

New North Regional Road Corridor Municipal Class Environmental Assessment Study

Town of Halton Hills and Town of Milton

Virtual Public Information Centre #1

May 28, 2026

Video #1 – Introduction, Study Background and Existing Conditions



Purpose of PIC #1



Introduce the study and the Municipal Class Environmental Assessment process

Present the study background and existing conditions

Present the alternative planning solutions, alternative corridor concepts, and preliminary recommendations

Present design considerations, next steps, and opportunities to provide feedback

About this Public Information Centre

How to get involved



Watch the PIC and/or review the presentation.



Provide comments and feedback through our online survey by: June 18, 2026.



Visit the [Municipal Class Environmental Assessment studies webpage](#) on **halton.ca**.



Contact the Project Team at NewNorthRRMCEA@halton.ca to join the study mailing list or provide feedback in an alternate manner.

Study Purpose

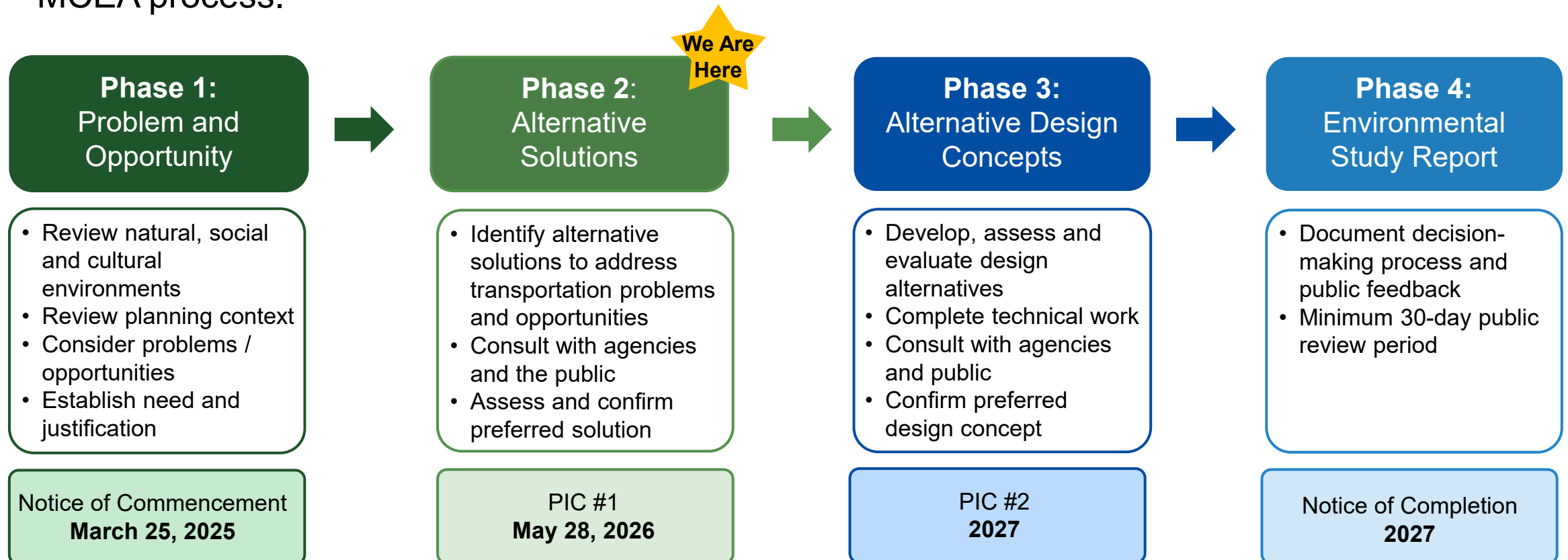
- Halton Region is undertaking a Schedule C Municipal Class Environmental Assessment (MCEA) Study for a **New North Regional Road Corridor** connecting **Britannia Road and Steeles Avenue, between Fifth Line and Sixth Line**, in the Town of Milton and Town of Halton Hills.
- The Region's Transportation Master Plan – The Road to Change (2011) identified the need for a new corridor with a connection to Highway 401 in North Halton to support future travel demand.
- The New North Regional Road Corridor is anticipated to include:
 - Six lanes of capacity
 - Active transportation facilities
 - New interchange with Highway 401
- A wide range of multi-modal transportation improvements will be considered.
- Social, cultural and environmental impacts of the improvements will be assessed and evaluated.



Project Study Area

Study Process and Schedule

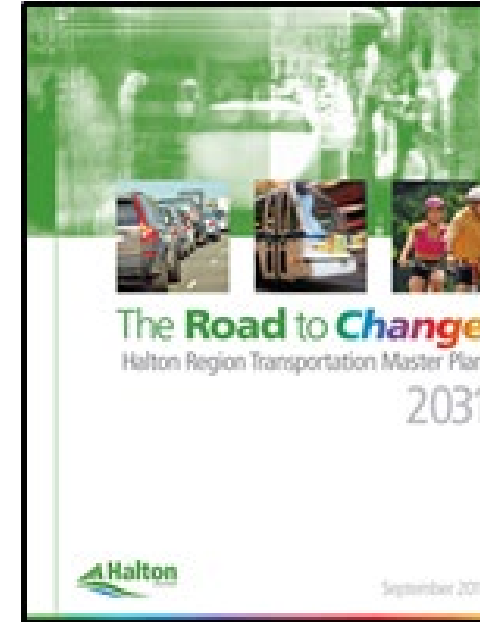
- This MCEA study is a planning and approval process for municipal infrastructure that follows Ontario's *Environmental Assessment Act*.
- This study has been identified as a Schedule 'C' project and will follow Phases 1 through 4 of the MCEA process.



Study Background

2011 Halton Transportation Master Plan (TMP)

- The TMP provides strategies, policies and tools to meet the Region's transportation needs to 2031. This plan identifies the **New North Regional Road Corridor (formerly known as 5 ½ Line)** with a new interchange at Highway 401 to address future travel demand to 2031.



