



June 2, 2015

Chief James Marsden  
Alderville First Nation  
PO Box 46, R.R. #4  
Roseneath, ON K0K 2X0

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
from Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
Class Environmental Assessment Study – Public Information Centre #2**

Dear Chief Marsden:

The Regional Municipality of Halton has retained MMM Group Limited (MMM) to undertake a Municipal Class Environmental Assessment (EA) Study to assess transportation corridor improvements on Trafalgar Road (Regional Road 3) between Steeles Avenue (Regional Road 8) and Highway 7 in the Town of Halton Hills. This Study is being carried out in accordance with the planning and design process for Schedule 'C' projects as outlined in the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007 & 2011), which is approved under the Ontario Environmental Assessment

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A key component of the study will be consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). The second Public Information Centre has been arranged for:

**Date: Wednesday, June 17, 2015**  
**Time: Drop-in: 6:30 p.m. – 8:30 p.m.**  
**Location: Mold-Masters Sportsplex, Gordon Alcott Heritage Hall,  
221 Guelph Street, Georgetown ON L7G 4A8**

**The Regional Municipality of Halton**

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Sincerely,

A handwritten signature in blue ink that reads "Jeffrey Reid". The signature is written in a cursive style.

Jeffrey Reid, C.E.T.  
Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

Enclosure – Notice of Public Information Centre #2



June 2, 2015

Chief Phyllis Williams  
Curve Lake First Nation  
Government Services Building  
Curve Lake, ON K0L 1R0

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
from Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
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Jeffrey Reid, C.E.T.  
Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

Enclosure – Notice of Public Information Centre #2



June 2, 2015

Chief Laurie Carr  
Hiawatha First Nation  
123 Paudash Street, R.R. #2  
Keene, ON K0L 2G0

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
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Jeffrey Reid, C.E.T.  
Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

Enclosure – Notice of Public Information Centre #2



June 2, 2015

Chief Tracy Gauthier  
Mississaugas of Scugog Island First Nation  
22521 Island Road  
Port Perry, ON L9L 1B6

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
from Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
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Jeffrey Reid, C.E.T.  
Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

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June 2, 2015

Chief Bryan LaForme  
Mississaugas of the New Credit First Nation  
2789 Mississauga Road, R.R. #6  
Hagersville, ON N0A 1H0

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
from Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
Class Environmental Assessment Study – Public Information Centre #2**

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Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

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June 2, 2015

Grand Chief Thompson Dooley  
Mohawk Council of Akwesasne  
P.O. Box 579  
Cornwall ON K6H 5T3

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
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Senior Transportation Planner

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June 2, 2015

Chief Joel Abram  
Oneida Nation of the Thames  
2212 Elm Avenue  
Southwold, ON N0L 2G0

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
from Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
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Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

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June 2, 2015

Hohahe Leroy Hill  
Haudenosaunee Confederacy  
Chiefs Council  
2634 6<sup>th</sup> Line Road  
R.R. #2  
Ohsweken, ON N0A 1M0

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

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June 2, 2015

Chief Ava Hill  
Six Nations of the Grand River Territory  
P.O Box 5000, 1695 Chiefswood Road  
Ohsweken, ON N0A 1M0

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

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June 2, 2015

Chief R. Donald Maracle  
The Mohawks of the Bay of Quinte First Nation  
Box 98, 48B Bayshore Road  
Tyendinaga Mohawk Territory, ON K0K 1X0

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

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221 Guelph Street, Georgetown ON L7G 4A8**

**The Regional Municipality of Halton**

The purpose of the PIC is to present the planning alternatives being considered, evaluation of alternatives and draft functional designs. Anyone with an interest in this study is invited to attend and participate.

If you are unable to attend the Public Information Centre and would like to provide comments, please forward them by July 3, 2015. For more information on this project, please visit the project website at [www.halton.ca/EAprojects](http://www.halton.ca/EAprojects).

Thank-you in advance for your participation. Should you have any questions or require additional information, please contact the undersigned at (905) 825-6000 ext. 7920 or [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca).

Sincerely,

A handwritten signature in blue ink that reads "Jeffrey Reid". The signature is written in a cursive style.

Jeffrey Reid, C.E.T.  
Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

Enclosure – Notice of Public Information Centre #2



June 2, 2015

Chief Blaine Commandant  
Wahta Mohawk Territory  
Box 260  
Bala, ON P0C 1A0

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
from Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
Class Environmental Assessment Study – Public Information Centre #2**

Dear Chief Commandant:

The Regional Municipality of Halton has retained MMM Group Limited (MMM) to undertake a Municipal Class Environmental Assessment (EA) Study to assess transportation corridor improvements on Trafalgar Road (Regional Road 3) between Steeles Avenue (Regional Road 8) and Highway 7 in the Town of Halton Hills. This Study is being carried out in accordance with the planning and design process for Schedule 'C' projects as outlined in the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007 & 2011), which is approved under the Ontario Environmental Assessment

The Municipal Class Environmental Assessment (October 2000, amended 2007 & 2011), identifies consultation requirements with all stakeholders. As part of the study process, information about the project is sent to all stakeholders to explain the project and invite participation and dialogue. We are endeavouring to establish separate and direct dialogue with First Nations. Correspondence from Halton Region does not represent consultation on behalf of the Governments of Canada or Ontario and Halton Region does not in any way represent the Governments of Canada or Ontario.

In order to fully assess potential impacts on First Nation interests, and to facilitate meaningful consultation, the purpose of this letter, as noted, is to further update you on the project and to solicit comments that should be addressed throughout the Class EA Study. Please note that we are also contacting the Ministry of Tourism, Culture and Sport, the Ministry of Aboriginal Affairs, and Aboriginal Affairs and Northern Development Canada for their respective input to the Study.

A key component of the study will be consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). The second Public Information Centre has been arranged for:

**Date: Wednesday, June 17, 2015**  
**Time: Drop-in: 6:30 p.m. – 8:30 p.m.**  
**Location: Mold-Masters Sportsplex, Gordon Alcott Heritage Hall,  
221 Guelph Street, Georgetown ON L7G 4A8**

**The Regional Municipality of Halton**

The purpose of the PIC is to present the planning alternatives being considered, evaluation of alternatives and draft functional designs. Anyone with an interest in this study is invited to attend and participate.

If you are unable to attend the Public Information Centre and would like to provide comments, please forward them by July 3, 2015. For more information on this project, please visit the project website at [www.halton.ca/EAprojects](http://www.halton.ca/EAprojects).

Thank-you in advance for your participation. Should you have any questions or require additional information, please contact the undersigned at (905) 825-6000 ext. 7920 or [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca).

Sincerely,

A handwritten signature in blue ink that reads "Jeffrey Reid". The signature is written in a cursive style.

Jeffrey Reid, C.E.T.  
Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

Enclosure – Notice of Public Information Centre #2

**Ministry of Tourism,  
Culture and Sport**

Culture Services Unit  
Programs and Services Branch  
401 Bay Street, Suite 1700  
Toronto ON M7A 0A7  
Tel: 416 314 7147  
Fax: 416 212 1802

**Ministère du Tourisme,  
de la Culture et du Sport**

Unité des services culturels  
Direction des programmes et des services  
401, rue Bay, Bureau 1700  
Toronto ON M7A 0A7  
Tél: 416 314 7147  
Télé: 416 212 1802



June 9, 2015 (EMAIL ONLY)

Mr. Jeffery Reid, C.E.T.  
Senior Transportation Planner  
Halton Region  
1151 Bronte Rd  
Oakville, ON L6M 3L1  
E: Jeffery.reid@halton.ca

**RE: MTCS file #: 0001280**  
**Proponent: Halton Region**  
**Subject: Trafalgar Road (Regional Road 3) Transportation Corridor  
Improvements, Steeles Avenue (Regional Road 8) to Highway 7**  
**Location: Town of Halton Hills, Ontario**

---

Dear Mr. Reid:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the information regarding project including the Notice of Commencement, Notices of PIC, and Technical Advisory Committee meeting materials. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

### **Archaeological Resources**

Project materials indicate that stage 1 of an archaeological assessment for this project has been completed, and found that the existing Trafalgar Road right-of-way is completely disturbed, but that archaeological potential exists in other parts of the study area and will necessitate further archaeological work if these areas are to be impacted by the preferred alternative. If this EA study is to consider any alternatives that would involve impacting land with archaeological potential, please ensure that the stage 2 and, if necessary, stage 3 archaeological assessment work is carried out early enough in the process that its findings regarding the presence or lack of archaeological resources can factor into the evaluation of those alternatives.

### **Built Heritage and Cultural Heritage Landscapes**

Project materials indicate that the project team has completed a Cultural Heritage Landscape & Built Heritage Resources review. If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS for review, and make it available to local organizations or individuals who have expressed interest in heritage.

### **Environmental Assessment Reporting**

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please provide any technical heritage studies to MTCS before issuing a Notice of Completion.

Thank you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Dan Minkin  
Heritage Planner  
Dan.Minkin@Ontario.ca

Copied to: Mr. Neil Ahmed, MMM Group Limited

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.



## Stefan Sirianni

---

**From:** Routledge, Graham (MTO) <Graham.Routledge@ontario.ca>  
**Sent:** June-22-15 2:00 PM  
**To:** Stefan Sirianni  
**Cc:** 'Reid, Jeffrey'; Patrick.Monaghan@halton.ca; Melissa.Webb@gotransit.com; Jakaitis, Alicia; Katherine Jim; Neil Ahmed; Ahn, Paul (MTO)  
**Subject:** RE: 3214006 Trafalgar Rd EA - Memo to MTO Re: Lindsay Court Access  
**Attachments:** Lindsay Court Extended Care Temp Access.pdf; Lindsay Court Extended Care Temp Access 2.pdf

**Categories:** Print and File / Update Comment Sheet

Good afternoon Stefan,

The MTO has reviewed this proposal and offers the following comments:

1. This proposal includes direct access from Lindsay Court to Highway 7, between Trafalgar Road and Banting Road. As per our previous comments, MTO will not support any proposed direct access to/from Highway 7 between Trafalgar Road and Banting Road, and therefore will not support this proposal. Access from Lindsay Court to Highway 7 should be provided via the existing local road network such as Trafalgar Road and Banting Road.
2. This proposal does not include preliminary plans and profiles of Trafalgar Road showing the proposed vertical and horizontal alignments, and showing the appropriate horizontal and vertical design sight distances between Berton Blvd. and Highway 7.

In general, please note:

- a. the MTO is anticipating that Halton Region's priority is to provide a resolution to the sight line issues and access on Trafalgar Road so that access to the Long Term Care Facility can be provided via Lindsay Court, and that the temporary direct access to Highway 7 can be closed per the correspondence attached.
- b. potential considerations to resolve the sight line issues without grade separation of the Trafalgar Rail crossing, should include raising the grade on Trafalgar Road on the north side or south side (or both) of the railway.
- c. minor re-alignment of Lindsay Court may be considered provided that MTO requirements for safety, traffic operations and geometric standards (as it relates to the Highway 7/Trafalgar Road intersection) are met, and that any related issues are addressed to the satisfaction of the MTO
- d. the MTO considers access to Highway 7 at Banting Road via McCullough Crescent to be a viable option for consideration. This option may require improvements at the intersection of Highway 7 and Banting Road to mitigate any related traffic and geometric issues, and mitigation of environmental issues related to connecting Lindsay Court to McCullough Crescent.
- e. an at-grade crossing to Johnson PI from Lindsay Court may be a viable option
- f. proposals intended to resolve the sight line issues at the intersection of Trafalgar and Lindsay Court (existing or proposed alignment) should also provide preliminary plans and profiles showing the proposed vertical and horizontal alignments, and clearly showing the appropriate horizontal and vertical design sight distances between Berton Blvd. and Highway 7, as well as details of the sight distance analysis for the connection of Lindsay Court to Trafalgar Rd.

Please contact me if you have any questions of comments in this regard.

Thank you

Graham

---

**From:** Stefan Sirianni [<mailto:SirianniS@mmm.ca>]

**Sent:** June-05-15 12:57 PM

**To:** Ahn, Paul (MTO); Routledge, Graham (MTO)

**Cc:** 'Reid, Jeffrey'; [Patrick.Monaghan@halton.ca](mailto:Patrick.Monaghan@halton.ca); [Melissa.Webb@gotransit.com](mailto:Melissa.Webb@gotransit.com); Jakaitis, Alicia; Katherine Jim; Neil Ahmed

**Subject:** 3214006 Trafalgar Rd EA - Memo to MTO Re: Lindsay Court Access

**Re: Halton Region**

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

**Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills**

**Class Environmental Assessment Study**

**Our File: W.O. 3214006**

**Lindsay Court Access**

Dear Mr. Ahn and Mr. Routledge,

Further to our meeting on May 5, 2015 with MTO representatives Mohammad Alvi and Kevin Kelly, please find enclosed a package that includes the following documents:

- Minutes of May 5, 2015 Meeting
- Lindsay Court Access Memo
- Trafalgar Road and Lindsay Court Plan

A higher quality physical copy of the attached documents has also been sent to your office by courier.

If you have any questions, please feel free to contact Ms. Katherine Jim, MMM Group, at [jimk@mmm.ca](mailto:jimk@mmm.ca) or 905-823-8500 ext. 1371.

Yours truly,

-Stefan

**Stefan Sirianni**

Designer, E.I.T.

Transportation – Planning

**MMM Group Limited**

2655 North Sheridan Way, Suite 300

Mississauga, ON Canada L5K 2P8

t: 905.823.8500 x1421 | f: 905.823.8503

[SirianniS@mmm.ca](mailto:SirianniS@mmm.ca) | [www.mmm.ca](http://www.mmm.ca)

THE REGIONAL MUNICIPALITY OF HALTON  
1151-BRONTE ROAD  
OAKVILLE, ONTARIO, CANADA L6M 3L1



Mr. Peter Korpál, P.Eng.  
Ministry of Transportation  
4th Floor Atrium Tower (Bldg. D)  
1201 Wilson Avenue  
Downsview, ON M3M 1J8

Dear Peter

**Re: Temporary Access - Halton Hills Extendicare Facility, Trafalgar Rd @ Hwy 7, Georgetown**

This is in reference to our recent discussion regarding interim access arrangements and the various options considered for the proposed Halton Hills Extendicare facility located at Trafalgar Rd. and Hwy 7 in Georgetown. Recognizing the safety concerns and limitations associated with the intersection of Lindsay Court and Trafalgar Road, which essentially precludes consideration for access from Lindsay Court at this time, and given the potential concerns with the proposed temporary access on Trafalgar Road just south of Hwy 7, we are supportive of a temporary access to this development from Hwy 7 to be granted by the Ministry. Regional staff acknowledges that this access to Hwy 7 is on the basis that it will be temporary in nature, for a minimum period of 3 years.

During this time period Halton will work with the Ministry of Health to look at other options to address safety concerns at the intersection of Lindsay Cr. and Trafalgar Rd so as to ultimately close off the temporary access on Hwy 7 and relocate the main access via Lindsay Cr. A possible solution would be a traffic signal/left turn combination with provisions for a NB protected left turn movement. Costs for these improvements, if deemed viable, would be the proponent's responsibility.

