Concept Plan
 for Discussion Purposes Only.
 Subject to Agency Approvals