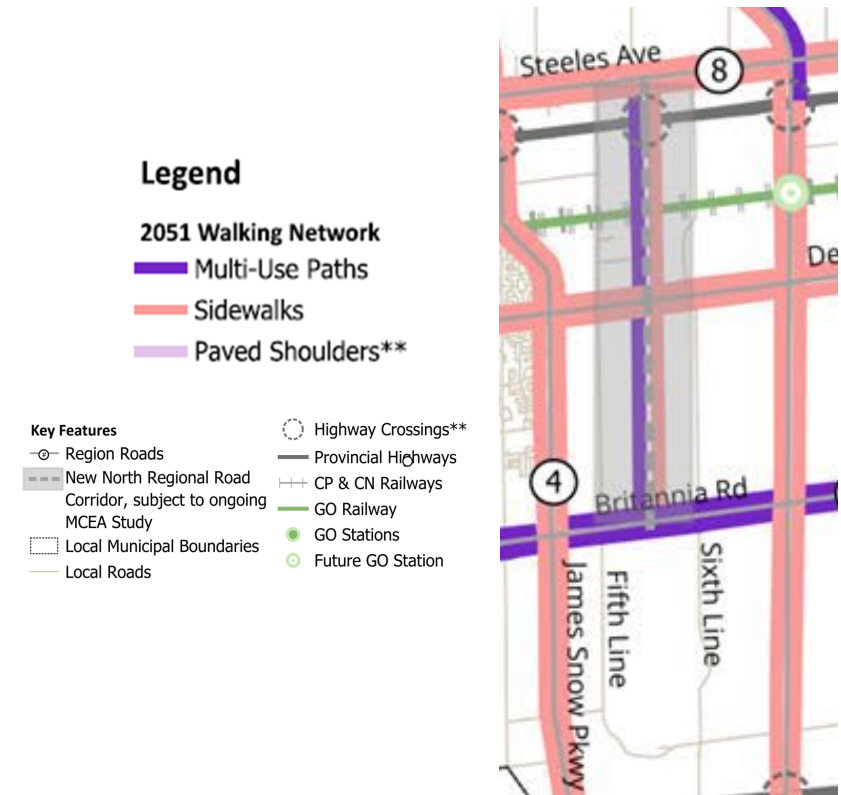
2025 Halton Integrated Master Plan (IMP)

- The IMP was initiated in 2022 to complete the next Region-wide Water, Wastewater and Multi-Modal Transportation Master Plans to identify a long-term integrated servicing strategy for Regional infrastructure to accommodate future growth to 2051. The **New North Regional Road Corridor** is identified as an ongoing MCEA study.



Halton Region Integrated Master Plan

- In November 2025, through PW-35-25 Regional Council adopted the recommended servicing strategies to support growth in Halton Region to 2051 as set out in the Integrated Master Plan (IMP) for Water, Wastewater and Transportation.
- Through the IMP, the preferred transportation strategy includes a transportation system that will be resilient and adaptable to support increasing travel demand through localized corridor widenings and improvements, and prioritizing active transportation, including protected intersections.
- Specific to the New North Regional Road Corridor the active transportation improvements include a sidewalk and a multi-use path.



Preliminary Preferred Active Transportation Network to 2051 – Cycling PW-35-25

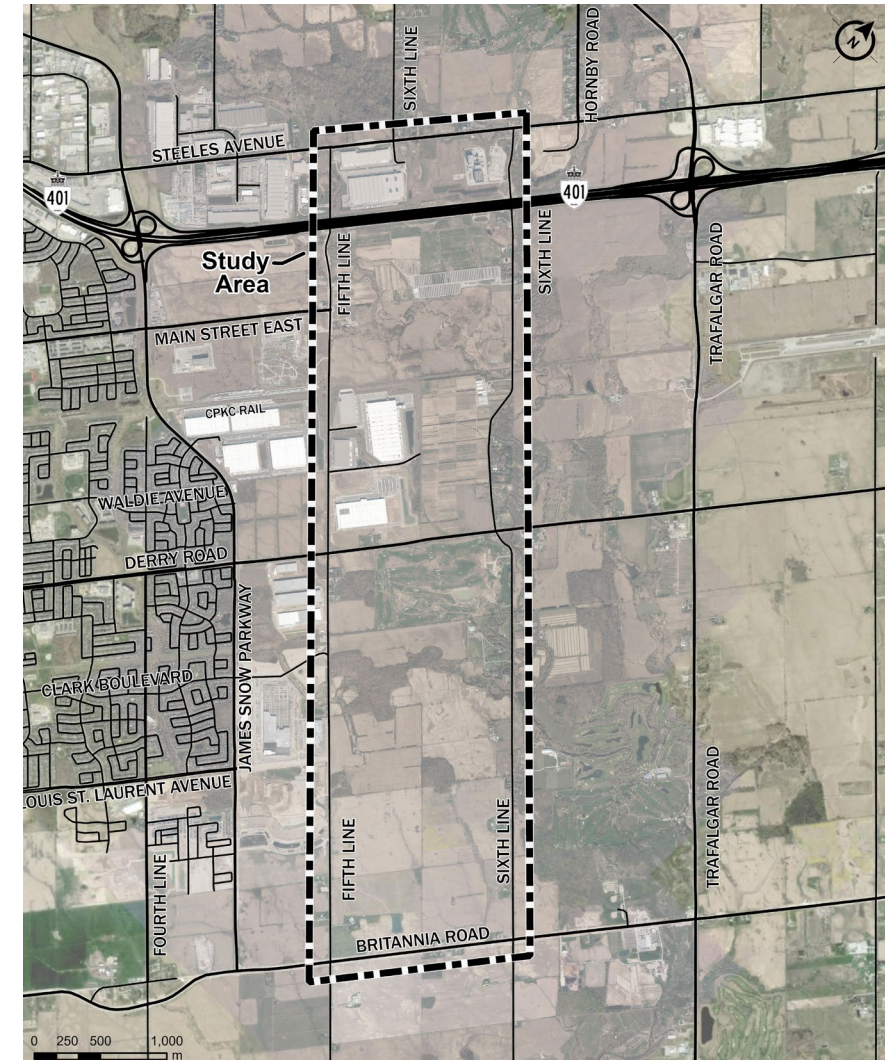
Existing Conditions – Road Network

The study area road network includes:

- **Highway 401:** 12 lane Provincial Highway (recently widened to include 3 collector lanes, 2 express lanes, and 1 HOV lane in each direction);
- **Steeles Avenue:** 4 lane Regional Road (planned for widening to 6 lanes);
- **Derry Road:** 4 lane Regional Road (planned for widening to 6 lanes); and
- **Britannia Road:** 6 lane Regional Road (recently widened).

Town of Milton/Town of Halton Hills:

- **Fifth Line:** 2 lane Town Road between Steeles Avenue and Main Street East, 4 lane Town Road between Main Street East and Derry Road, 2 lane Town Road between Derry Road and Britannia Road (planned for widening to 4 lanes); and
- **Sixth Line:** 2 lane Town Road (subject to ongoing Town of Milton MCEA Study).