Halton also has plans identified in the 10-year capital roads (2005/2006) budget to eventually widening Trafalgar Road from Maple Ave to Hwy 7. We are currently slated to initiate an Environmental Assessment for this project next year. There are also provisions in our Development Charges By-law to ultimately provide for grade separations at both CNR crossings on Trafalgar Rd including the crossing just south of Lindsay Cr. Staff will undertake on a best efforts basis to advance both the widening and grade separation projects.

I trust this meets with your approval. Please call me if you wish to discuss this matter further.

Yours truly,

A handwritten signature in black ink, appearing to read "Ho Wong", is written over a white background.

Ho Wong  
Director, Long Range Planning  
& Transportation Services

cc Randy Hodge, Ministry of Health  
Andrew Hope, Halton Region





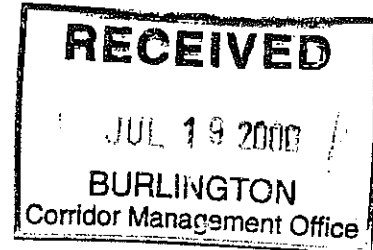
Ministry of Transportation Ontario  
Ministère des Transports

Highway Engineering Section, Central Region  
4<sup>th</sup> Floor, Building "D"  
1201 Wilson Avenue  
Downsview, Ontario M3M 1J8

Telephone: (416) 235-4485  
Facsimile: (416) 235-4008

July 17, 2000

Mr. Ho Wong  
Director, Long Range Planning & Transportation Services  
The Regional Municipality of Halton  
1151 Bronte Road,  
Oakville, Ontario  
L6M 3L1



Dear Mr. Wong:

**RE: Temporary Access - Halton Hills Extensicare Facility, Trafalgar Rd. At Highway 7, Georgetown**

Thank you for your June 13, 2000 letter stating the Region's support for the temporary access on Highway 7. Although all of the conditions for approval will not be identified until the proponent has submitted an application for access to Highway 7, your commitment that Regional staff will undertake best effort to advance improvements on Trafalgar Road is a key condition of the approval of this temporary access. This commitment will allow the Ministry of Transportation to consider an application for access to Highway 7 with the understanding that it will be relocated to Lindsay Court once the improvements to Trafalgar Road have been completed.

Once all of the approval conditions are met, this temporary access will be considered for a 3 year time period at which time an update of the progress with respect to the Trafalgar Road improvements and a traffic operation review will be required before consideration will be given for renewing the temporary access permit.

If you wish to discuss this further please do not hesitate to call me at 416-235-4485.

Yours truly

Doug Coulter  
Project Manager  
Highway Engineering

cc: File

L. Politano, MTO - Hwy. Eng.  
P. Korpai, MTO - Hwy. Eng.  
B. Stephenson, MTO - CMO  
M. Mikolajczak, MTO - CMO  
R. Ness, MTO - CMO  
J. Linhardt, Town of Halton Hills  
S. Grace, Town of Halton Hills  
R. Hodge, MOH

PLANNING & PUBLIC WORKS DEPARTMENT  
PLANNING AND TRANSPORTATION SERVICES  
Tel: 905-825-6000 Fax: 905-825-8822  
Toll free: 1-866-4HALTON (1-866-442-5866)



January 18, 2005

Extendicare/Halton Hills  
9 Lindsay Court  
Georgetown ON L7G 6G9

Attention: Carmela Cimarrusti, Resident Program Manager

Dear Ms. Cimarrusti:

**Re: Access to Highway 7**

**COPY**

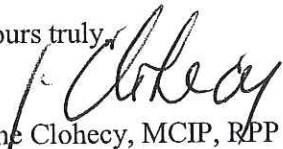
We have considered the concerns that you raised in your letter of December 29, 2004, with respect to the current access from your facility to Highway 7 and would like to advise you regarding what action the Region of Halton is undertaking. Highway 7 is under the jurisdiction of the Ministry of Transportation (MTO), so any of the changes to the highway that you suggested would have to be undertaken in consultation with Ministry staff, including any speed limit changes. The contact at MTO is Mr. Greg Roszler, Ministry of Transportation Corridor Management Office, 7<sup>th</sup> Floor, Building 'D', 1201 Wilson Avenue, Downsview, M3M 1J8. We have provided Mr. Roszler with a copy of your letter.

We have already been in contact in the Ministry, and they are evaluating what they might be able to do to improve the current traffic situation around the access to your facility. We have also spoken to Mr. Rick Henry at the Town of Halton Hills.

The Region of Halton will be undertaking a Class Environmental Assessment for Trafalgar Road from 10 Side Road to Highway 7, commencing in late January/early February 2005, and you will receive an invitation to the first Public Information Centre tentatively scheduled for April 2005. Improvements to this part of Trafalgar Road are not in the Regional Capital Budget until 2009, at which time the temporary access to Highway 7 will be closed with access available from Lindsay Court off Trafalgar Road. However, given your concerns about the safety of the current access to your facility, Regional staff will be undertaking a minor traffic analysis in this area to determine what improvements might be needed in the interim.

We trust that this responds to your inquiry, and we will keep you informed as to the results of our investigation. Thank you for bringing this matter to our attention.

Yours truly,



Jane Clohecy, MCIP, RPP  
Director of Planning and Transportation Services

- c:  Greg Roszler, MTO  
Rick Henry, Town of Halton Hills  
Edward Soldo, Manager of Transportation Services  
Nancy Mott-Allen, Manager of Current Planning

## Stefan Sirianni

---

**From:** Biju Punnooran <Biju.Punnooran@gotransit.com>  
**Sent:** June-30-15 1:30 PM  
**To:** Stefan Sirianni; Melissa Webb  
**Cc:** Reid, Jeffrey; Monaghan, Patrick; Green-Battiston, Melissa; Jakaitis, Alicia; Cengiz.Cakmak@halton.ca; Neil Ahmed; Katherine Jim; Adam Snow  
**Subject:** RE: 3214006 Trafalgar Road EA - Meeting with Metrolinx - Evaluation of Alternatives - Apr-28-15

**Categories:** Print and File / Update Comment Sheet

Hello, Stefan,

In regards to item 3.1 – I gather this was advised in the Meeting on April 28 15' that Metrolinx does not have current utility data in the area and the best way to get an understanding of locates would be to do current on site locates to ascertain the current underground utilities in the area.

It is my understanding locates are generally valid for a period of one month from the date it was done.

PNR does locates for Metrolinx owned railway utilities, please contact PNR directly. In regards to third party locates please contact external companies and CN for their fibre optic cables.

Please let me know when you plan to do Metrolinx owned locates and I will provide you with the contact information for PNR.

Please note that work permit and flagging would be required for external companies to be on Metrolinx rail corridor including CN.

Thanks,

Biju

---

**From:** Stefan Sirianni [<mailto:SirianniS@mmm.ca>]  
**Sent:** June-29-15 5:42 PM  
**To:** Melissa Webb; Biju Punnooran  
**Cc:** Reid, Jeffrey; Monaghan, Patrick; Green-Battiston, Melissa; Jakaitis, Alicia; [Cengiz.Cakmak@halton.ca](mailto:Cengiz.Cakmak@halton.ca); Neil Ahmed; Katherine Jim  
**Subject:** 3214006 Trafalgar Road EA - Meeting with Metrolinx - Evaluation of Alternatives - Apr-28-15

Good afternoon,

The minutes for the April 28, 2015 meeting between Metrolinx, Halton Region, and MMM Group to discuss the evaluation of alternatives for the Trafalgar Road EA are attached. Please distribute internally as necessary and file a copy for your records.

Sincerely,  
-Stefan

**Stefan Sirianni**  
Designer, E.I.T.



**Ministry of Tourism, Culture and Sport**

Archaeology Programs Unit  
Programs and Services Branch  
Culture Division  
401 Bay Street, Suite 1700  
Toronto ON M7A 0A7  
Tel.: (519) 675-6898  
Email: Shari.Prowse@ontario.ca

**Ministère du Tourisme, de la Culture et du Sport**

Unité des programmes d'archéologie  
Direction des programmes et des services  
Division de culture  
401, rue Bay, bureau 1700  
Toronto ON M7A 0A7  
Tél. : (519) 675-6898  
Email: Shari.Prowse@ontario.ca



Jul 30, 2015

Katherine Hull (P128)  
ASI Archaeological and Cultural Heritage Services  
528 Bathurst Toronto ON M5S 2P9

**RE: Review and Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "Stage 2 Property Assessment and Stage 3 Cemetery Investigation St. Paul's Presbyterian Church 3318 Dundas Street Dundas Street Transportation Corridor from Brant Street to Proudfoot Trail Class Environmental Assessment City of Burlington & Town of Oakville, Ontario", Dated Oct 10, 2014, Filed with MTCS Toronto Office on Nov 4, 2014, MTCS Project Information Form Number P128-0095-2014, P128-0096-2014**

Dear Dr. Hull:

This office has reviewed the above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18.<sup>1</sup> This review has been carried out in order to determine whether the licensed professional consultant archaeologist has met the terms and conditions of their licence, that the licensee assessed the property and documented archaeological resources using a process that accords with the 2011 Standards and Guidelines for Consultant Archaeologists set by the ministry, and that the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

The report documents the Stage 2 and Stage 2 assessment of the study area as depicted in Figures 1-4 of the above titled report and recommends the following:

1. The study area does not require further archaeological assessment;
2. The subject area can be considered free of graves; and,
3. Should the proposed work extend beyond the current study area, then further archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the ministry's 2011 Standards and Guidelines for Consultant Archaeologists and the terms and conditions for archaeological licences. This report has been entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,

Shari Prowse  
Archaeology Review Officer

cc. Archaeology Licensing Officer  
Katherine Jim,MMM Group Limited  
Jeffrey Reid,Halton Region

<sup>1</sup>In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.



## Stefan Sirianni

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** August-21-15 12:24 PM  
**To:** Neil Ahmed; Katherine Jim  
**Cc:** Green-Battiston, Melissa; Jakaitis, Alicia; Monaghan, Patrick; Stefan Sirianni  
**Subject:** FW: Trafalgar Road EA Steeles Avenue to Highway 7

**Categories:** Print and File / Update Comment Sheet

---

**From:** Reid, Jeffrey  
**Sent:** Friday, August 21, 2015 12:18 PM  
**To:** 'Graham, Amanda (MOECC)'  
**Cc:** Martin, Paul (MOECC); Liu, Chunmei (MOECC); Simpson, David; De Angelis, Lisa  
**Subject:** RE: Trafalgar Road EA Steeles Avenue to Highway 7

Hi Amanda,

Thank-you for providing a general opinion regarding the Trafalgar Road Class EA Study.

We will consider your guidance as we continue with our Consultation Program through the next round of Stakeholder Group Meetings, Technical Agency Committee Meetings and Public Information Centre #3.

The Region really appreciates your time, effort and quick turn-around to our request.

Based on the information provided, a conference call the first week of September is no longer required.

Thanks again,

Jeff

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



---

**From:** Graham, Amanda (MOECC) [<mailto:Amanda.Graham@ontario.ca>]  
**Sent:** Thursday, August 20, 2015 9:22 AM  
**To:** Reid, Jeffrey  
**Cc:** Martin, Paul (MOECC); Liu, Chunmei (MOECC)  
**Subject:** Trafalgar Road EA Steeles Avenue to Highway 7

Hello,

Based on the information provided, it appears that the splitting of this EA would not be considered piecemealing. However, as the EA process is proponent driven, please be aware that while the MOECC can provide an opinion, we are not the decision making body in this situation. The onus of this decision is on the proponent to provide a fair and reasonable justification as to their intentions.

If you decide to split the project, we recommend to be as transparent as possible and include detailed information on your decision making process and justification through additional Public Information Centres and opportunities for the public to provide comments.

At this time I'm unsure if a teleconference in early September is still required, but feel free to give me a call with any questions or concerns.

Thanks very much,

**Amanda Graham**

Environmental Resource Planner and  
Environmental Assessment Coordinator  
Central Region, Technical Support  
Ministry of the Environment and Climate Change  
Tel: 416-326-5745

## Stefan Sirianni

---

**From:** Stefan Sirianni  
**Sent:** September-17-15 1:42 PM  
**To:** Christopher Hale  
**Cc:** Reid, Jeffrey; Monaghan, Patrick; Green-Battiston, Melissa; Katherine Jim; Neil Ahmed  
**Subject:** RE: 3214006 Trafalgar Rd EA - TAC Meeting #2 - June 9, 2015 - Minutes

Good afternoon Christopher,

Thank-you for providing the Project Team with this information. HHHI's comments regarding relocation plans will be documented as part of the EA Study and will be provided to the detailed design team. Detailed design will begin following the completion of this EA Study, and utility relocation will be confirmed and communicated with utilities during this phase. As per Halton Region's current Roads Capital Project, Trafalgar Road between 10 Side Road and Highway 7 has been phased, with start of construction anticipated to begin as follows:

- Trafalgar Road from Steeles Avenue to 10 Side Road – 2018;
- Trafalgar Road from 10 Side Road to Highway 7 – 2020;
- Trafalgar Road at CN Tracks (Grade Separation) – 2019; and
- Trafalgar Road at Metrolinx Tracks (Grade Separation) – 2019.

Note that the timings provided are subject to annual Council review.

Please feel free to contact the Project Team should you have any further questions.

Best,  
-Stefan

**Stefan Sirianni**  
Designer, E.I.T.  
Transportation – Planning

**MMM Group Limited**  
2655 North Sheridan Way, Suite 300  
Mississauga, ON Canada L5K 2P8  
t: 905.823.8500 x1421 | f: 905.823.8503  
[SirianniS@mmm.ca](mailto:SirianniS@mmm.ca) | [www.mmm.ca](http://www.mmm.ca)




---

**From:** Christopher Hale [<mailto:chrish@haltonhillshydro.com>]  
**Sent:** August-27-15 8:53 AM  
**To:** Stefan Sirianni  
**Subject:** RE: 3214006 Trafalgar Rd EA - TAC Meeting #2 - June 9, 2015 - Minutes

Hello Stefan,

Thank you for sending the meeting minutes and presentation. Looking at the preferred options 1A-C, it appears Halton Hills Hydro Inc. may be impacted significantly by the road improvements. When do you anticipate road designs will be completed to a point where utilities can begin designing relocation plans? Also, what is the expected timeframes for utility relocations and given the extent of the project scope will the work be divided into multiple years? Given the extent of the project scope I can foresee design taking close to a year. As such, HHHI recommends we receive drawings from the Region/ MMM Group at least 1 year in advance of when you anticipate utility relocations can commence. Scheduling of work can be discussed at a later date.

Thank you,

Christopher Hale, C.E.T.  
Engineering Supervisor, Halton Hills Hydro Inc.  
[chrish@haltonhillshydro.com](mailto:chrish@haltonhillshydro.com) | 519-853-3700 x222  
[www.haltonhillshydro.com](http://www.haltonhillshydro.com) | Follow us:   



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**From:** Stefan Sirianni [<mailto:SirianniS@mmm.ca>]  
**Sent:** Tuesday, August 25, 2015 11:25 AM  
**Cc:** Reid, Jeffrey; Green-Battiston, Melissa; Monaghan, Patrick; Neil Ahmed; Katherine Jim; Jakaitis, Alicia;  
[Cengiz.Cakmak@halton.ca](mailto:Cengiz.Cakmak@halton.ca)  
**Subject:** 3214006 Trafalgar Rd EA - TAC Meeting #2 - June 9, 2015 - Minutes

Good morning,

The minutes for the Trafalgar Road EA Technical Agency Committee Meeting #2 (held on June 9, 2015) are attached. Please file a copy for your records. Should you have any questions regarding the content of these minutes please do not hesitate to contact me.

