

New North Regional Road Corridor Municipal Class Environmental Assessment Study Online Public Information Centre #1

Video #1: Introduction, Study Background and Existing Conditions

The following provides a text version of the audio that is included in the video, “Introduction, Study Background and Existing Conditions.”

Slide 1 (Welcome)

Welcome to the first Public Information Centre (or P-I-C for short) for the New North Regional Road Corridor Municipal Class Environmental Assessment Study (or “M-C-E-A” Study), which we will refer to as “the study” in this video.

This PIC will be available to the public for review and comment from May 28 to June 18, 2026.

This Public Information Centre has two videos that:

1. Introduce the study, review the background work completed to date, and present the existing conditions in the study area.
2. Present alternative planning solutions, alternative corridor concepts, preliminary recommendations and next steps.

Slide 2 (Purpose of PIC #1)

The P-I-C includes two videos that will:

- Introduce the study and the Municipal Class Environmental Assessment (or M-C-E-A) process;
- Present the study background and existing conditions;
- Present the alternative planning solutions, alternative corridor concepts, and preliminary recommendations; and,
- Present design considerations, next steps, and opportunities to provide feedback.

Thank you for taking the time to watch this presentation and learn more about this study!

Slide 3 (About this Public Information Centre)

There are multiple ways to get involved in this study. This includes:

- Watching the P-I-C videos and/or reviewing the presentation;
- Providing comments and feedback through our online survey by June 18, 2026;

- Visiting the Municipal Class Environmental Assessment studies webpage on halton.ca; and;
- Contacting the Project Team at NewNorthRRMCEA@halton.ca to join the study mailing list or provide feedback in an alternate manner.

Slide 4 (Study Purpose)

Halton Region is undertaking a Schedule “C” M-C-E-A 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 2011 Transportation Master Plan – The Road to Change 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; and,
- A new interchange with Highway 401.

Additionally, a wide range of multi-modal transportation improvements will be considered and social, cultural and environmental impacts of the improvements will also be assessed and evaluated.

Slide 5 (Study Process and Schedule)

This M-C-E-A 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 M-C-E-A process.

Consultation is ongoing throughout the four phases, and we welcome your comments and feedback at any time during this study.

The diagram shows the four phases of the M-C-E-A process. Phase 1 of the study includes the identification of problems and opportunities. Phase 2 of the study includes looking at Alternative Solutions to address the problems and opportunities identified in Phase 1. We are currently in Phase 2 and this presentation will provide an overview of the of the work completed to date.

Phase 3 includes the development and assessment of alternative design concepts and a preliminary preferred plan. An Environmental Study Report will be prepared at the end of the study, as part of Phase 4, to document the decision-making process and public feedback.

Slide 6 (Study Background)

Two Regional plans identified the need for the New North Regional Road Corridor:

- The first is the 2011 Halton Region Transportation Master Plan, which 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.
- The second is the 2025 Halton Region Integrated Master Plan (or I-M-P). The I-M-P was initiated in 2022 to complete the next Region-wide Water, Wastewater and Multi-Modal Transportation Master Plans. The purpose of the I-M-P is 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 M-C-E-A study in the I-M-P.

Slide 7 (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 I-M-P for Water, Wastewater and Transportation.
- Through the I-M-P, 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, prioritizing active transportation, including protected intersections.
- Specific to the New North Regional Road Corridor, the active transportation improvements identified in the I-M-P include a sidewalk and a multi-use path, as depicted in the image on the right.

Slide 8 (Existing Conditions – Road Network)

The study area road network includes:

- Highway 401, a 12 lane provincial highway, which was recently widened to include three collector lanes, two express lanes, and one H-O-V lane in each direction;
- Several Regional roads, including:
 - Steeles Avenue, which currently has four lanes, and is planned for widening to six lanes;
 - Derry Road, which currently has four lanes, and is planned for widening to six lanes; and,
 - Britannia Road, which was recently widened to six lanes;
- Several Town roads, including:
 - Fifth Line, which currently varies from two to four lanes. The section between Derry Road and Britannia Road is planned for widening from two lanes to four lanes; and,

- Sixth Line, which currently has 2 lanes. Sixth Line is currently part of a separate, ongoing Town of Milton M-C-E-A study.

Slide 9 (Premier Gateway Employment Area Land Use Plan– Town of Halton Hills)

The study area falls within the Premier Gateway Employment Area Phase 1B Secondary Plan in the Town of Halton Hills. The Secondary Plan identifies the study area as lands primarily designated as Prestige Industrial Area, which are key employment lands that will be developed with a wide range of industrial, office, commercial, and institutional uses.

The image on the right shows the land use designations from the Premier Gateway Employment Area Land Use Plan for the study area.

Slide 10 (Derry Green Corporate Business Park Secondary Plan – Town of Milton)

The study area also falls within the Derry Green Corporate Business Park Secondary Plan in the 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 as per the Secondary Plan.

The image on the right shows the land use designations from the Derry Green Corporate Business Park Secondary Plan for the study area.

Slide 11 (Britannia Secondary Plan – Town of Milton)

The study area also falls within the Britannia Secondary Plan in the Town of Milton. The study area between Louis St. Laurent Avenue and Britannia Road includes lands designated as Natural Heritage System, Evolving Neighbourhood, Neighbourhood Commercial Mixed Use, Urban Village Centre, and Future Community Area Designation as per the Secondary Plan.

The image on the right shows the land use designations from the Britannia Secondary Plan for the study area.

Slide 12 (Existing Natural Environment and Hazards)

Key natural features within the study area include existing watercourses, woodlots, wetlands, floodplain, meander belt, and stable top of bank hazards associated with the East Sixteen Mile Creek. There is also potential for Species at Risk and Significant Wildlife Habitat, including bats, grassland birds and woodland breeding amphibians, and protected migratory bird nests.

Desktop and background research has been completed to document the natural environment within the study area.

The map on the right shows the locations of the natural features and hazards within the study area.

Slide 13 (Existing Archaeological Conditions)

A review of a previously completed Stage 1 Archaeological Assessment determined 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.

Slide 14 (Existing Cultural Heritage)

A Cultural Heritage Report was undertaken which identified that seven built heritage resources exist in the study area, with one property at 6426 Sixth Line being formally designated under Part IV of the Ontario Heritage Act. The heritage report also identified nine cultural heritage landscapes, which include historic buildings, farm/rural residences, and farmsteads.

Slide 15 (Existing Major Utilities and Rail Infrastructure)

Several existing major utilities and rail infrastructure are in the study area.

- The C-P-K-C Railway which runs east-west through the study area with existing at-grade rail crossings at Fifth Line and Sixth Line. This railway also services the Milton GO train.
- A 500kV Hydro One corridor, which includes transmission lines and towers, runs east west just north of the CPKC railway line.
- A high pressure 500mm-diameter Enbridge gas main runs along the west side of Fifth Line and connects to the Atura Power Halton Hills Generation Station at Steeles Avenue.

The map on the right shows the location of the major utilities and rail infrastructure within the study area.

Slide 16 (Problem and Opportunity Statement)

As part of Phase 1 of the M-C-E-A, the following Problem and Opportunity Statement has been developed for the study:

- A traffic assessment was undertaken to assess existing and future travel demand needs in the study area to the years 2031, 2041, and 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.
- 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.

This is the end of Video #1. To learn more about the alternative planning solutions, alternative corridor concepts, preliminary recommendations, and next steps, please continue to Video #2.