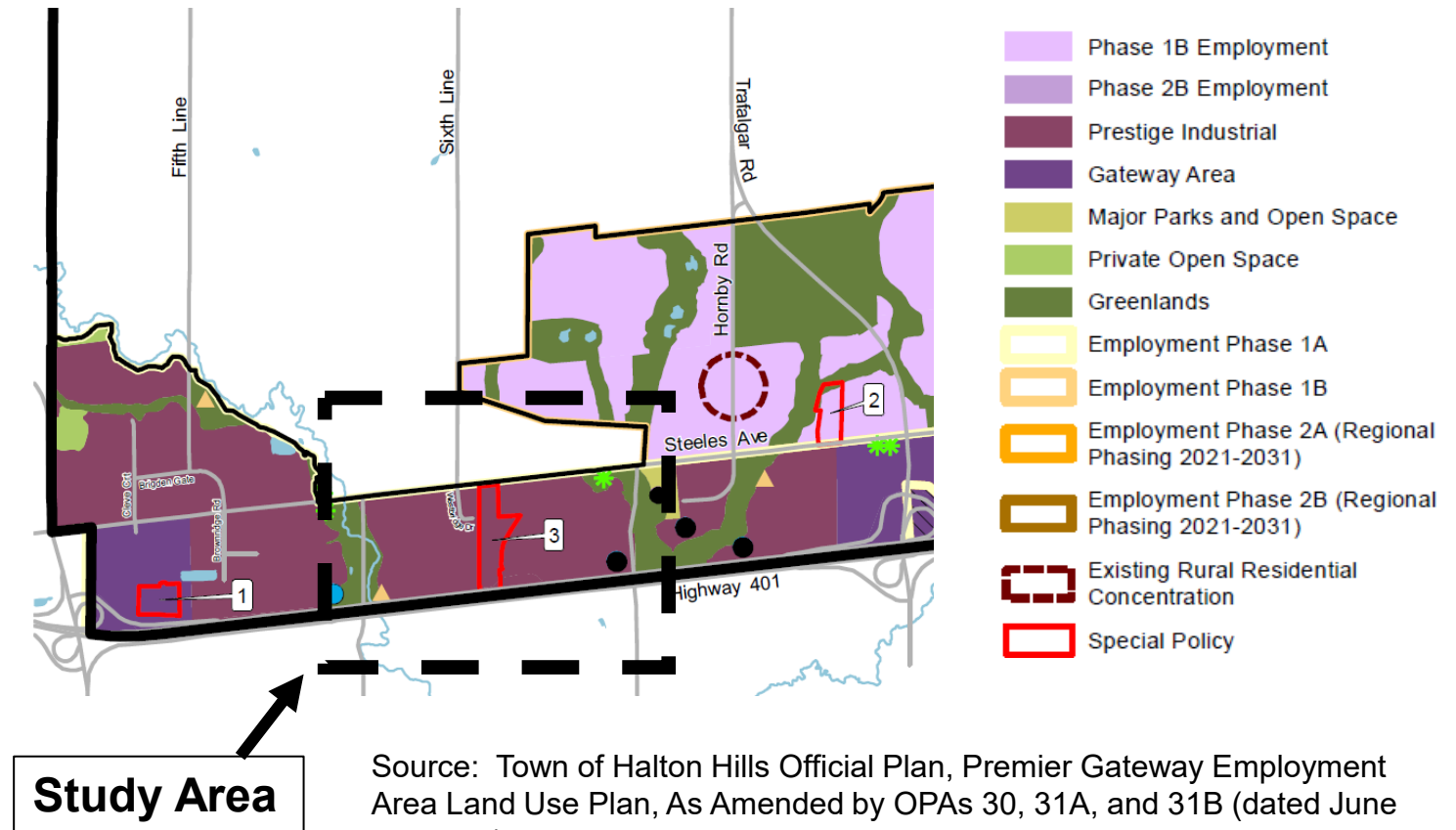


Existing Road Network

Premier Gateway Employment Area Land Use Plan (Town of Halton Hills)

The study area between Highway 401 and Steeles Avenue include lands designated as:

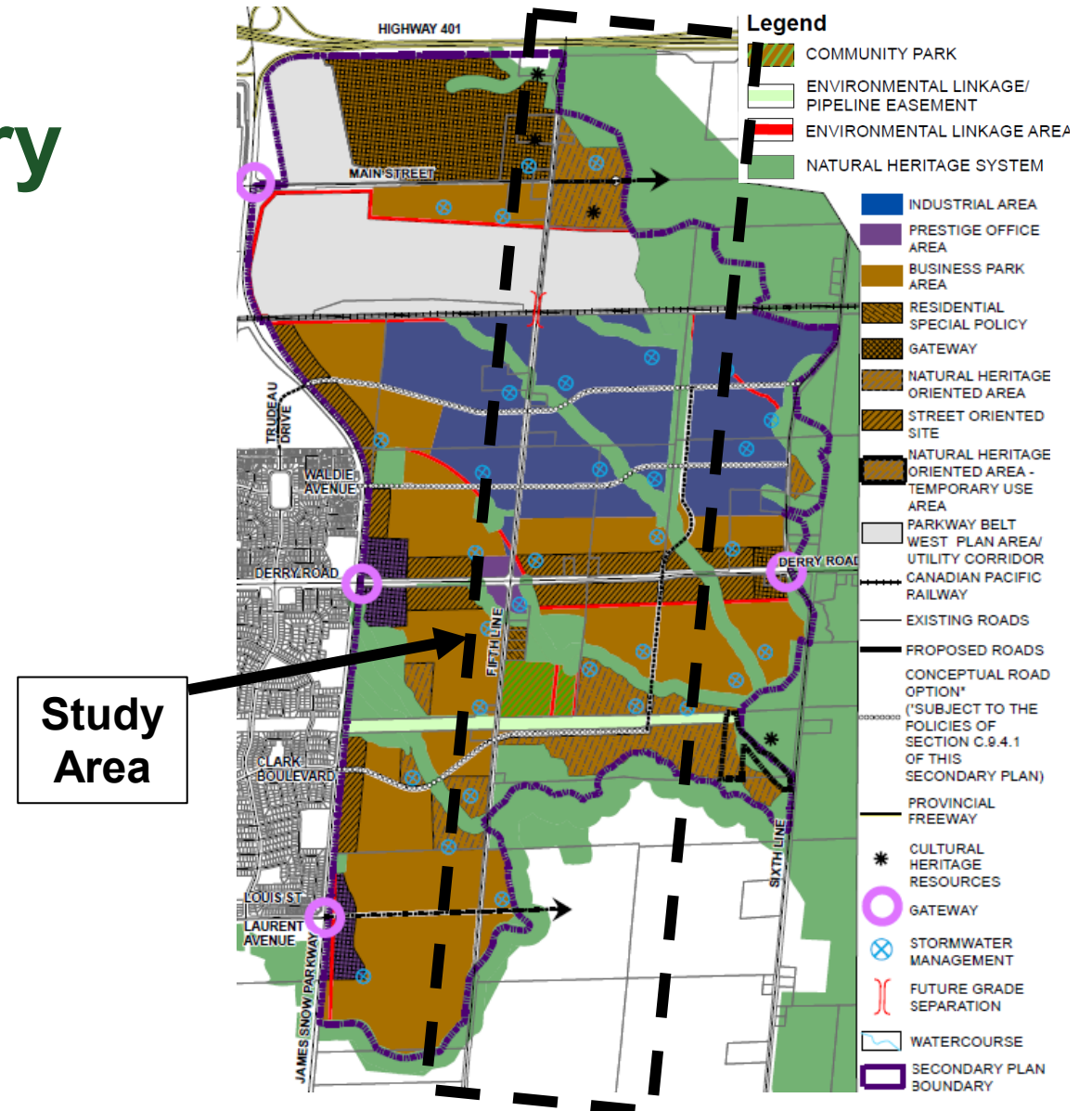
- Prestige Industrial.