Regards,  
-Stefan

**Stefan Sirianni**  
Designer, E.I.T.  
Transportation – Planning

**MMM Group Limited**  
2655 North Sheridan Way, Suite 300  
Mississauga, ON Canada L5K 2P8  
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## Stefan Sirianni

---

**From:** Katherine Jim  
**Sent:** October-06-15 12:20 PM  
**To:** Stefan Sirianni  
**Subject:** FW: Trafalgar Road EA - CVC

**Categories:** Print and File / Update Comment Sheet

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**From:** Reid, Jeffrey [<mailto:Jeffrey.Reid@halton.ca>]  
**Sent:** October-06-15 12:18 PM  
**To:** 'Slaght, Tyler'  
**Cc:** Katherine Jim  
**Subject:** RE: Trafalgar Road EA

Hi Tyler,

Good to hear from you.

Just so you know, the Region's preferred alignment is 1A, with some slight modifications from what we previously presented. That being said, we have now developed a footprint through the Stewarttown Area. Essentially, we are proposing to widen the road to the east-side between 15 Side Road and 17 Side Road/Maple Avenue. Therefore, at our meeting Nov. 4 will be consistent with what you saw previously.

The Project Team has delivered approx. 35 letters to adjacent property owners, for who will be greatly affected (i.e. buyouts) or who will have impacts (i.e. access).

Please let me know if you need anything else at this time.

Thanks,

Jeff

---

**From:** Slaght, Tyler [<mailto:TSlaght@creditvalleyca.ca>]  
**Sent:** Tuesday, October 06, 2015 9:28 AM  
**To:** Reid, Jeffrey  
**Cc:** Katherine Jim  
**Subject:** Trafalgar Road EA

Hi Jeff,

Hope you are doing well. I was wondering in advance of the meeting if you could give some general info as to where things stand with the alignment options for Trafalgar? Yelena from our office has left CVC for CH and the manager (Rizwan Haq) here will be taking over the review of the file in the interim at least.

When I bring him up to speed, I don't want to get him too focused option 1 if things have changed since your public consultation.

Thanks,

**Tyler Slaght**

Regulations Officer

Credit Valley Conservation

905.670.1615 ext 406 | 1.800.668.5557

[tslaght@creditvalleyca.ca](mailto:tslaght@creditvalleyca.ca) | [creditvalleyca.ca](http://creditvalleyca.ca)

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August 20, 2015

Ref No.: 15-170

Jeff Reid, C.E.T.  
Project Manager  
Halton Region  
1151 Bronte Road  
Oakville ON L6M 3L1  
jeffrey.reid@halton.ca

**Re: Trafalgar Road Corridor Study – Steeles Avenue to Highway 7, Technical Agency Committee Meeting #2 / Public Information Centre #2**

Dear Mr. Reid,

The following comments are submitted on behalf of the Town of Halton Hills with regard to the information presented through the most recent round of technical agency and public consultation for the Trafalgar Road (Regional Road 3) Transportation Corridor Improvements from Steeles Avenue (Regional Road 8) to Highway 7 Municipal Class Environmental Assessment.

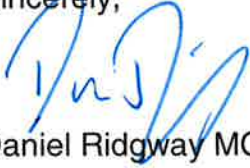
- Realignment and signalization of the intersection of Trafalgar Road/Hornby Road and eliminating the southbound exit lane from Trafalgar Road to Hornby Road will remove facilities that are used to conduct truck inspections. Designs should include alternate facilities for this purpose such as a truck lay-by lane, or mountable curb and gates to access the closed section of Hornby Road.
- This study should consider providing an eastbound right turn lane at the intersection of Trafalgar Road and 15 Side Road to eliminate right-turning traffic cutting through the church parking lot located on the southwest corner of the intersection.
- Proposed operational changes to Stewarttown Road in Alternatives 1A, 1B, and 1C include converting Stewarttown Road South to a cul-de-sac and signalizing the intersection of Stewarttown Road North, or converting Stewarttown Road South to a cul-de-sac and connecting Stewarttown Road North to 'Old Trafalgar Road' with a right-in right-out only entrance to the redesigned Trafalgar Road.
  - The evaluation of alternatives should consider, and seek to minimize, impacts to the Stewarttown community including property impacts, access, and traffic infiltration.

- The signalization of the intersection of Stewarttown Road North would provide safe and convenient access to Stewarttown.
  - Please consider converting Stewarttown Road South to a right-in-right-out access rather than a cul-de-sac at Trafalgar Road in order to maintain access to Stewarttown and mitigate increased traffic caused by internal trips to the signalized intersection.
  - Fire Services should be consulted to ensure support of the proposed access arrangements, including the elimination of access from Stewarttown Road South to Trafalgar Road.
- The Town does not support the realignment of 17 Side Road through the Trafalgar Sports Park in order to accommodate a Trafalgar Road/CNR grade separation west of the existing alignment, as proposed in Alternative 1B. This would impact sports fields that are an important feature within the community, and worsen existing access issues at the Trafalgar Sports Park.
  - Impacts to the Devereaux House historic farm house property should be avoided through the evaluation of Alternatives and design of the Trafalgar Road corridor. This significant historical feature is designated under Part IV of the Ontario Heritage Act and is operated by the not-for-profit group Friends of Devereaux House as an important community resource.
  - Curb design on Trafalgar Road in the vicinity of J.S. Jones and Son Funeral Home (11582 Trafalgar Road) will eliminate the ability for overflow parking along Trafalgar Road, an existing condition that frequently occurs. Please indicate how this parking demand will be accommodated.
  - Lindsay Court is proposed to be converted to a cul-de-sac at Trafalgar Road with a new future connection to Highway 7. Please provide additional details of the proposed access option for Lindsay Court at Highway 7 when this information becomes available. A residential development has been proposed for 8, 10 and 12 Lindsay Court and 13758 and 13764 Highway 7. Understanding the future access arrangements for Lindsay Court is critical in understanding the traffic impacts of the proposed development.
  - Please confirm that multi-use paths included in the designs will be funded and constructed by Halton Region as part of the implementation of recommended corridor improvements.



Thank you for the opportunity to provide input to this Environmental Assessment study. Should you have any questions or require clarification on any of the above please contact the undersigned.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Dan Ridgway', is written over the word 'Sincerely,'.

Daniel Ridgway MCIP, RPP  
Transportation Planner  
Town of Halton Hills  
danielr@haltonhills.ca

Encl: n/a

cc: Maureen Van Ravens, Manager of Development and Traffic - Town of Halton Hills  
Harry Olivieri, Chief Officer of Fire Prevention and Public Education - Town of Halton Hills  
Warren Harris, Manager of Parks and Open Space – Town of Halton Hills

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**FILE COPY**

October 26, 2015

Daniel Ridgway MCIP, RPP  
Transportation Planner  
Town of Halton Hills  
1 Halton Hills Drive  
Halton Hills ON L7G 5G2  
[danielr@haltonhills.ca](mailto:danielr@haltonhills.ca)

**Re: Trafalgar Road Transportation Corridor Improvements, Halton Region  
Steeles Avenue to Highway 7  
Class Environmental Assessment Study  
Technical Agency Committee Meeting #2 / Public Information Centre #2**

Dear Mr. Ridgway,

On behalf of Halton Region, thank-you for your letter dated August 20, 2015 which outlines the Town of Halton Hills' comments regarding the information presented during the most recent round of consultation. A response for each comment, listed in the same order as the original letter, is provided below.

**Steeles Avenue to 15 Side Road**

- Realignment and signalization of the Trafalgar Road / Hornby Road intersection:
  - The inclusion of alternate facilities for the purpose of truck inspections is subject to consultation with Halton Regional Police during detail design.
- Eastbound right-turn lane at the Trafalgar Road / 15 Side Road intersection:
  - Based on the results of the traffic simulation carried out as part of the EA Study which considered existing and future (2031) traffic volumes at this location, an eastbound right-turn lane at the Trafalgar Road / 15 Side Road intersection is not warranted.

**Proposed Operational Changes to Stewarttown Road**

- Impacts to the Stewarttown community:
  - The Project Team has reviewed a variety of alignment options along this section of Trafalgar Road with an emphasis on minimizing property and access impacts to the Stewarttown community. Individual meetings with impacted property owners were scheduled the weeks of October 12 & 19 to review specific impacts that would result from the preliminary preferred

alternative. For those property owners who did not respond to our original request, follow-up correspondence will be sent the week of October 16.

- Signalization of the Trafalgar Road / Stewarttown Road North intersection:
  - This comment has been noted by the Project Team. Details regarding signalization at this intersection will be developed during detail design.
- Consider converting Stewarttown Road South to a right-in-right-out intersection rather than a cul-de-sac at Trafalgar Road:
  - A raise in profile of Trafalgar Road through this section is proposed in order to improve road grades and accommodate the Regional Storm event at the Black Creek crossing; this would also improve safety for all road users through this section. The resulting grade differential between the proposed profile of Trafalgar Road and Stewarttown Road South would be unable to accommodate a right-in/right-out access.
- Fire Services should be consulted to ensure support of the proposed access arrangements for Stewarttown Road:
  - This comment has been noted by the Project Team.

## **17 Side Road to Highway 7**

- The Town does not support the realignment of 17 Side Road through Trafalgar Sports Park:
  - This comment has been noted by the Project Team. Alternative 1A, which considers crossing CN Rail to the east of the existing alignment, has been identified as the preliminary preferred alternative. This alternative does not involve a realignment of 17 Side Road through Trafalgar Sports Park, instead maintaining the existing at-grade crossing on 17 Side Road and therefore the existing alignment of 17 Side Road. The Town of Halton Hills will have the opportunity to review the preliminary preferred alternative at the November 4, 2015 meeting.
- Impacts to Devereaux House property:
  - The proposed alignment of Trafalgar Road has been developed to minimize impacts to the Devereaux House property. The Project Team anticipates no direct impacts to the building itself; however, minor grading may be required along the property's frontage. Refinements will be developed further during detail design and in consultation with the Town.
- Accommodation of parking demand at J.S. Jones and Son Funeral Home:
  - Given that the funeral home is planning on expanding their parking lot to accommodate parking demand, no further measures are required in this project for their parking.
- Lindsay Court access arrangements:
  - Based on recent consultation with MTO, the plan has been revised to provide access to Lindsay Court via Trafalgar Road instead of Highway 7.
- Active Transportation Off-Road Facilities
  - Active Transportation Master Plan Report (PW17-15) will be presented to Planning & Public Works Committee on November 4<sup>th</sup> for endorsement. Until

that process is completed, the Region is unable to make any commitments regarding the capital implementation of these facilities.

Here is the link to staff report PW17-15:

<http://sirepub.halton.ca/cache/2/sv5sp300cior5vsymxnwmb2k/19053410262015032814390.PDF>

Should you have any further questions on this matter, please do not hesitate to contact the Project Team.

Yours truly,  
MMM Group Limited

A handwritten signature in blue ink, appearing to read 'Neil Ahmed', with a stylized flourish at the end.

Neil Ahmed, P.Eng.  
Project Manager

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

## Stefan Sirianni

---

**From:** Biju Punnooran <Biju.Punnooran@gotransit.com>  
**Sent:** November-09-15 11:31 AM  
**To:** Reid, Jeffrey  
**Cc:** Jeff Bateman; Adam Snow; Tibor Magyarosi; Robert Netopilik; D'Andrade, Warren; Carolyn Tunks; Monaghan, Patrick; Stefan Sirianni; Green-Battiston, Melissa; Katherine Jim; Neil Ahmed  
**Subject:** RE: Trafalgar Road EA - Action Items as per Nov-04-15 Meeting + Preliminary Preferred Plan  
  
**Categories:** Print and File / Update Comment Sheet

Hello Jeffrey,

Metrolinx advises the Region of Halton to submit an official letter to Mr. Jeff Bateman, Manager - Rail Corridor Management Office requesting confirmation for the underpass at Trafalgar Road crossing.

GO Transit's – Rail Corridors Office has contacted AECOM to contact the Region of Halton with LOE regarding the Trafalgar Road crossing.

Jeff Bateman  
Manager, Rail Corridor Management Office  
GO Transit - Rail Corridors  
335 Judson Street | Toronto | Ontario | M8Z 1B2  
Telephone (416) 354-7737  
Fax (416) 354-7731

email - [Jeff.Bateman@gotransit.com](mailto:Jeff.Bateman@gotransit.com)

Thanks,

### Biju Punnooran

Project Coordinator, Rail Corridor Management Office, GO Transit  
Metrolinx | 335 Judson Street | Toronto | Ontario | M8Z 1B2  
T: 416-354-7712 C: 416-540-6367

---

**From:** Stefan Sirianni [<mailto:SirianniS@mmm.ca>]  
**Sent:** November-06-15 4:06 PM  
**To:** Biju Punnooran; Carolyn Tunks; Carolyn Tunks  
**Cc:** Reid, Jeffrey; Monaghan, Patrick; Green-Battiston, Melissa; Katherine Jim; Neil Ahmed  
**Subject:** Trafalgar Road EA - Action Items as per Nov-04-15 Meeting + Preliminary Preferred Plan

Good afternoon,

As discussed at our meeting on November 4, we kindly ask Metrolinx to provide the Project Team with the following in the coming weeks:

- Comments on the preliminary preferred plan presented at the meeting (see below)
- Written confirmation on Metrolinx letterhead that the proposed underpass design at the Trafalgar Road crossing is acceptable
- Confirmation on the number of rail lines Metrolinx plans on expanding to at the crossing location
- Potential timeline for construction re: Metrolinx improvements at the crossing location
- Comments on Draft Staging Plans for construction of the proposed underpass crossing

- Detailed information on Metrolinx detour requirements

Additionally, we ask that Metrolinx please have AECOM contact Halton Region regarding the requested work plan / level of effort statement.

For your review, copies of the following draft plans for the Trafalgar Road EA are attached:

- Preliminary Preferred Plan - 10 Side Road to Highway 7
- Staging Plans – Metrolinx Crossing

Please let me know if you have any questions or require further information.

Thank-you,  
Stefan

**Stefan Sirianni**

Designer, E.I.T.  
Transportation – Planning

**MMM Group Limited**

2655 North Sheridan Way, Suite 300  
Mississauga, ON Canada L5K 2P8  
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[SirianniS@mmm.ca](mailto:SirianniS@mmm.ca) | [www.mmm.ca](http://www.mmm.ca)

Niagara Escarpment Commission

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Niagara Escarpment Commission  
An agency of the Government of Ontario

November 9, 2015

VIA EMAIL

Ms. Katherine Jim, P. Eng., M.Eng.  
Project Manager  
Transportation Planning  
MMM Group Limited  
2655 North Sheridan Way  
Suite 300  
Mississauga, ON L5K 2P8

Dear Ms. Jim:

**Re: Trafalgar Road EA – Preferred Preliminary Plan: 10 Sideroad to Highway 7  
Region of Halton**

Staff of the Niagara Escarpment Commission have reviewed the Preferred Preliminary Plan for the section of Trafalgar Road within the Niagara Escarpment Plan (NEP) Area. We note that the preferred option for the road alignment is to re-locate the existing road/intersection westerly into the farm field.