Derry Green Corporate Business Park Secondary Plan (Town of Milton)

The study area between Highway 401 and south of Clark Boulevard includes lands designated as:

- Natural Heritage System;
- Industrial Area;
- Business Park; and
- Street Oriented Site.

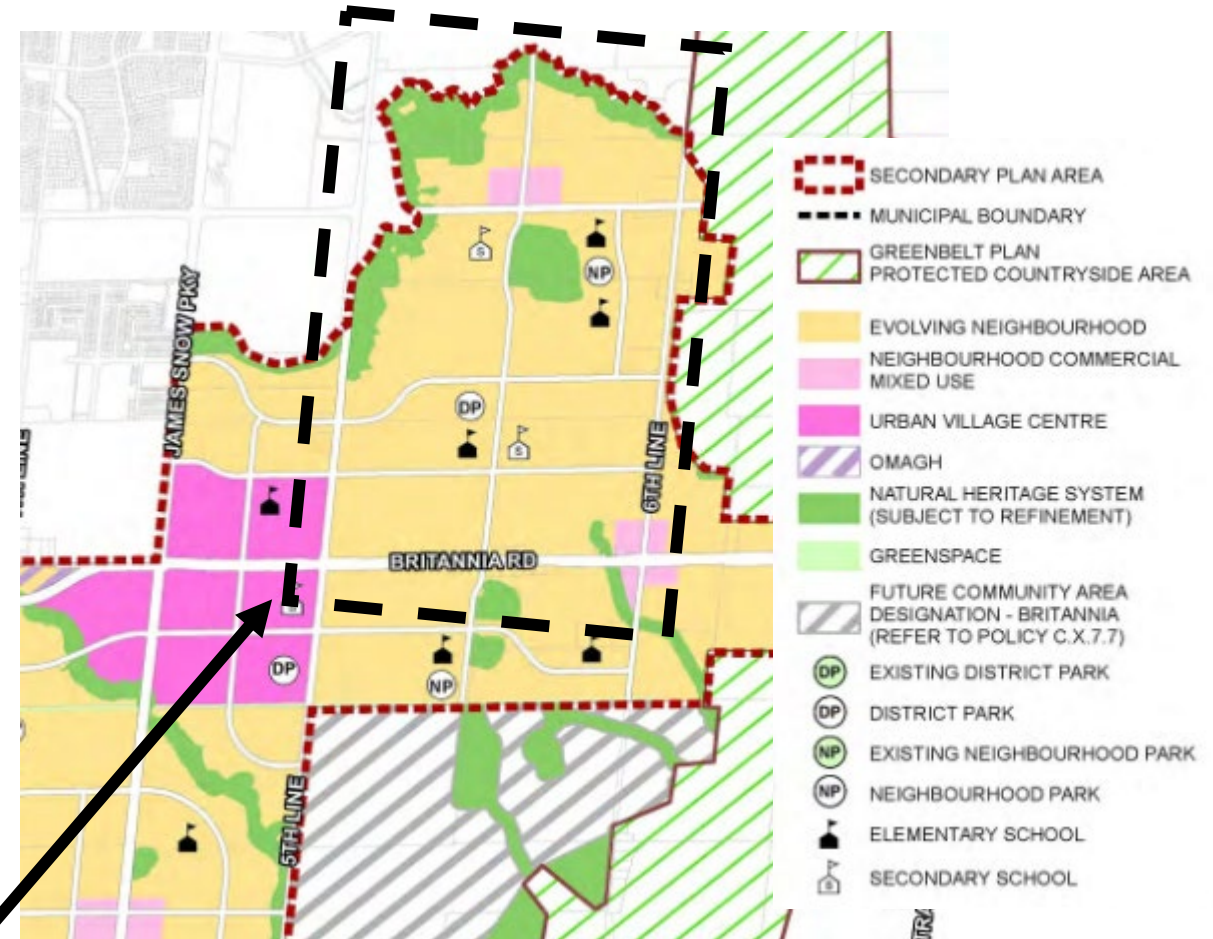


Source: Town of Milton, Derry Green Corporate Business Park Secondary Plan, November 9, 2015)

Britannia Secondary Plan (Town of Milton)

The study area between Louis St Laurent Avenue and Britannia Road includes land designated as:

- Natural Heritage System;
- Evolving Neighbourhood;
- Neighbourhood Commercial Mixed Use;
- Urban Village Centre, and
- Future Community Area Designation.



Study Area

Source: Town of Milton, Britannia Secondary Plan, March 3, 2025

Existing Natural Environment Features and Hazards

- Existing watercourses, woodlots, wetlands, floodplain, meander belt, and stable top of bank hazards associated with East Sixteen Mile Creek.
- Potential for Species at Risk and Significant Wildlife Habitat including bats, grassland birds, woodland breeding amphibians, and protected migratory bird nests.
- Desktop/background research has been completed, to document the natural environment within the study area.



Natural Environment Features and Hazards

Existing Archaeological Conditions

- A previously completed Stage 1 Archaeological Assessment identified that parts of the study area exhibit archaeological potential.
- Following the selection of the preliminary preferred corridor concept, an updated Stage 1 Archaeological Assessment will be undertaken to confirm the areas that have archaeological potential.

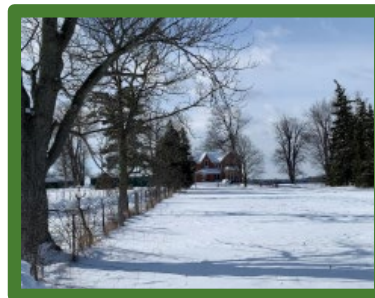


Existing Cultural Heritage

A Cultural Heritage Report was undertaken and identified the following:

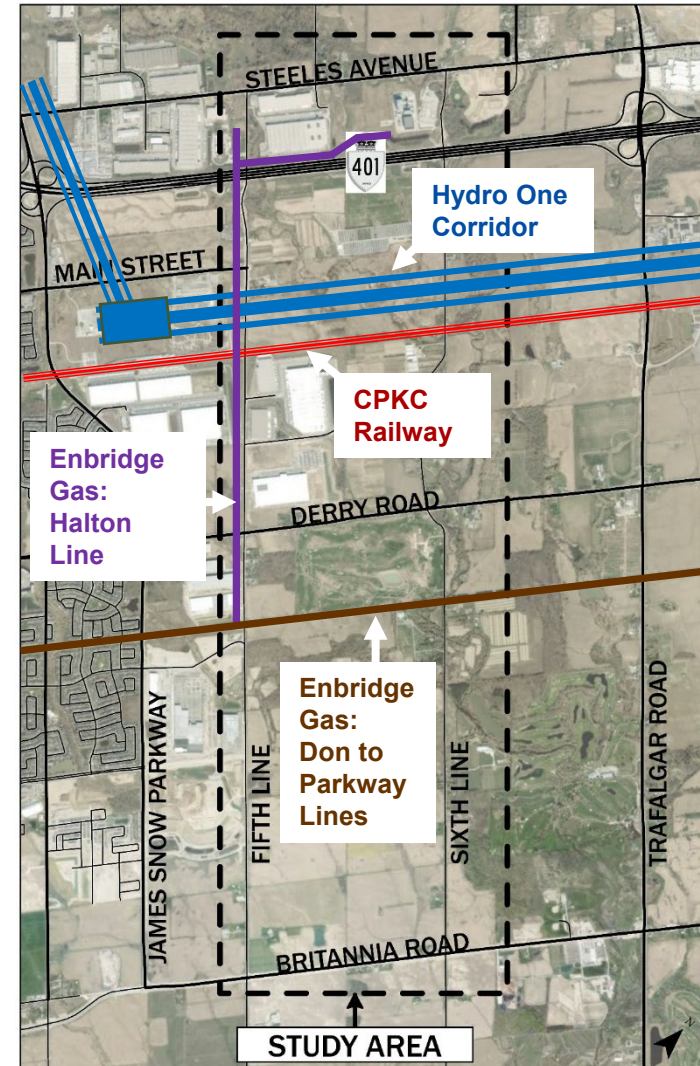
- Seven (7) built heritage resources (BHRs), one (6426 Sixth Line) which is designated under Part IV of the *Ontario Heritage Act*; and
- Nine (9) cultural heritage landscapes (CHLs), including historic buildings, farm/rural residences, and farmsteads.

Known Built Heritage Resources



Existing Major Utilities and Rail Infrastructure

- CPKC Railway with at-grade rail crossings at Fifth Line and Sixth Line (services Milton GO train).
- 500kV Hydro One corridor including towers, lines and infrastructure.
- High pressure Enbridge gas main (500mm diameter) along west side of Fifth Line connecting to Atura Power Halton Hills Generation Station at Steeles Avenue.



Problem and Opportunity Statement

- A traffic assessment was undertaken to assess existing and future travel demand needs in the study area (2031, 2041, 2051);
- To support future travel demand, a New North Regional Road Corridor is required to provide additional north-south capacity with a connection to Highway 401; and
- The New North Regional Road Corridor will strengthen north-south vehicular movement, active transportation, goods movement and improve connectivity between Britannia Road and Steeles Avenue.



New North Regional Road Corridor Municipal Class Environmental Assessment Study

Town of Halton Hills and Town of Milton

Public Information Centre #1

**Video #2 – Alternative Planning Solutions, Alternative Corridor
Concepts, Preliminary Recommendations and Next Steps**



Key Considerations

- Planned 47 m right-of-way per Halton Region's Transportation Master Plan (2011);
- Pedestrian and cycling facilities to connect with the broader network;
- Intersections designed to address pedestrian and cyclists' needs and safety;
- Integration with the ongoing Main Street East Extension MCEA (subject to coordination with the Town of Milton);
- Integration with Highway 401 with a potential new interchange connection (subject to MTO coordination and approval);
- Integration with CPKC rail crossing for a potential new grade-separation;
- Minimize impacts to properties (residential, business, institutional, recreational) and utilities;
- Minimize impacts to natural features and hazards including tributaries of East Sixteen Mile Creek;
- Minimize impacts to cultural heritage resources and areas of archaeological potential; and
- Integration with future development and land uses.



Alternative Planning Solutions Evaluation Summary

| Alternative Solution | Description | Evaluation |
|---|--|--|
| Do nothing in the Study Area. | No improvements – only planned improvements to 2031 will be in place. | Does not address the transportation needs within the study area. Do not carry forward (for comparison purposes only). |
| Implement travel demand management (TDM) measures. | Measures to manage travel demand by encouraging carpooling; shifting travel demand to off-peak hours, telecommute, etc. | On their own, TDM measures do not fully address the transportation needs and are already part of the Region's overall transportation strategy. Continue to be supported by local program and initiatives. |
| Improvements to Other Roadways | Widen and add transportation capacity to existing north-south roads in the Study Area including a combination of James Snow Parkway and Trafalgar Road. | Does not address the transportation needs within the study area. Do not carry forward. |
| Provide additional north-south capacity with active transportation facilities and a connection with Highway 401 | Implement a new north-south Regional Road between Steeles Avenue to Britannia Road including a connection with Highway 401 (with active transportation facilities) | Needs identified in Transportation Master Plan and the Problem / Opportunity Statement to support future growth. Carry forward as recommended planning solution. |