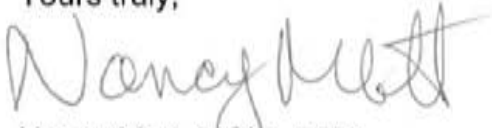
The new alignment would bring this road section into an area designated Escarpment Rural Area in the NEP. In that designation linear transportation and utility facilities are permitted provided that they satisfy the Transportation and Utilities Development Criteria in Part 2.15 of the NEP.

Based on the discussion at the meeting last week, NEC staff understands that the relocation of the road is being proposed because it will improve intersection safety and because there is no opportunity to take a widening on the east side of the road due to the location of the nursing home. As such, NEC staff is not opposed to the Preferred Preliminary Plan.

A Development Permit will be required for this road section as it is in the Area of Development Control. The detailed design must not conflict with the Development Criteria in Part 2.15 of the NEP.

We look forward to receiving a copy of the Environmental Study Report when it becomes available. We trust that this is of assistance.

Yours truly,

A handwritten signature in cursive script that reads "Nancy Mott". The signature is written in dark ink and is positioned above the printed name.

Nancy Mott, MCIP, RPP  
Senior Strategic Advisor

cc. Jeffrey Reid, Halton Region



## Stefan Sirianni

---

**From:** Katherine Jim  
**Sent:** November-25-15 5:00 PM  
**To:** Van de Valk, Jackie (OMAFRA); Stefan Sirianni  
**Cc:** Reid, Jeffrey (Jeffrey.Reid@halton.ca); Monaghan, Patrick - Transportation Services (Patrick.Monaghan@halton.ca); Neil Ahmed  
**Subject:** RE: Trafalgar Road EA - Technical Agency Committee Meeting #3 – PIC Preview Session  
**Categories:** Print and File / Update Comment Sheet

Hi Jackie,

Thank you for your call and email.

The preliminary plan for the proposed improvements on Trafalgar Road will be available on the Region's website around the time of the Public Information Centre on December 2, 2015. We can provide you with a link to the material at that time.

Thanks,  
Katherine



**Katherine Jim, P.Eng., M.Eng.**  
Project Manager  
Associate  
Transportation – Planning

**MMM Group Limited**  
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Mississauga, Ontario L5K 2P8 Canada  
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**From:** Van de Valk, Jackie (OMAFRA) [mailto:Jackie.VandeValk@ontario.ca]  
**Sent:** November-25-15 4:44 PM  
**To:** Katherine Jim; Stefan Sirianni  
**Subject:** RE: Trafalgar Road EA - Technical Agency Committee Meeting #3 – PIC Preview Session

Katherine and Stefan,

Thank you for speaking to me today about this project and the agricultural input you have received to date.

Thanks also for your invitation to the TAC Meeting #3. Although I will not be attending the meeting, I would like to request either a hard copy or electronic copy/link to the Preliminary Plan of the preferred alternative for improvements as soon as it is available for agency reviewers.

## Stefan Sirianni

---

**From:** Slaght, Tyler <TSlaght@creditvalleyca.ca>  
**Sent:** November-12-15 11:08 AM  
**To:** Katherine Jim  
**Cc:** Reid, Jeffrey (Jeffrey.Reid@halton.ca); Monaghan, Patrick - Transportation Services (Patrick.Monaghan@halton.ca); Melissa.Green-Battiston@halton.ca; Neil Ahmed; Stefan Sirianni; Peter Lim; Madhav Baral  
**Subject:** RE: Trafalgar Road EA - Laneway Floodlines  
**Categories:** Print and File / Update Comment Sheet

Hi Katherine,

Unfortunately the information provided is not detailed enough for us to reach conclusions. The following comments are provided.

A technical hydraulic memo is required from a qualified professional, which must discuss hydraulic analyses completed so far, identify hydraulic improvements from proposed bridge, potential hydraulic constraint, ingress and egress, etc.

- It is understood that model is preliminary, however, we would like to see the model to better understand the hydraulics in the area.
- Label flood elevations along with HEC Sections, both for existing conditions and future conditions. Also include existing and proposed elevations on the road and access road.
- It is understood that the proposed 30m span bridge will reduce upstream flooding depth by 0.30m although current hydraulic drop across the bridge is about 1m. Does the 30m span is based on the maximum hydraulic capacity without backwater? Which means what other openings you have considered before selecting 30m span.
- Design of Access Road must consider existing and proposed flooding depths and flood frequencies at each access road. A Comparison Table is required. the objective is that proposed design must not increase flooding hazard to any residence. For example: consider access road at an elevations matching existing Trafalgar Road at each driveway, bring access road closer to Trafalgar Rd as feasible.
- Design must also consider changes in driving distance, for each household, on flooded driveway under existing conditions and access road under proposed conditions.
- Please provide preliminary plan and profile of access roads with elevations to better understand flow dynamics.
- Stewarttown Road South: It is understood that EA team is working on emergency access at Stewerarttown Road's cul-de-sac. Under the current conditions residence east of Black Creek has safe ingress and egress on Trafalgar Road, however with proposed cul-de-sac they will be forces to drive on flooded road crossing. A safe ingress and egress is expected from the design team. Also Identify the frequency of flow overtopping Stewarttown Rd., both under existing conditions and proposed conditions.
- There is an example of an access at Mavis Road and the 407 at the end of Zinnia Place in Mississauga. I'm sure you and your staff are familiar with what is required however I wanted to point this example out as a potential solution to the Stewarttown concern. The access should be available for both ingress and egress, on the phone you mentioned a crash gate however this would be problematic for residents trying to leave.

It may be worthwhile for Peter Lim, who I understand is working on the hydraulic model to contact Rizwan Haq at extension 274 or [rhaq@creditvalleyca.ca](mailto:rhaq@creditvalleyca.ca) if he has any specific questions regarding the regarding the hydraulics.

Regards,

**Tyler Slaght**  
Regulations Officer  
Credit Valley Conservation

**From:** Katherine Jim [mailto:JimK@mmm.ca]  
**Sent:** November 10, 2015 3:09 PM  
**To:** Slaght, Tyler  
**Cc:** Reid, Jeffrey (Jeffrey.Reid@halton.ca); Monaghan, Patrick - Transportation Services (Patrick.Monaghan@halton.ca); Melissa.Green-Battiston@halton.ca; Neil Ahmed; Stefan Sirianni; Peter Lim; Madhav Baral  
**Subject:** Trafalgar Road EA - Laneway Floodlines

Hi Tyler,

Further to the November 4 meeting re: Trafalgar Road EA, the Project Team had a chance to run the model to illustrate existing Regional floodline vs. future Regional floodline based on a 30 m span structure at Black Creek. Upstream of the structure, the proposed conditions Regional flow water level is 0.33 m lower than the existing conditions at the laneway (i.e. we are improving the existing conditions.) The water levels are based on the preliminary assessment and needs to refine/adjust for the proposed bridge location, alignment and profile. However, we do not expect significant changes.

We have not include any elevation labelling in the PDF attached as this is our preliminary assessment only. If you would like more information, we can share the HEC-RAS output information.

Also attached are profiles of the laneways and partial preliminary plan in the proximity of the laneways for CVC reference.

We are still working on the emergency access requirement at the Stewarttown Road cul-de-sac.

Regards,  
Katherine

**Katherine Jim, P.Eng., M.Eng.**  
Project Manager  
Associate  
Transportation – Planning

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Jackie

Jackie Van de Valk, P.Ag., Rural Planner - Environmental & Land Use Policy  
Ontario Ministry of Agriculture, Food and Rural Affairs  
Unit 10 – 6484 Wellington Road 7, Elora, ON N0B 1S0 • Tel: 519.846.3415

---

**From:** Stefan Sirianni [<mailto:SirianniS@mmm.ca>]

**Sent:** November 19, 2015 10:29 AM

**To:** [warren.dandrade@aecom.com](mailto:warren.dandrade@aecom.com); [stefan.linder@cn.ca](mailto:stefan.linder@cn.ca); [pbond@hrca.on.ca](mailto:pbond@hrca.on.ca); [ccox@creditvalleyca.ca](mailto:ccox@creditvalleyca.ca); [YKoshenkov@creditvalleyca.ca](mailto:YKoshenkov@creditvalleyca.ca); [tslaght@creditvalleyca.ca](mailto:tslaght@creditvalleyca.ca); Myslicki, Lisa (IO); [douglas.mackenzie@railamerica.com](mailto:douglas.mackenzie@railamerica.com); [biju.punnooran@gotransit.com](mailto:biju.punnooran@gotransit.com); [Carolyn.Tunks@gotransit.com](mailto:Carolyn.Tunks@gotransit.com); Pickles, David (MAA); Levecque, Heather (MAG); Cooper, David (OMAFRA); Van de Valk, Jackie (OMAFRA); Doyle, Victor (MAH); Eplett, Megan (MNRF); Heaton, Mark (MNRF); ESA Aurora (MNRF); Delaquis, Dan (MOECC); Kulpa, Paula (MTCS); Minkin, Dan (MTCS); Ahn, Paul (MTO); Lai, Joseph (MTO); Routledge, Graham (MTO); Mott, Nancy (MNRF); [handerson@hrca.on.ca](mailto:handerson@hrca.on.ca); [charris@hrca.on.ca](mailto:charris@hrca.on.ca); [smatchett@hrca.on.ca](mailto:smatchett@hrca.on.ca); [morgans@hcdsb.org](mailto:morgans@hcdsb.org); [thibeault@hcdsb.org](mailto:thibeault@hcdsb.org); [choil@hdsb.ca](mailto:choil@hdsb.ca); [lacroix@haltonbus.ca](mailto:lacroix@haltonbus.ca); [renzellad@hdsb.ca](mailto:renzellad@hdsb.ca); [SteveBu@haltonhills.ca](mailto:SteveBu@haltonhills.ca); [brentm@haltonhills.ca](mailto:brentm@haltonhills.ca); [ToddC@haltonhills.ca](mailto:ToddC@haltonhills.ca); [SteveG@haltonhills.ca](mailto:SteveG@haltonhills.ca); [johnk@haltonhills.ca](mailto:johnk@haltonhills.ca); [Chrism@haltonhills.ca](mailto:Chrism@haltonhills.ca); [MatthewR@haltonhills.ca](mailto:MatthewR@haltonhills.ca); [maureenv@haltonhills.ca](mailto:maureenv@haltonhills.ca); [DanielR@haltonhills.ca](mailto:DanielR@haltonhills.ca); [johnl@haltonhills.ca](mailto:johnl@haltonhills.ca); [DamianS@haltonhills.ca](mailto:DamianS@haltonhills.ca); [TerryA@haltonhills.ca](mailto:TerryA@haltonhills.ca); [WarrenH@haltonhills.ca](mailto:WarrenH@haltonhills.ca); [generalmanager@haltonhillschamber.on.ca](mailto:generalmanager@haltonhillschamber.on.ca); [john.duong@halton.ca](mailto:john.duong@halton.ca); [Ron.Reinholt@halton.ca](mailto:Ron.Reinholt@halton.ca); [david.simpson@halton.ca](mailto:david.simpson@halton.ca); [nick.buczynsky@halton.ca](mailto:nick.buczynsky@halton.ca); [Richard.Clark@halton.ca](mailto:Richard.Clark@halton.ca); [richard.clark@halton.ca](mailto:richard.clark@halton.ca); [dean.popov@halton.ca](mailto:dean.popov@halton.ca); Sage, Greg (Halton Emergency Medical Services); [Anna.DeMarchi-Meyers@halton.ca](mailto:Anna.DeMarchi-Meyers@halton.ca); [stirling.todd@halton.ca](mailto:stirling.todd@halton.ca); [Magda.Bielawski@halton.ca](mailto:Magda.Bielawski@halton.ca); [Alex.Pallo@halton.ca](mailto:Alex.Pallo@halton.ca); [Dave.Huk@halton.ca](mailto:Dave.Huk@halton.ca); [fabio.cabarcas@halton.ca](mailto:fabio.cabarcas@halton.ca); [paul.davies@haltonpolice.ca](mailto:paul.davies@haltonpolice.ca); [stephen.tanner@haltonpolice.ca](mailto:stephen.tanner@haltonpolice.ca); [roger.wilkie@haltonpolice.ca](mailto:roger.wilkie@haltonpolice.ca); [shadi.shenouda@transcanada.com](mailto:shadi.shenouda@transcanada.com); [dayton.dumesnil@bell.ca](mailto:dayton.dumesnil@bell.ca); [chris.gill@bell.ca](mailto:chris.gill@bell.ca); [amanda.mcquay@bell.ca](mailto:amanda.mcquay@bell.ca); [lynanne.cane@cogeco.com](mailto:lynanne.cane@cogeco.com); [jenn.mclean@cogeco.com](mailto:jenn.mclean@cogeco.com); [jim.arnott@enbridge.com](mailto:jim.arnott@enbridge.com); [pcoca@haltonhillshydro.com](mailto:pcoca@haltonhillshydro.com); [janicet@haltonhillshydro.com](mailto:janicet@haltonhillshydro.com); [chrish@haltonhillshydro.com](mailto:chrish@haltonhillshydro.com); [dmatthews@haltonhillshydro.com](mailto:dmatthews@haltonhillshydro.com); [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com); [mccormick.bj@HydroOne.com](mailto:mccormick.bj@HydroOne.com); [farooq.queshey@hydroone.com](mailto:farooq.queshey@hydroone.com); [YuSan.Ong@HydroOne.com](mailto:YuSan.Ong@HydroOne.com); [Jennifer.stewart@HydroOne.com](mailto:Jennifer.stewart@HydroOne.com); [Dhvani.Shah@HydroOne.com](mailto:Dhvani.Shah@HydroOne.com); [adam.sheldon@transcanada.com](mailto:adam.sheldon@transcanada.com); [gretchen.gordon@transcanada.com](mailto:gretchen.gordon@transcanada.com); [fwang@uniongas.com](mailto:fwang@uniongas.com); [jeffj@haltonhills.ca](mailto:jeffj@haltonhills.ca); [kevino@haltonhills.ca](mailto:kevino@haltonhills.ca)

**Cc:** Katherine Jim; Reid, Jeffrey; Neil Ahmed; Monaghan, Patrick; Green-Battiston, Melissa; Jakaitis, Alicia

**Subject:** Trafalgar Road EA - Technical Agency Committee Meeting #3 – PIC Preview Session

**Re: Technical Agency Committee Meeting #3 – Public Information Centre (PIC) Preview Session  
Trafalgar Road (Regional Road 3) Environmental Assessment Study – Steeles Avenue (Regional Road 8) to  
Highway 7  
Halton Region**

On behalf of Halton Region, we are writing to invite you to attend a PIC Preview Session for Technical Agency Committee (TAC) members for the Trafalgar Road Environmental Assessment (EA) Study from Steeles Avenue to Highway 7. This preview session will take place prior to PIC #3 being held that evening. Please reply to this meeting invitation to advise whether you plan to attend or not.