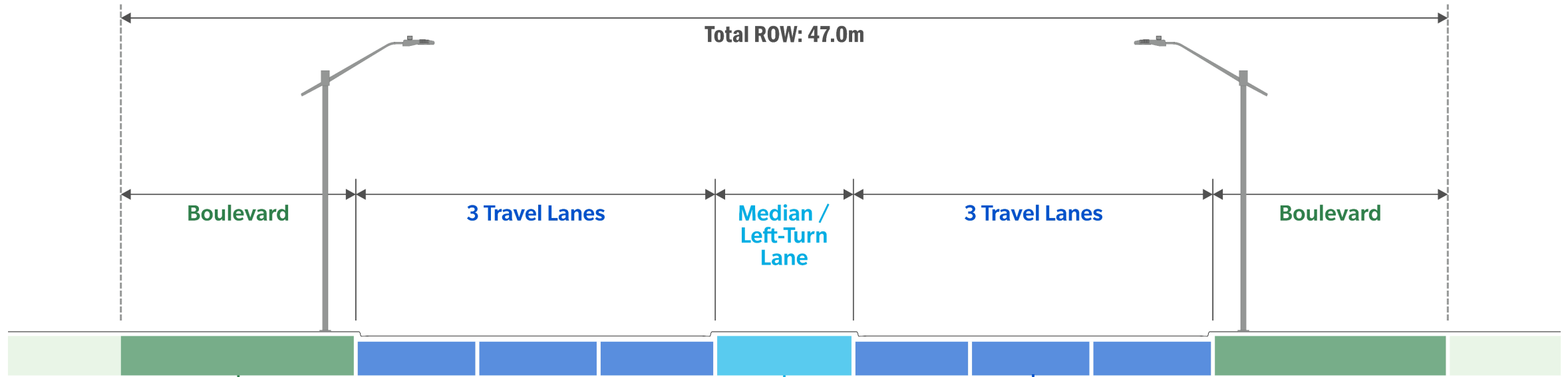
Recommended Planning Solution

The **recommended planning solution** consists of implementing a new north-south Regional Road between Steeles Avenue to Britannia Road including:

- Active transportation facilities for pedestrians and cyclists; and
- A new connection with Highway 401, subject to MTO review and approval.



Typical Cross-Section Elements



Boulevards on both sides of the road that provide space for:

- Setbacks to property lines
- Separated pedestrian and cycling facilities
- Streetlighting and utilities
- Curbs and drainage features

Raised Centre Median:

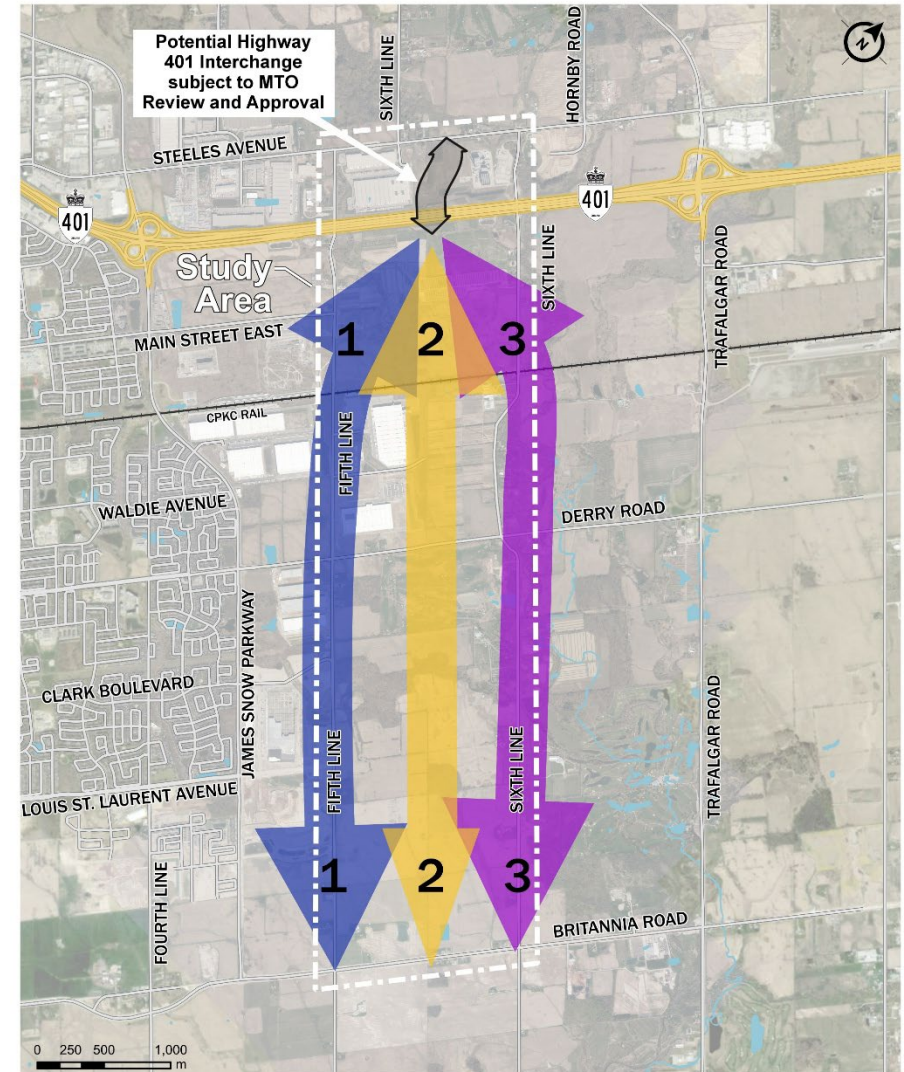
- At intersections this space may be used for left-turn lanes with a narrow median

Three (3) travel lanes in each direction:

- To accommodate all motorized vehicles

Alternative Corridor Concepts

- **Alternative 1:** Extend south to the Main Street East extension, tie into existing Fifth Line, and widen to six lanes;
- **Alternative 2:** A new six-lane facility, mid-block between Fifth Line and Sixth Line;
- **Alternative 3:** Extend south to Main Street East extension, tie into existing Sixth Line, and widen to six lanes; and
- All alternatives include a potential Highway 401 interchange.



Evaluation Criteria

The alternative corridor concepts were evaluated based on the following criteria:



Transportation: ability to accommodate future travel demand, road network compatibility/connectivity, active transportation, constructability, phasing and staging, rail-road grade separation, utilities;



Cultural Environment: archaeological and cultural heritage resources;



Natural Environment: terrestrial features, watercourse crossings, fisheries and aquatic habitat, wildlife, surface water quality and quantity; and



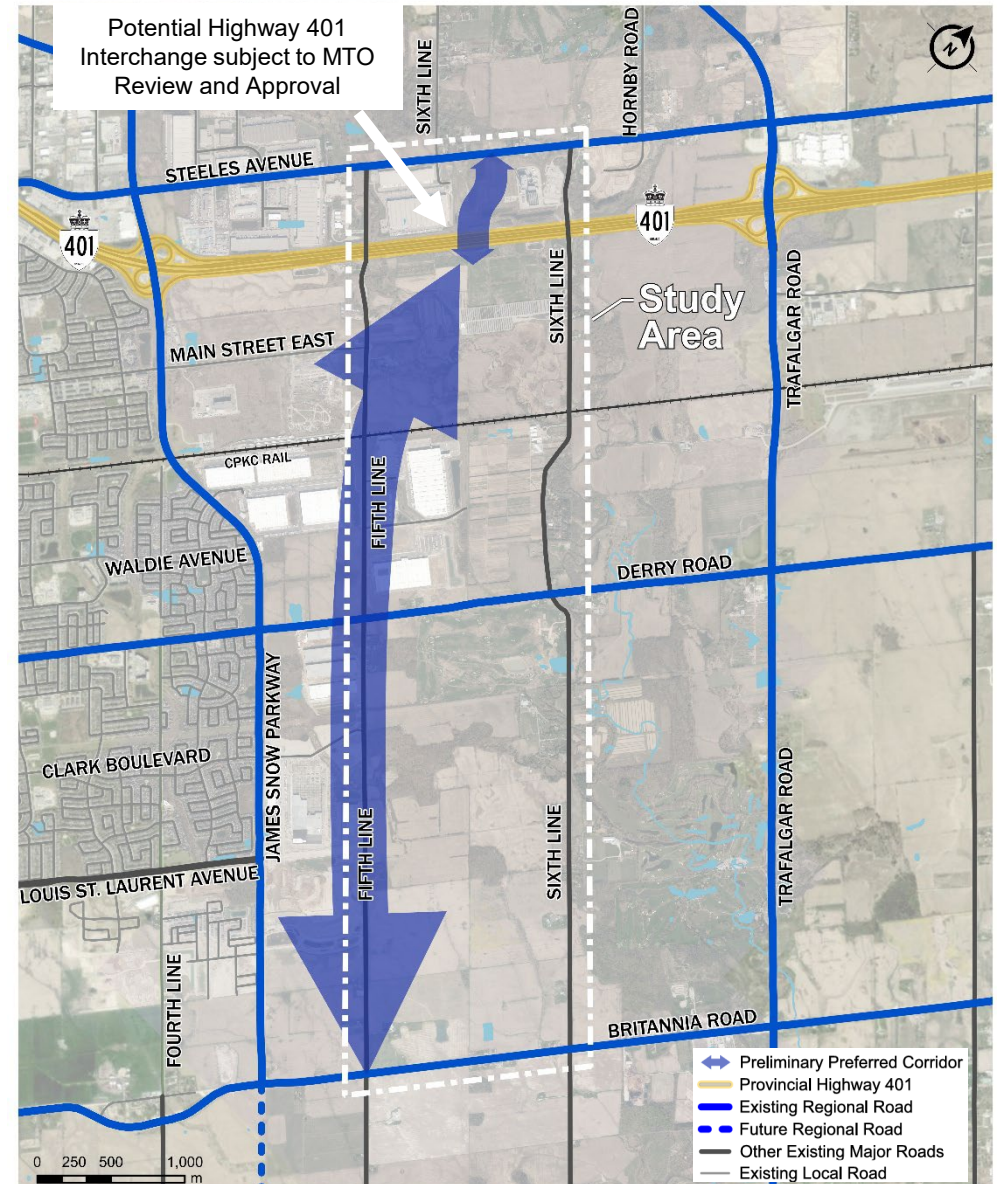
Socio-Economic Environment: impacts to future development, property effects, existing land use, community effects, access, noise, effects on climate change.