**Date:** Tuesday, December 2, 2015

**Location:** Gordon Alcott Heritage Hall, Mold-Masters SportsPlex, 221 Guelph Street, Georgetown

**Time:** Drop-in 3:00 p.m. to 5:00 p.m.

The purpose of this preview session is to provide TAC members with an opportunity to view and discuss the Preliminary Plan of the preferred alternative for improvements to Trafalgar Road with the Project Team.

If you have any questions, please feel free to contact Ms. Katherine Jim, MMM Group, at [jimk@mmm.ca](mailto:jimk@mmm.ca) or 905-823-8500 ext. 1371.

A copy of the PIC Notice is attached for your information.

Regards,  
-Stefan  
(Sent on behalf of Katherine Jim)

## Stefan Sirianni

---

**From:** Katherine Jim  
**Sent:** November-26-15 3:05 PM  
**To:** Stefan Sirianni  
**Subject:** FW: Emailing - Preliminary Preferred Plan Comments - Nov\_2015.pdf  
**Attachments:** Preliminary Preferred Plan Comments - Nov\_2015.pdf

**Categories:** Print and File / Update Comment Sheet

---

**From:** Paul Bond [<mailto:pbond@hrca.on.ca>]  
**Sent:** November-26-15 2:34 PM  
**To:** Neil Ahmed  
**Cc:** Reid, Jeffrey; Monaghan, Patrick - Transportation Services ([Patrick.Monaghan@halton.ca](mailto:Patrick.Monaghan@halton.ca)); Green-Battiston, Melissa; Katherine Jim  
**Subject:** Emailing - Preliminary Preferred Plan Comments - Nov\_2015.pdf

Hi Neil,

Appended are CH comments following our November 4<sup>th</sup> meeting and review of your Preliminary Preferred Plan.

As a note, at detail design, we will likely be looking at some wildlife passage/mitigation possibilities through the Coulson Tract such as some integrated fencing with the culvert ends or such. I didn't include this in the formal letter though.

Kind regards,

Paul.

**Paul Bond**  
**Environmental Planner**  
**Conservation Halton**  
t: 905-336-1158 ext. 2257 | f: 905-336-6684



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

Protecting the Natural  
Environment from  
Lake to Escarpment

November 26, 2015

Mr. Neil Ahmed, P.Eng.  
Transportation-Planning  
MMM Group Limited  
2655 North Sheridan Way  
Mississauga, ON L5K 2P8

Dear Mr. Ahmed:

**Re: Preliminary Preferred Plan  
Trafalgar Road Transportation Corridor Improvements EA (Schedule C)  
Steeles Avenue to Highway 7 - Halton Hills  
Conservation Halton File: MPR 666 (Reg. Project PR-2960A/PR-2169A)**

Conservation Halton last provided formal comment to you on this EA at the time of “Notice of Study Commencement” via letter dated October 29, 2014 (Bond/Jim). Since that time, CH staff have participated in several meetings with your team, Regional and CVC staff which included T.A.C. and site walk/visits.

At our recent meeting of November 4, 2015 your team presented a preliminary preferred plan for discussion. As follow up to our discussion and verbal comments that we provided you at that meeting, and subsequent to a review of the preliminary plans that you forwarded after the meeting, the following comments are offered.

1. CH will require 3 x bankfull width design for new and replacement culverts as a starting point (as per our 9<sup>th</sup> Line EA comments). Staff are open to consideration of a reduction of this standard provided it is justified by a fluvial-geomorphology report prepared by a qualified professional.
2. CH Permits will be required for the 3 culvert crossings.
3. CH will require a fluvial geomorphology study to evaluate/mitigate the impact of lengthening the culverts on stream planform, profile, in-stream features (i.e. riffles, pools, etc.) in addition to providing general preliminary guidance on the approach to culvert and stream substrate. As historic culverts were typically not designed with natural channel principles in mind, efforts must be made to improve fluvial geomorphological function where

possible. This *could* include the creation/improvement of riffles within the stream at the downstream end of culvert structures to effectively transition grades through the culvert, etc.

4. CH will require a preliminary drainage and SWM report to evaluate drainage areas, existing and proposed (future) flows, hydraulic assessment, etc. to support culvert sizing. Additionally, the report must provide preliminary direction regarding proposed SWM measures for the project to achieve quantity, quality and extended detention objectives. The use of LID measures is strongly encouraged and quality treatment objectives must be achieved using an integrated/treatment train approach.

Items 3 and 4 above should be completed as part of the EA to avoid potential delay or conflict at the detail design stage. Items 1 and 2 can be incorporated into the list of commitments in the ESR.

We look forward to receipt and review of the draft ESR for this project.

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

Yours truly,



Paul Bond  
Environmental Planner/Team Lead  
Regional Infrastructure Team  
PB/

cc: Jeff Reid, Region of Halton (via e-mail)  
Katherine Jim, MMM (via e-mail)  
Patrick Monaghan (via e-mail)  
Melissa Green-Battiston, Halton Region (via e-mail)

## Notice of Public Information Centre #3

### Class Environmental Assessment Study

Trafalgar Road (Regional Road 3) Transportation Corridor Improvements  
 Steeles Avenue (Regional Road 8) to Highway 7,  
 Town of Halton Hills  
 PR-2960A/PR-2961A

#### The Study

Halton Region is undertaking a Municipal Class Environmental Assessment (Class EA) study to further improve public safety and undertake road improvements along the Trafalgar Road (Regional Road 3) corridor from Steeles Avenue (Regional Road 8) to Highway 7, within the Town of Halton Hills.

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

#### The Process

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

Previous Public Information Centres (PIC's) were held on November 20, 2014 and June 17, 2015 to obtain public input.

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

Date: Wednesday, December 2, 2015  
 Time: Drop-in: 6:30 – 8:30 p.m.  
 Location: Gordon Alcott Heritage Hall, Mold-Masters SportsPlex, 221 Guelph Street, Georgetown

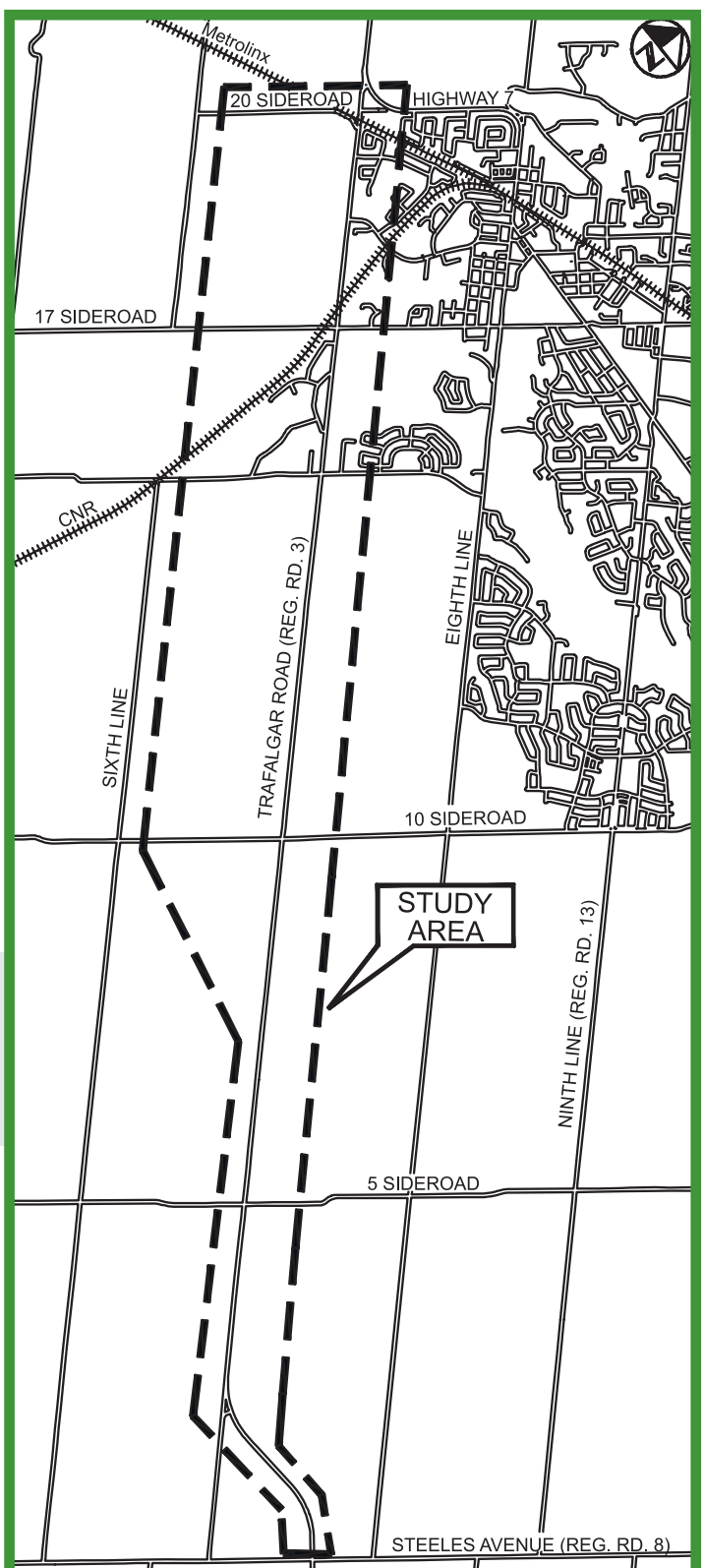
#### Comments

If you are unable to attend the Public Information Centre and would like to provide comments, please forward them by Friday, December 18, 2015 to either Project Team member. For more information on this project, please visit the project website at [halton.ca/EAprojects](http://halton.ca/EAprojects).

**Mr. Jeffrey Reid, C.E.T.**  
 Senior Transportation Planner  
 Halton Region  
 1151 Bronte Road  
 Oakville, Ontario L6M 3L1  
 Phone: 905-825-6000, ext. 7920  
 Fax: 905-825-3270  
 Email: [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)

**Mr. Neil Ahmed, P. Eng.**  
 Project Manager  
 MMM Group Limited  
 2655 North Sheridan Way  
 Mississauga, Ontario L5K 2P8  
 Phone: 905-823-8500  
 Fax: 905-823-8503  
 Email: [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca)

The map shows the approximate limits of the study area.





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](http://www.mmmgrouplimited.com)

November 18, 2015

SouthWestern Energy  
43 Alice Street  
Action, ON L7J 2A9

See Technical Agencies  
and Utilities Mailing List

**Re: Technical Agency Committee Meeting #3 – Public Information Centre Preview Session  
Trafalgar Road (Regional Road 3) Transportation Corridor Improvements  
Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
Class Environmental Assessment Study  
Our File: W.O. 3214006  
Halton Region**

---

To whom it may concern,

On behalf of Halton Region, we are writing to invite you to attend a PIC Preview Session for Technical Agency Committee (TAC) members for the Trafalgar Road Environmental Assessment (EA) Study from Steeles Avenue to Highway 7. This preview session will take place prior to PIC #3 being held that evening. Please reply to this meeting invitation to advise whether you plan to attend or not.

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**Location:** Gordon Alcott Heritage Hall, Mold-Masters SportsPlex, 221 Guelph Street, Georgetown

**Time:** Drop-in 3:00 p.m. to 5:00 p.m.

The purpose of this preview session is to provide TAC members with an opportunity to view and discuss the Preliminary Plan of the preferred alternative for improvements to Trafalgar Road with the Project Team.

If you have any questions, please feel free to contact Ms. Katherine Jim, MMM Group, at [jimk@mmm.ca](mailto:jimk@mmm.ca) or 905-823-8500 ext. 1371.

A copy of the PIC Notice is attached for your information.

Yours truly,

MMM Group



Neil Ahmed, P.Eng.  
Senior Project Manager

Technical Agency Committee Mailing List

Mailing List	TITLE	FIRST NAME	LAST NAME	JOB TITLE	COMPANY	ADDRESS 1	ADDRESS 2	CITY	PROVINCE	POSTAL CODE
Fed/Prov	Mr.	Warren	D'Andrade	Project Manager	AECOM					
Fed/Prov	Mr.	Stefan	Linder	Manager Public Works Design and Construction	CNR	1 Administration Road	P.O. Box 1000	Concord	Ontario	L4K 1B9
Fed/Prov	Mr.	Paul	Bond	Environmental Planner	Conservation Halton	2596 Britannia Road West		Burlington	Ontario	L7P 0G3
Fed/Prov	Ms.	Charlotte	Cox	Planning Ecologist	Credit Valley Conservation	1255 Old Derry Road		Mississauga	Ontario	LSN 6R4
Fed/Prov	Ms.	Yelena	Koshenkov		Credit Valley Conservation	1255 Old Derry Road		Mississauga	Ontario	LSN 6R4
Fed/Prov	Mr.	Tyler	Slaght	Regulations Officer	Credit Valley Conservation	1255 Old Derry Road		Mississauga	Ontario	LSN 6R4
Fed/Prov	Ms.	Lisa	Myslicki	Environmental Advisor	Environmental Management Infrastructure Ontario	1 Dundas Street West, Suite 2000		Toronto	Ontario	M5G 2L5
Fed/Prov	Mr.	Douglas	Mackenzie	General Manager	Goderich-Exeter Railway	101 Shakespeare Street	2nd Floor	Stratford	Ontario	NSA 3W5
Fed/Prov	Mr.	Biju	Punnooran	Project Coordinator - Railway Corridors	Metrolinx	335 Judson Street		Toronto	Ontario	M8Z1B2
Fed/Prov	Mr.	Adam	Snow	Third Party Projects Officer	Metrolinx					
Fed/Prov	Ms.	Carolyn	Tunks	Project Coordinator - Environmental	Metrolinx - Environmental Programs & Assessments	20 Bay St. Suite 600		Toronto	Ontario	M5J 2W3
Fed/Prov	Mr.	David	Pickles	Consultation Unit	Ministry of Aboriginal Affairs	160 Bloor St E		Toronto	Ontario	M7A 2E6
Fed/Prov	Ms.	Heather	Levecque	Manager, Consultation Unit	Ministry of Aboriginal Affairs Aboriginal Relations and Ministry Partnership Division	160 Bloor St E	4th Floor	Toronto	Ontario	M7A 2E6
Fed/Prov	Mr.	David	Cooper	Manager - Environmental & Land Use Policy Branch	Ministry of Agriculture, Food & Rural Affairs	1 Stone Road W	3rd Floor	Guelph	Ontario	N1G 4Y2
Fed/Prov	Ms.	Jackie	Van de Valk	Rural Planner - Environmental and Land Use Policy Unit	Ministry of Agriculture, Food & Rural Affairs - Food Safety and Environmental Policy Branch	6484 Wellington Road 7		Elora	Ontario	NOB 1S0
Fed/Prov	Mr.	Victor	Doyle	Manager	Ministry of Municipal Affairs & Housing Central Municipal Services Office	777 Bay Street, 2nd Floor		Toronto,	Ontario	M5G 2E5
Fed/Prov	Ms.	Megan	Eplet	A/ Management Biologist	Ministry of Natural Resources and Forestry	50 Bloomington Road West, R.R. #2		Aurora	Ontario	L4G 0L8
Fed/Prov	Mr.	Mark	Heaton	Management Biologist, Aurora District	Ministry of Natural Resources and Forestry	50 Bloomington Road West, R.R. #2		Aurora	Ontario	L4G 0L8
Fed/Prov	Mr.			"One Window" ESA Inbox	Ministry of Natural Resources and Forestry					
Fed/Prov	Mr.	Daniel	Delaquais	Environmental Resource Planner & EA Coordinator	Ministry of the Environment and Climate Change	5775 Yonge Street, Place Nouveau	9th Floor	Toronto	Ontario	M2M 4J1
Fed/Prov	Ms.	Paula	Kulpa	A/ Manager	Ministry of Tourism, Culture and Sport	401 Bay Street	Suite 1700	Toronto	Ontario	M7A 0A7
Fed/Prov	Mr.	Daniel	Minkin	Heritage Planner	Ministry of Tourism, Culture and Sport	401 Bay Street	Suite 1700	Toronto	Ontario	M7A 0A7
Fed/Prov	Mr.	Paul	Ahn	Project Engineer	Ministry of Transportation	159 Sir William Hearst Avenue		Downsview	Ontario	M3M 0B7
Fed/Prov	Mr.	Joseph	Lai	Head (Acting), Highway Engineering	Ministry of Transportation	159 Sir William Hearst Avenue		Downsview	Ontario	M3M 0B7
Fed/Prov	Mr.	Graham	Routledge	Senior Project Manager - CORRIDOR MANAGEMENT SECTION	Ministry of Transportation	159 Sir William Hearst Avenue		Downsview	Ontario	M3M 0B7
Fed/Prov	Ms.	Nancy	Mott	Senior Strategic Advisor	Niagara Escarpment Commission	232 Guelph Street		Georgetown	Ontario	L7G 4B1
Municipal	Ms.	Holly	Anderson		Conservation Halton	2596 Britannia Road West		Burlington	Ontario	L7P 0G3
Municipal	Mr.	Corey	Harris		Conservation Halton	2596 Britannia Road West		Burlington	Ontario	L7P 0G3
Municipal	Ms.	Sarah	Matchett		Conservation Halton	2596 Britannia Road West		Burlington	Ontario	L7P 0G3
Municipal	Ms.	Sandra	Morgan	Transportation Manager	Halton Catholic District School Board	3190 Harvester Road		Burlington	Ontario	L7N 3T1
Municipal	Mr.	Frederick	Thibeault	Planning, Assessment and Transportation Administrator	Halton Catholic District School Board	802 Drury Lane		Burlington	Ontario	L7R 2Y2
Municipal	Ms.	Laureen	Choi	Senior Planner - Planning Department	Halton District School Board	2050 Guelph Line, P.O. Box 5005		Burlington	Ontario	L7R 3Z2
Municipal	Ms.	Karen	Lacroix	General Manager - Halton Student Transportation Services	Halton District School Board	3190 Harvester Road		Burlington	Ontario	L7N 3T1
Municipal	Mr.	Domenico	Renzella	Manager of Planning	Halton District School Board	2050 Guelph Line, P.O. Box 5005		Burlington	Ontario	L7R 3Z2
Municipal	Mr.	Steve	Burke	Manager of Planning POLICY, PLANNING, DEVELOPMENT & SUSTAINABILITY	Halton Hills	1 Halton Hills Drive		HALTON HILLS	Ontario	L7G 5G2
Municipal	Chief	Brent	Marshall	Fire Chief & Director	Halton Hills - Fire Department	1 Halton Hills Drive		Halton Hills	Ontario	L7G 5G2
Municipal	Mr.	Todd	Conkright	Manager of Design & Construction	Halton Hills - Infrastructure Services	1 Halton Hills Drive		Halton Hills	Ontario	L7G 5G2
Municipal	Mr.	Steve	Grace	Manager of Development & Traffic	Halton Hills - Infrastructure Services	1 Halton Hills Drive		Halton Hills	Ontario	L7G 5G2
Municipal	Mr.	John	Kwast	Town Engineer	Halton Hills - Infrastructure Services	1 Halton Hills Drive		Halton Hills	Ontario	L7G 5G2
Municipal	Mr.	Chris	Mills	Director of Infrastructure, Commissioner	Halton Hills - Infrastructure Services	1 Halton Hills Drive		Halton Hills	Ontario	L7G 5G2
Municipal	Mr.	Matt	Roj	Traffic Coordinator	Halton Hills - Infrastructure Services	1 Halton Hills Drive		Halton Hills	Ontario	L7G 5G2
Municipal	Ms.	Maureen	Van Ravens	Manager of Transportation and Development Engineering	Halton Hills - Infrastructure Services	1 Halton Hills Drive		Halton Hills	Ontario	L7G 5G2
Municipal	Mr.	Daniel	Ridgway	Transportation Planner	Halton Hills - Planning	1 Halton Hills Drive		Halton Hills	Ontario	L7G 5G2
Municipal	Mr.	John	Linhardt	Director of Planning /Development /Sustainability	Halton Hills - Planning Development & Sustainability	1 Halton Hills Drive		Halton Hills	Ontario	L7G 5G2
Municipal	Mr.	Damian	Szybalski	Manager of Sustainability	Halton Hills - Planning Development & Sustainability	1 Halton Hills Drive		Halton Hills	Ontario	L7G 5G2
Municipal	Mr.	Terry	Alyman	Director of Recreation & Parks	Halton Hills - Recreation & Parks	1 Halton Hills Drive		Halton Hills	Ontario	L7G 5G2
Municipal	Mr.	Warren	Harris	Manager of Parks & Open Space	Halton Hills - Recreation & Parks	1 Halton Hills Drive		Halton Hills	Ontario	L7G 5G2
Municipal	Ms.	Kathleen	Dills	General Manager	Halton Hills Chamber of Commerce	8 James Street		Halton Hills	Ontario	L7G 2H3
Municipal	Mr.	John	Duong	Manager of Infrastructure Planning	Halton Region	1075 North Service Road		Oakville	Ontario	L6M 3L1
Municipal	Mr.	Ron	Reinholt	Regional Forester	Halton Region					
Municipal	Mr.	Dave	Simpson	Manager of Water Planning	Halton Region	1075 North Service Road		Oakville	Ontario	L6M 3L1
Municipal	Mr.	Nick	Buczynsky	Senior Emergency Management Advisor	Halton Region	1151 Bronte Road		Oakville	Ontario	L6M 3L1
Municipal	Mr.	Richard	Clark	Senior Planner - Environmental	Halton Region	1151 Bronte Road		Oakville	Ontario	L6M 3L1
Municipal	Mr.	Richard	Clark	Halton E.E.A.C. (Ecological & Environmental Advisory Committee)	Halton Region	1151 Bronte Road		Oakville	Ontario	L6M 3L1
Municipal	Mr.	Dean	Popov	Deputy Chief/Manager of Operations	Halton Region - Emergency Medical Services	1179 Bronte Road		Oakville	Ontario	L6M 4G3
Municipal	Mr.	Greg	Sage	Director/Chief	Halton Region - Emergency Medical Services	1179 Bronte Road		Oakville	Ontario	L6M 3L1
Municipal	Ms.	Anna	DeMarchi-Meyers	Agricultural Liaison Officer	Halton Region - Legislative & Planning Services	1151 Bronte Road		Oakville	Ontario	L6M 3L1
Municipal	Mr.	Stirling	Todd	H.A.A.C. (Halton Agricultural Advisory Committee)	Halton Region - Legislative & Planning Services	1075 North Service Road		Oakville	Ontario	L6M 2G2
Municipal		Magda	Bielawski	Project Manager	Halton Region - Public Works	1151 Bronte Road		Oakville	Ontario	L6M 3L1
Municipal		Alex	Pallo	Project Manager - Infrastructure Planning	Halton Region - Water Planning					
Municipal	Mr.	Dave	Huk	Supervisor, Infrastructure Planning	Halton Region - Water Services, Public Works	1075 North Service Road		Oakville	Ontario	L6M 3L1
Municipal	Mr.	Fabio	Cabarcas	Senior Policy Analyst	Halton Region Health Department	1151 Bronte Road		Oakville	Ontario	L6M 3L1
Municipal	Detective	Paul	Davies	Chronic Disease Prevention & Oral Health Division Traffic Services	Halton Region Police Service	1151 Bronte Road		Oakville	Ontario	L6M 3L1
Municipal	Chief	Stephen	Tanner	Chief of Police	Halton Region Police Service	1151 Bronte Road		Oakville	Ontario	L6M 3L1
Municipal	Deputy Chief of Police (Operations)	Roger	Wilkie		Halton Region Police Service	1151 Bronte Road		Oakville	Ontario	L6M 3L1
Municipal		Shadi	Shenouda		Trans Canada Pipelines					
Utilities	Mr.	Dayton	Dumesnil		Bell Canada					
Utilities	Mr.	Chris	Gill		Bell Canada					
Utilities	Ms.	Amanda	McQuay		Bell Canada					
Utilities	Ms.	Lynanne	Cane	Planning Coordinator	COGECO Cable Canada Inc.	695 Lawrence Road		Hamilton	Ontario	L8K 6P1
Utilities	Ms.	Jenn	McLean	System Planner	COGECO Cable Canada Inc.	695 Lawrence Road		Hamilton	Ontario	L8K 6P1
Utilities	Mr.	Jim	Arnott	Municipal Coordination Advisor	Enbridge Gas Distribution Inc., Planning Asset Management	4th Floor	PO Box 650	Scarborough	Ontario	M1K 5E3
Utilities	Ms.	Patricia	Coca		Halton Hills - Hydro	43 Alice Street		Acton	Ontario	L7J 2A9
Utilities	Ms.	Janice	Tennant		Halton Hills Community Energy Corporation	43 Alice Street		Acton	Ontario	L7J 2A9
Utilities	Mr.	Christopher	Hale		Halton Hills Hydro Inc.	43 Alice Street		Acton	Ontario	L7J 2A9

Technical Agency Committee Mailing List

Mailing List	TITLE	FIRST NAME	LAST NAME	JOB TITLE	COMPANY	ADDRESS 1	ADDRESS 2	CITY	PROVINCE	POSTAL CODE
Utilities	Mr.	Don	Matthews	Manager of Engineering & Operations	Halton Hills Hydro Inc.	43 Alice Street		Acton	Ontario	L7J 2A9
Utilities	Mr.	Walter	Kloostra	Mailbox - Attention: Walter Kloostra	Hydro One Networks Inc.	483 Bay Street	South Tower, 6th Floor	Toronto	Ontario	M5G 2P5
Utilities	Mr.	Brian	McCormick	Manager, Environmental Services and Approvals Department	Hydro One Networks Inc.	483 Bay Street	12th Floor, North Tower	Toronto	Ontario	M5G 2P5
Utilities	Mr.	Farooq	Qureshy	Manager, Transmission Planning	Hydro One Networks Inc.	483 Bay Street	15th Floor, North Tower	Toronto	Ontario	M5G 2P5
Utilities	Mr.	George	Watt	Environmental Planner	Hydro One Networks Inc.	483 Bay Street	South Tower, 6th Floor	Toronto	Ontario	M5G 2P5
Utilities		Yu San	Ong	Environmental Planner	Hydro One Networks Inc. - Environmental Engineering and Project Support	483 Bay Street	South Tower, 6th Floor	Toronto	Ontario	M5G 2P5
Utilities	Ms.	Jennifer	Stewart	Environmental Planner	Hydro One Networks Inc. - Environmental Engineering and Project Support					
Utilities		Dhvani	Shah		Hydro One Networks Inc. - Transmission Planning					
Utilities	Mr.	Bill	Roberts	Administrator	Ontario One Call	335 Laird Road	Unit 8	Guelph	Ontario	N1G 4P7
Utilities					SouthWestern Energy Inc.	43 Alice Street		Acton	Ontario	L7J 2A9
Utilities	Mr.	Jack	Otis		Trans Canada Pipelines					
Utilities	Mr.	Paul	Whelan	Pipeline Technician	Trans Canada Pipelines	1020 Rymal Road East		Hamilton	Ontario	L8W 3N6
Utilities		Gretchen	Gordon		TransCanada Pipeline - Halton Hills Generating Station	7870 Sixth Line S		Halton Hills	Ontario	L7G 0E9
Utilities	Ms.	Faye	Wang	Manager	Union Gas Ltd.	360 Strathearne Avenue N.	P.O. Box 10	Hamilton	Ontario	L8H 3A5



November 16, 2015

Chief Phyllis Williams  
Curve Lake First Nation  
Government Services Building  
Curve Lake, ON K0L 1R0  
dutytoconsult@curvelakefn.ca

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
from Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
Class Environmental Assessment Study – Public Information Centre #3**

Dear Chief Williams:

The Regional Municipality of Halton has retained MMM Group Limited (MMM) to undertake a Municipal Class Environmental Assessment (EA) Study to assess transportation corridor improvements on Trafalgar Road (Regional Road 3) between Steeles Avenue (Regional Road 8) and Highway 7 in the Town of Halton Hills. This Study is being carried out in accordance with the planning and design process for Schedule 'C' projects as outlined in the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007 & 2011), which is approved under the Ontario Environmental Assessment

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In order to fully assess potential impacts on First Nation interests, and to facilitate meaningful consultation, the purpose of this letter, as noted, is to further update you on the project and to solicit comments that should be addressed throughout the Class EA Study. Please note that we are also contacting the Ministry of Tourism, Culture and Sport, the Ministry of Aboriginal Affairs, and Aboriginal Affairs and Northern Development Canada for their respective input to the Study.

A key component of the study will be consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). The third Public Information Centre has been arranged for:

**Date: Wednesday, December 2, 2015**  
**Time: Drop-in: 6:30 p.m. – 8:30 p.m.**  
**Location: Mold-Masters Sportsplex, Gordon Alcott Heritage Hall,  
221 Guelph Street, Georgetown ON L7G 4A8**

The purpose of the PIC is to present the planning alternatives being considered, evaluation of alternatives and preliminary preferred design. Anyone with an interest in this study is invited to attend and participate.

If you are unable to attend the Public Information Centre and would like to provide comments, please forward them by December 18, 2015. For more information on this project, please visit the project website at [www.halton.ca/EAprojects](http://www.halton.ca/EAprojects).

Thank-you in advance for your participation. Should you have any questions or require additional information, please contact the undersigned at (905) 825-6000 ext. 7920 or [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca).

Sincerely,

A handwritten signature in blue ink that reads "Jeffrey Reid". The signature is written in a cursive style.