Evaluation of Alternative Corridor Concepts

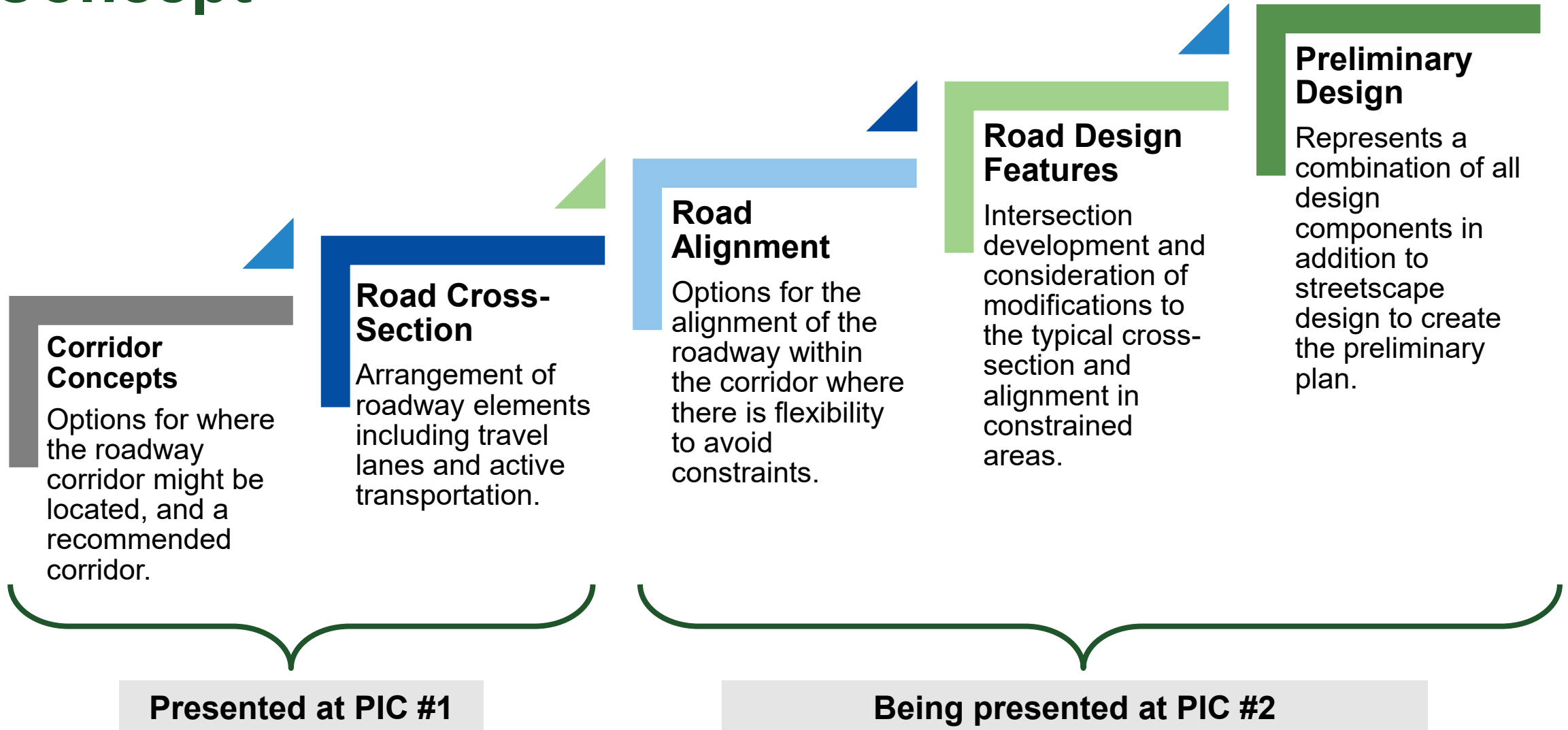
| Evaluation Criteria | Alternative 1 Connection to and Widening of Fifth Line | Alternative 2 New Six Lane Mid-Block Roadway | Alternative 3 Connection to and Widening of Sixth Line* |
|---|---|---|--|
| Transportation & Technical Environment | <ul style="list-style-type: none"> - Meets demand, adds 3 net additional lane per direction from Steeles Avenue to Main Street, and 1 net additional lane per direction from Main Street to Britannia Road - Reconstruction of an existing corridor, with potential impacts to existing infrastructure and utilities. | <ul style="list-style-type: none"> - Meets demand, adds 3 additional lanes per direction. - Moderate complex constructability given new corridor. - Limited need for constructing staging or detouring | <ul style="list-style-type: none"> - Meets demand, adds 2 net additional lane per direction - Involves construction within a complicated physical environment along the Middle Branch of Sixteen Mile Creek |
| Cultural Environment | <ul style="list-style-type: none"> - Least potential impacts due to smaller footprint road widening | <ul style="list-style-type: none"> - Moderate potential impacts due to larger footprint of a new corridor | <ul style="list-style-type: none"> - Greatest potential for impacts due to location and number of identified cultural resources |
| Natural Environment | <ul style="list-style-type: none"> - Least potential impacts, due to fewer number of new watercourse crossings and fewer natural features impacted | <ul style="list-style-type: none"> - Moderate potential impacts, due to number of new watercourse crossings and impacts to natural features | <ul style="list-style-type: none"> - Highest potential impacts due to number of watercourse crossings and natural features along the Middle Branch of Sixteen Mile Creek |
| Socio-Economic Environment | <ul style="list-style-type: none"> - Anticipated impacts to some property frontages along Fifth Line - Supports planned growth | <ul style="list-style-type: none"> - Direct impacts to property for a new corridor - Supports planned growth. | <ul style="list-style-type: none"> - Anticipated significant impacts to existing and planned land uses. |
| OVERALL SUMMARY | RECOMMENDED | <div style="display: flex; justify-content: space-around;"> Most Preferred Less Preferred </div> | <div style="display: flex; justify-content: space-around;"> Least Preferred </div> <p data-bbox="1849 1243 2438 1300">*Note the ongoing Sixth Line MCEA Study by the Town of Milton</p> |

Preliminary Preferred Corridor Concept – Alternative 1

- New six-lane corridor from Steeles Avenue to Britannia Road:
 - Potential new Highway 401 Interchange (subject to MTO review and approval)
 - Intersection with Main Street East extension (subject to coordination with the Town of Milton)
 - Widen Fifth Line to six lanes south of Main Street to Britannia Road (subject to coordination with the Town of Milton)
- Minimizes potential impacts to natural and cultural environment.
- Utilizes existing Fifth Line corridor with a proposed road widening.
- Supports planned growth and secondary plans in the area.



Process for Developing the Preliminary Design Concept



Design Considerations and Opportunities

In Phase 3 of the MCEA Process, Design Alternatives will be developed based on the Recommended Solution and the Preliminary Preferred Corridor Concept. In developing the Design Alternatives, a number of key constraints and design elements need to be considered:

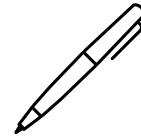
- Evaluating options for the potential Highway 401 interchange (subject to MTO coordination and approval);
- Coordinating with the Town of Milton Main Street East Extension MCEA study;
- Avoiding or mitigating impacts to Hydro One and Enbridge Gas Infrastructure;
- Grade-separating the NNRR at CPKC rail corridor, considering future planning for the Milton Line GO Transit service;
- Address potential implications of regulated floodplain, wetland, meander belt, and stable top of bank hazards, as well as watercourses including tributaries to East Sixteen Mile Creek, and other environmental features;
- Addressing impacts to cultural heritage resources;
- Addressing municipal servicing and drainage requirements;
- Limiting and mitigating property impacts;
- Providing active transportation facilities for users of all abilities, including protected intersections;
- Incorporating intersections with existing and proposed roadways; and
- Determining facility cross-sections that fit within the planned 47m right-of-way.

Next Steps in the MCEA Study

Following this Public Information Centre, the Project Team will:

- Review and consider feedback from agencies, stakeholders, Indigenous Communities and First Nations, and the public
- Confirm recommended planning solution and preliminary corridor concept
- Develop and evaluate design alternatives
- Identify a recommended preferred design
- Develop the preliminary design and present at Public Information Centre #2 (PIC 2)

How to stay involved:



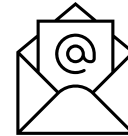
Online survey

Provide your feedback by **June 18, 2026**



Study webpage

Learn more about the project at halton.ca



Contact the Project Team

Reach out to the Halton Region Project Team at NewNorthRRMCEA@halton.ca