Jeffrey Reid, C.E.T.  
Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

Enclosure – Notice of Public Information Centre #3



November 16, 2015

Chief Bryan LaForme  
Mississaugas of the New Credit First Nation  
2789 Mississauga Road, R.R. #6  
Hagersville, ON N0A 1H0

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
from Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
Class Environmental Assessment Study – Public Information Centre #3**

Dear Chief LaForme:

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Jeffrey Reid, C.E.T.  
Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

Enclosure – Notice of Public Information Centre #3





November 16, 2015

Grand Chief Thompson Dooley  
Mohawk Council of Akwesasne  
P.O. Box 579  
Cornwall ON K6H 5T3

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
from Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
Class Environmental Assessment Study – Public Information Centre #3**

Dear Chief Dooley:

The Regional Municipality of Halton has retained MMM Group Limited (MMM) to undertake a Municipal Class Environmental Assessment (EA) Study to assess transportation corridor improvements on Trafalgar Road (Regional Road 3) between Steeles Avenue (Regional Road 8) and Highway 7 in the Town of Halton Hills. This Study is being carried out in accordance with the planning and design process for Schedule 'C' projects as outlined in the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007 & 2011), which is approved under the Ontario Environmental Assessment

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**The Regional Municipality of Halton**



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Sincerely,

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Jeffrey Reid, C.E.T.  
Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

Enclosure – Notice of Public Information Centre #3



November 16, 2015

Chief Joel Abram  
Oneida Nation of the Thames  
2212 Elm Avenue  
Southwold, ON N0L 2G0

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
from Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
Class Environmental Assessment Study – Public Information Centre #3**

Dear Chief Abram:

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Jeffrey Reid, C.E.T.  
Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

Enclosure – Notice of Public Information Centre #3



November 16, 2015

Hohahes Leroy Hill  
Haudenosaunee Confederacy  
Chiefs Council  
2634 6th Line Road  
R.R. #2  
Ohsweken, ON N0A 1M0

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
from Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
Class Environmental Assessment Study – Public Information Centre #3**

Dear Chief Hill:

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Sincerely,

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Jeffrey Reid, C.E.T.  
Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

Enclosure – Notice of Public Information Centre #3



November 16, 2015

Chief James Marsden  
Alderville First Nation  
PO Box 46, R.R. #4  
Roseneath, ON K0K 2X0

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
from Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
Class Environmental Assessment Study – Public Information Centre #3**

Dear Chief Marsden:

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Jeffrey Reid, C.E.T.  
Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

Enclosure – Notice of Public Information Centre #3



November 16, 2015

Chief Tracy Gauthier  
Mississaugas of Scugog Island First Nation  
22521 Island Road  
Port Perry, ON L9L 1B6

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
from Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
Class Environmental Assessment Study – Public Information Centre #3**

Dear Chief Gauthier:

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Jeffrey Reid, C.E.T.  
Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

Enclosure – Notice of Public Information Centre #3



November 16, 2015

Chief Laurie Carr  
Hiawatha First Nation  
123 Paudash Street, R.R. #2  
Keene, ON K0L 2G0

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
from Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
Class Environmental Assessment Study – Public Information Centre #3**

Dear Chief Carr:

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Jeffrey Reid, C.E.T.  
Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

Enclosure – Notice of Public Information Centre #3



November 16, 2015

Chief R. Donald Maracle  
The Mohawks of the Bay of Quinte First Nation  
Box 98, 48B Bayshore Road  
Tyendinaga Mohawk Territory, ON K0K 1X0

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
from Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
Class Environmental Assessment Study – Public Information Centre #3**

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A key component of the study will be consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). The third Public Information Centre has been arranged for:

**Date: Wednesday, December 2, 2015**  
**Time: Drop-in: 6:30 p.m. – 8:30 p.m.**  
**Location: Mold-Masters Sportsplex, Gordon Alcott Heritage Hall,  
221 Guelph Street, Georgetown ON L7G 4A8**

**The Regional Municipality of Halton**

The purpose of the PIC is to present the planning alternatives being considered, evaluation of alternatives and preliminary preferred design. Anyone with an interest in this study is invited to attend and participate.

If you are unable to attend the Public Information Centre and would like to provide comments, please forward them by December 18, 2015. For more information on this project, please visit the project website at [www.halton.ca/EAprojects](http://www.halton.ca/EAprojects).

Thank-you in advance for your participation. Should you have any questions or require additional information, please contact the undersigned at (905) 825-6000 ext. 7920 or [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca).

Sincerely,

A handwritten signature in blue ink that reads "Jeffrey Reid". The signature is written in a cursive style.

Jeffrey Reid, C.E.T.  
Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

Enclosure – Notice of Public Information Centre #3



November 16, 2015

Chief Blaine Commandant  
Wahta Mohawk Territory  
Box 260  
Bala, ON P0C 1A0

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

**Re: Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study  
from Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
Class Environmental Assessment Study – Public Information Centre #3**

Dear Chief Commandant:

The Regional Municipality of Halton has retained MMM Group Limited (MMM) to undertake a Municipal Class Environmental Assessment (EA) Study to assess transportation corridor improvements on Trafalgar Road (Regional Road 3) between Steeles Avenue (Regional Road 8) and Highway 7 in the Town of Halton Hills. This Study is being carried out in accordance with the planning and design process for Schedule 'C' projects as outlined in the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007 & 2011), which is approved under the Ontario Environmental Assessment

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Sincerely,

A handwritten signature in blue ink that reads "Jeffrey Reid". The signature is written in a cursive style.

Jeffrey Reid, C.E.T.  
Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

Enclosure – Notice of Public Information Centre #3



November 16, 2015

Chief Ava Hill  
Six Nations of the Grand River Territory  
P.O. Box 5000, 1695 Chiefswood Road  
Ohsweken, ON N0A 1M0

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

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Sincerely,

A handwritten signature in blue ink that reads "Jeffrey Reid". The signature is written in a cursive style.

Jeffrey Reid, C.E.T.  
Senior Transportation Planner

Cc: Neil Ahmed – MMM Group

Enclosure – Notice of Public Information Centre #3

## Stefan Sirianni

---

**From:** Katherine Jim  
**Sent:** November-25-15 2:04 PM  
**To:** Neil Ahmed; Reid, Jeffrey (Jeffrey.Reid@halton.ca)  
**Cc:** Monaghan, Patrick - Transportation Services (Patrick.Monaghan@halton.ca); Stefan Sirianni  
**Subject:** FW: Trafalgar Road EA - Technical Agency Committee Meeting #3 – PIC Preview Session  
**Categories:** Print and File / Update Comment Sheet

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**From:** Eplett, Megan (MNRF) [mailto:Megan.Eplett@ontario.ca]  
**Sent:** November-25-15 1:07 PM  
**To:** Katherine Jim  
**Cc:** Heaton, Mark (MNRF); Burkart, Jackie (MNRF)  
**Subject:** RE: Trafalgar Road EA - Technical Agency Committee Meeting #3 – PIC Preview Session

Hi Katherine,

Thank you for the invitation to the TAC #3 for the Trafalgar Road EA. MNRF will not be able to attend the meeting.

MNRF understands that Alternative 1 has been chosen as the preliminary technical preferred alternative. It is noted that this alternative will include upgrades to existing watercourse crossings. At this point in the EA process MNRF has minimal concerns with Alternative 1 as proposed. However, MNRF will likely have comments related to crossing structure design and wildlife passage which can be addressed at the detailed design stage.

Thank you,

Megan

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**Megan Eplett | Management Biologist | Aurora District | Ministry of Natural Resources and Forestry**  
☎ (905) 713-7369 | ✉ [megan.eplett@ontario.ca](mailto:megan.eplett@ontario.ca)

A copy of the PIC Notice is attached for your information.

Regards,  
-Stefan  
(Sent on behalf of Katherine Jim)



**Stefan Sirianni, E.I.T.**  
Designer  
Transportation – Planning

**MMM Group**  
2655 North Sheridan Way, Suite 300  
Mississauga, ON L5K 2P8 Canada  
T 905.823.8500 x1421  
F 905.823.8503  
[SirianniS@mmm.ca](mailto:SirianniS@mmm.ca)

[www.mmmgrouplimited.com](http://www.mmmgrouplimited.com) | [www.wspgroup.ca](http://www.wspgroup.ca)

## Stefan Sirianni

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**From:** Slaght, Tyler <TSlaght@creditvalleyca.ca>  
**Sent:** December-14-15 9:49 AM  
**To:** Stefan Sirianni; Reid, Jeffrey; Green-Battiston, Melissa; Jakaitis, Alicia; Monaghan, Patrick  
**Cc:** Katherine Jim; Neil Ahmed  
**Subject:** RE: Trafalgar Rd EA - Meeting with CH, CVC, MNRF, and NEC - Nov-4-15 - Minutes  
**Attachments:** Crossing Info.pdf; ATT00001.txt

**Categories:** Print and File / Update Comment Sheet

Hi Jeff,

CVC staff have reviewed the meeting minutes and pdf of the proposed preliminary preferred alternative and provide the following comments:

### Meeting Minute Comments

#### Section 2.4

Page 4, comment 4 – The issue of safe access was brought up by CVC not CH as noted. As noted in the email November 12, 2015 further assessment is required.

Page 4, comment 6 -In a follow up email regarding access of from Stewarttown Road, CVC staff noted that a crash gate would be problematic for residents wanting to leave Stewarttown Road however this was proposed as part of the revised plans.

Page 5, comments 1 & 2 – This discussion was primarily related to the Black Creek Crossing where an encroachment into the valley, wetland and ESA are proposed and a steeper slope or retaining wall should be evaluated. Options which propose the least encroachment into the natural features need to be explored and evaluated. Explanation of the options considered and justification for the option selected must be provided and accepted by CVC. This concept should be applied in other areas where encroachment into natural features is proposed.

Page 5, Comment 3 – In the absence of the required studies to delineate the flood and erosion hazards it is difficult for CVC to comment on the suitability of the preliminary preferred. Staff noted that the area near the proposed CN underpass is a concern since the proximity of the proposed alignment is close to the watercourse is potentially within the floodplain and erosion hazards.

### Additional Comments

Typical issues that CVC comes across when reviewing draft ESR's include the following:

1. Lack of or incomplete technical studies required to make decisions (hydraulic analysis, fluvial geomorphological, etc.)
2. Lack of justification for alternatives selected.
3. Lack of options considered for a particular area.
4. Lack of consideration for the environmental components of the project and areas of interest to CVC.

The draft ESR must provide sufficient information to demonstrate that the proposed works will not result in increased flooding and erosion to private properties that are not intended to be acquired by the Region. Although the technical studies have not been provided the comments above are not a reflection of the work undertaken to date.

### Culverts

During the meeting it was indicated that a follow up meeting regarding the three minor crossings was going to be considered. CVC staff are happy to meet in this regard. Since staff do not know if replacement of the culverts or extension of the culverts are being considered at this point only general comments can be provided (see

attachment). For any new culvert, the preference would be that it is an open bottom culvert and wildlife passage is considered. Review of the PDF drawings supplied suggests a culvert extension is also proposed for the CN tracks at 11509 Trafalgar Road. These criteria would also apply to that culvert.

Please do not hesitate to contact me if you have any questions or concerns. As per our telephone conversation last week, CVC staff will bring to the attention of Region or MMM staff any additional items to your attention as they arise, if they do.

Regards,

**Tyler Slaght**

Regulations Officer

Credit Valley Conservation

905.670.1615 ext 406 | 1.800.668.5557

[tslaght@creditvalleyca.ca](mailto:tslaght@creditvalleyca.ca) | [creditvalleyca.ca](http://creditvalleyca.ca)

---

**From:** Stefan Sirianni [<mailto:SirianniS@mmm.ca>]

**Sent:** December 7, 2015 1:44 PM

**To:** Reid, Jeffrey; Green-Battiston, Melissa; Jakaitis, Alicia; Monaghan, Patrick; Cox, Charlotte; Slaght, Tyler;

[charris@hrca.on.ca](mailto:charris@hrca.on.ca); [smatchett@hrca.on.ca](mailto:smatchett@hrca.on.ca); [pbond@hrca.on.ca](mailto:pbond@hrca.on.ca); 'Richard Baxter'; [nancy.mott@ontario.ca](mailto:nancy.mott@ontario.ca); Haq, Rizwan

**Cc:** Katherine Jim; Neil Ahmed

**Subject:** Trafalgar Rd EA - Meeting with CH, CVC, MNRF, and NEC - Nov-4-15 - Minutes

Good afternoon,

The minutes for the November 4, 2015 meeting between the Project Team and CH, CVC, and NEC to discuss the Preliminary Plan of the Preferred Alternative for the Trafalgar Road EA are attached for your records.

Please let me know if you have any questions or comments regarding the contents of these minutes.

Regards,  
Stefan



**Stefan Sirianni**, E.I.T.

Designer

Transportation – Planning

**MMM Group**

2655 North Sheridan Way, Suite 300

Mississauga, ON L5K 2P8 Canada

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## **Lengthening of Existing Structure**

### ***Approval Requirements***

Report/ technical memo

Identify problem (e.g. road widening, age of structure, etc.)

Identify scope of work (instream or near stream works)

Hydraulic analyses confirming no changes to floodplain and channel erosion

Consideration to geomorphic processes refer to CVC's Geomorphologic Guidelines\*

Demonstrate no negative impact to upstream and downstream neighbors

Construction staging/sequencing

Construction timing

Erosion and Sediment Control Plans (including dewatering, flow diversion, etc.)

Restoration and stabilization work

## **Replacement of Existing Structure**

### ***Approval Requirements***

Report/ technical memo

Identify reasons of replacement (e.g. age of structure, failure due to hydraulic capacity, geomorphic processes, etc.)

Hydraulic analyses confirming no changes to floodplain and channel erosion

Geomorphic study on geomorphic processes in accordance with CVC's Geomorphologic Guidelines\*

Demonstrate no negative impact to upstream and downstream neighbors

Construction staging/sequencing

Construction timing

Hydrologist's/geotechnical engineer's input under high groundwater conditions

Erosion and Sediment Control Plans (including dewatering, flow diversion, etc.)

Restoration and stabilization work

\*Geomorphic Guidelines: Fact Sheet III-Considerations with Regards to Crossing Design

## **General Recommendations**

Remove unnecessary upstream backwater conditions by increasing culvert capacity

Design flood free road crossings

Protect structure by locating abutments outside creek erosion hazards

Replacement or new construction- open footing culverts/ bridges are required

Bridges structures must be designed to withstand Regulatory flow velocities and energy

Culvert skewness must be considered in hydraulic analyses

Provide aquatic benefits by removing purge culverts, nick points and long CSP culverts

consider ecological needs, fish passage, wildlife crossings etc.

### **Geomorphic Recommendations**

Generally, we expect the followings:

Bridge design must follow CVC's Geomorphologic Guidelines (Section: Geomorphologic Considerations with Regards to Crossing Design)

Bridge span should be based on 100 year creek bank erosion, meander belt, and scour analysis. Assessment must be completed by a professional fluvial geomorphologist or equivalent. Existing reports for the creek can also be considered for this purpose

In case of crossing replacements it is recognized that some crossing may not meet geomorphic guidelines due to socio economic challenges. An appropriate justifications for selecting span will be required.

in the absence of detail geomorphic study, the crossing opening must be at least three times the width of the bankfull channel for channels less than 4 m wide.

### **Hydraulic Recommendations**

Hydraulic assessment showing no negative upstream impacts that is no increase in upstream water surface elevations during all design storms (2 year to 100 year and Regional storm).

New bridge should provide flood free access and a minimum of 0.3 m freeboard.

Hydraulic assessment showing no loss of flood storage that is no filling within the floodplain

Hydraulic assessment showing no increase in channel flow velocities under various design storms (2 year to 100 year and Regional storm)

Location and orientation of bridge crossing should be selected based on environmental assessment approach, that select a best alternative from a list of alternatives which have no or minimum environmental impacts.

### **Erosion and Sediment Control Recommendations**

Provide appropriate, during construction, erosion and sediment control plan

Restoration plan for all disturbed area

Multi Stage construction ESC plans where construction duration is relatively long and/or watercourse is sensitive

A well thought flow diversion or by-pass plan

## Stefan Sirianni

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**From:** Mott, Nancy (MNRF) <Nancy.Mott@ontario.ca>  
**Sent:** December-07-15 4:31 PM  
**To:** Stefan Sirianni  
**Subject:** RE: Trafalgar Rd EA - Preliminary Plan of Preferred Alternative from Technical Agency Committee PIC Preview Session

Great, thanks!

Nancy

---

**From:** Stefan Sirianni [mailto:SirianniS@mmm.ca]  
**Sent:** December 7, 2015 2:12 PM  
**To:** Mott, Nancy (MNRF)  
**Cc:** Katherine Jim  
**Subject:** RE: Trafalgar Rd EA - Preliminary Plan of Preferred Alternative from Technical Agency Committee PIC Preview Session

Hello Nancy,

The deadline for members of the public to submit comments is Friday, December 18, and no comments regarding NEC lands have been submitted thus far. Once this window for submitting comments closes, a summary of key comments received will be compiled. Should the content of any of these comments pertain directly to NEC lands I will be sure to forward them on to you.

Best,  
Stefan



**Stefan Sirianni, E.I.T.**  
Designer  
Transportation – Planning

**MMM Group**  
2655 North Sheridan Way, Suite 300  
Mississauga, ON L5K 2P8 Canada  
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---

**From:** Mott, Nancy (MNRF) [mailto:Nancy.Mott@ontario.ca]  
**Sent:** December-07-15 11:10 AM  
**To:** Stefan Sirianni  
**Subject:** RE: Trafalgar Rd EA - Preliminary Plan of Preferred Alternative from Technical Agency Committee PIC Preview Session

Hello:

Were there any concerns expressed by the public with what was presented for the NEP portion of the realignment?



Thank you,

Nancy

Nancy Mott, MCIP, RPP  
Senior Strategic Advisor  
Niagara Escarpment Commission

Tel: 905-877-8363  
Fax: 905-873-7452  
Cell: 289-839-0106  
Email: [nancy.mott@ontario.ca](mailto:nancy.mott@ontario.ca)

**Please consider the environment before printing this email.**

---

**From:** Stefan Sirianni [<mailto:SirianniS@mmm.ca>]

**Sent:** December 4, 2015 10:55 AM

**To:** [warren.dandrade@aecom.com](mailto:warren.dandrade@aecom.com); [stefan.linder@cn.ca](mailto:stefan.linder@cn.ca); [pbond@hrca.on.ca](mailto:pbond@hrca.on.ca); [ccox@creditvalleyca.ca](mailto:ccox@creditvalleyca.ca); [tslaght@creditvalleyca.ca](mailto:tslaght@creditvalleyca.ca); Myslicki, Lisa (IO); [douglas.mackenzie@railamerica.com](mailto:douglas.mackenzie@railamerica.com); [biju.punnooran@gotransit.com](mailto:biju.punnooran@gotransit.com); [adam.snow@gotransit.com](mailto:adam.snow@gotransit.com); [Carolyn.Tunks@gotransit.com](mailto:Carolyn.Tunks@gotransit.com); Pickles, David (MAA); Levecque, Heather (MAG); Cooper, David (OMAFRA); Van de Valk, Jackie (OMAFRA); Doyle, Victor (MAH); Eplett, Megan (MNRF); Heaton, Mark (MNRF); ESA Aurora (MNRF); Delaquis, Dan (MOECC); Hatcher, Laura (MTCS); Minkin, Dan (MTCS); Ahn, Paul (MTO); Lai, Joseph (MTO); Routledge, Graham (MTO); Mott, Nancy (MNRF); [handerson@hrca.on.ca](mailto:handerson@hrca.on.ca); [charris@hrca.on.ca](mailto:charris@hrca.on.ca); [smatchett@hrca.on.ca](mailto:smatchett@hrca.on.ca); [morgans@hcdsb.org](mailto:morgans@hcdsb.org); [thibeaultf@hcdsb.org](mailto:thibeaultf@hcdsb.org); [choil@hdsb.ca](mailto:choil@hdsb.ca); [lacroixk@haltonbus.ca](mailto:lacroixk@haltonbus.ca); [renzellad@hdsb.ca](mailto:renzellad@hdsb.ca); [SteveBu@haltonhills.ca](mailto:SteveBu@haltonhills.ca); [brentm@haltonhills.ca](mailto:brentm@haltonhills.ca); [ToddC@haltonhills.ca](mailto:ToddC@haltonhills.ca); [SteveG@haltonhills.ca](mailto:SteveG@haltonhills.ca); [johnk@haltonhills.ca](mailto:johnk@haltonhills.ca); [Chrism@haltonhills.ca](mailto:Chrism@haltonhills.ca); [MatthewR@haltonhills.ca](mailto:MatthewR@haltonhills.ca); [maureenv@haltonhills.ca](mailto:maureenv@haltonhills.ca); [DanielR@haltonhills.ca](mailto:DanielR@haltonhills.ca); [johnl@haltonhills.ca](mailto:johnl@haltonhills.ca); [DamianS@haltonhills.ca](mailto:DamianS@haltonhills.ca); [WarrenH@haltonhills.ca](mailto:WarrenH@haltonhills.ca); [generalmanager@haltonhillschamber.on.ca](mailto:generalmanager@haltonhillschamber.on.ca); [john.duong@halton.ca](mailto:john.duong@halton.ca); [Ron.Reinholt@halton.ca](mailto:Ron.Reinholt@halton.ca); [david.simpson@halton.ca](mailto:david.simpson@halton.ca); [nick.buczynsky@halton.ca](mailto:nick.buczynsky@halton.ca); [Richard.Clark@halton.ca](mailto:Richard.Clark@halton.ca); [richard.clark@halton.ca](mailto:richard.clark@halton.ca); [dean.popov@halton.ca](mailto:dean.popov@halton.ca); Sage, Greg (Halton Emergency Medical Services); [Anna.DeMarchi-Meyers@halton.ca](mailto:Anna.DeMarchi-Meyers@halton.ca); [stirling.todd@halton.ca](mailto:stirling.todd@halton.ca); [Magda.Bielawski@halton.ca](mailto:Magda.Bielawski@halton.ca); [Alex.Pallo@halton.ca](mailto:Alex.Pallo@halton.ca); [Tim.Skrins@halton.ca](mailto:Tim.Skrins@halton.ca); [fabio.cabarcas@halton.ca](mailto:fabio.cabarcas@halton.ca); [paul.davies@haltonpolice.ca](mailto:paul.davies@haltonpolice.ca); [stephen.tanner@haltonpolice.ca](mailto:stephen.tanner@haltonpolice.ca); [roger.wilkie@haltonpolice.ca](mailto:roger.wilkie@haltonpolice.ca); [shadi.shenouda@transcanada.com](mailto:shadi.shenouda@transcanada.com); [dayton.dumesnil@bell.ca](mailto:dayton.dumesnil@bell.ca); [chris.gill@bell.ca](mailto:chris.gill@bell.ca); [amanda.mcquay@bell.ca](mailto:amanda.mcquay@bell.ca); [lynanne.cane@cogeco.com](mailto:lynanne.cane@cogeco.com); [jenn.mclean@cogeco.com](mailto:jenn.mclean@cogeco.com); [jim.arnott@enbridge.com](mailto:jim.arnott@enbridge.com); [pcoca@haltonhillshydro.com](mailto:pcoca@haltonhillshydro.com); [janicet@haltonhillshydro.com](mailto:janicet@haltonhillshydro.com); [chrish@haltonhillshydro.com](mailto:chrish@haltonhillshydro.com); [dmatthews@haltonhillshydro.com](mailto:dmatthews@haltonhillshydro.com); [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com); [mccormick.bj@HydroOne.com](mailto:mccormick.bj@HydroOne.com); [farooq.queshey@hydroone.com](mailto:farooq.queshey@hydroone.com); [YuSan.Ong@HydroOne.com](mailto:YuSan.Ong@HydroOne.com); [Jennifer.stewart@HydroOne.com](mailto:Jennifer.stewart@HydroOne.com); [Dhvani.Shah@HydroOne.com](mailto:Dhvani.Shah@HydroOne.com); [Alessia.Dawes@HydroOne.com](mailto:Alessia.Dawes@HydroOne.com); [ajay.garg@HydroOne.com](mailto:ajay.garg@HydroOne.com); 'jeffj@haltonhills.ca'; 'kevin@haltonhills.ca'; [adam.sheldon@transcanada.com](mailto:adam.sheldon@transcanada.com); [gretchen.gordon@transcanada.com](mailto:gretchen.gordon@transcanada.com); [fwang@uniongas.com](mailto:fwang@uniongas.com)  
**Cc:** Reid, Jeffrey; Monaghan, Patrick; Green-Battiston, Melissa; Jakaitis, Alicia; Neil Ahmed; Katherine Jim  
**Subject:** Trafalgar Rd EA - Preliminary Plan of Preferred Alternative from Technical Agency Committee PIC Preview Session

Good morning,

The Preliminary Plan of the preferred alternative presented at the TAC preview session and PIC #3 is now available for download on Halton Region's website:

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

The plan is divided into four sections which can be found under the header "Public Information Centre #3 – December 2, 2015" at the bottom of the webpage.

If you have any questions or comments on the Preliminary Plan, please forward them to Jeff Reid at [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca) (905-825-6000 ext. 7920), or Neil Ahmed, MMM Group, at [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca) (905-823-8500 ext. 1371).

Regards,  
Stefan  
(Sent on behalf of Katherine Jim)

## Stefan Sirianni

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** December-08-15 1:50 PM  
**To:** 'Biju Punnooran'; Stefan Sirianni  
**Cc:** Green-Battiston, Melissa; Carolyn Tunks; Jakaitis, Alicia; Monaghan, Patrick; Neil Ahmed; Katherine Jim; Tibor Magyarosi; Adam Snow; Robert Netopilik; D'Andrade, Warren; Simpson, David  
**Subject:** RE: Trafalgar Rd EA - Meeting with Metrolinx - Nov-4-15 - Minutes and Action Items  
**Categories:** Print and File / Update Comment Sheet

Hi Biju,

Thank-you for your additional comments.

Please be advised that AECOM has not reached-out to Halton Region regarding this project. As Halton Region is the proponent for the Trafalgar Road Class EA Study, it should be Metrolinx to determine whether this is an appropriate time for Metrolinx to engage their Consultant for comments. Halton Region is not responsible to determine whether AECOM should be engaged on behalf of Metrolinx.

Equally important, we are requesting that Metrolinx confirm how many tracks are being protected (i.e. 2 or 3 tracks). As you are aware, there is currently 1 track, but it is currently undetermined how many tracks are required in the future (i.e. by 2031).

Please note that a letter will be sent shortly to Jeff Bateman (at your request) to confirm the underpass option.

Thanks,

Jeff

**Jeffrey Reid, H.B.A., C.I.M., C.E.T.**

Acting Supervisor – Transportation Planning  
Infrastructure Planning & Policy | Public Works

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**Address** 1151 Bronte Road, Oakville, Ontario, L6M 3L1

Halton Region | [www.halton.ca](http://www.halton.ca)



 Please consider the environment before printing this e-mail.

---

**From:** Biju Punnooran [mailto:[Biju.Punnooran@gotransit.com](mailto:Biju.Punnooran@gotransit.com)]  
**Sent:** Tuesday, December 08, 2015 1:31 PM  
**To:** Stefan Sirianni  
**Cc:** Reid, Jeffrey; Green-Battiston, Melissa; Carolyn Tunks; Jakaitis, Alicia; Monaghan, Patrick; Neil Ahmed; Katherine Jim; Tibor Magyarosi; Adam Snow; Robert Netopilik; D'Andrade, Warren  
**Subject:** RE: Trafalgar Rd EA - Meeting with Metrolinx - Nov-4-15 - Minutes and Action Items

Hello Stefan,

Thanks for the meeting minutes.

A few items that needs to be noted:

Metrolinx has requested the Region of Halton on November 09 15' to submit an Official letter advising the proposed alternative and requesting confirmation.

Nov 04 15' meeting it was advised to Metrolinx by the Region of Halton that Alternative 1 was ultimately selected (i.e. widening along existing Trafalgar Road) and was the final based on various considerations by the Region of Halton.

Please note that the submitted proposal has to be reviewed and consent provided by various internal/external stake holders within Metrolinx prior to confirmation being provided.

Metrolinx had informed AECOM on November 05 15' to contact the Region of Halton regarding LOE. Please advise if AECOM has contacted the Region of Halton.

Region of Halton to confirm with AECOM if involvement at this stage of the Project would be the right time to ensure acceptance, correct review and timely feedback. Please note that at the meeting Metrolinx provided general time frame of AECOM's review process however each project is unique and hence the Region of Halton to confirm with AECOM regarding their involvement on behalf of Metrolinx.

Metrolinx would like to advise that at this time future plans of the Kitchener Rail Corridor has not been finalised and no projected date/year for any works has been confirmed including additional tracks. Metrolinx will provide information as available.

Please note that the meeting with Metrolinx was from 2:30 to 4:00 pm on November 04 15', Wednesday at the Region of Halton Offices and as I understand there was one more attendee from MMM. Metrolinx requests that the Minutes of the Meeting be revised to reflect the changes.

Metrolinx also requests that Adam Snow & Robert Netopilik, Tibor Magyarosi and Carolyn Tunks from GO Transit and Warren D'Andrade or his designate from AECOM (cc'ed in this email) be added on all future correspondence unless otherwise advised.

Thanks,

**Biju Punnooran**

Project Coordinator, Rail Corridor Management Office, GO Transit

Metrolinx | 335 Judson Street | Toronto | Ontario | M8Z 1B2

T: 416-354-7712 C: 416-540-6367

---

**From:** Stefan Sirianni [<mailto:SirianniS@mmm.ca>]

**Sent:** December-08-15 11:00 AM

**To:** Carolyn Tunks; Biju Punnooran

**Cc:** Reid, Jeffrey; Green-Battiston, Melissa; Jakaitis, Alicia; Monaghan, Patrick; Neil Ahmed; Katherine Jim

**Subject:** Trafalgar Rd EA - Meeting with Metrolinx - Nov-4-15 - Minutes and Action Items

Good afternoon,

The minutes for the November 4, 2015 meeting between Metrolinx and the Project Team to discuss the Preliminary Plan of the Preferred Alternative for the Trafalgar Road EA are attached for your records.

Please let me know if you have any questions or comments regarding the contents of these minutes.

## Stefan Sirianni

---

**From:** Stefan Sirianni  
**Sent:** December-23-15 3:49 PM  
**To:** biju.punnooran@gotransit.com; 'Jeff.Bateman@gotransit.com'  
**Cc:** Reid, Jeffrey; Monaghan, Patrick; Green-Battiston, Melissa; Katherine Jim; Neil Ahmed; Tibor Magyarosi; Adam Snow; Robert Netopilik; D'Andrade, Warren; Carolyn.Tunks@gotransit.com; Jakaitis, Alicia  
**Subject:** Trafalgar Rd EA - Confirmation of Underpass Letter to Metrolinx  
**Attachments:** Trafalgar Road EA - Underpass and Overpass Profile at Metrolinx Crossing.pdf; Trafalgar Road EA - Partial Plan at Metrolinx Crossing - Overpass.pdf; Trafalgar Road EA - Partial Plan at Metrolinx Crossing - Underpass.pdf; Trafalgar Rd EA - Confirmation of Underpass Letter to Metrolinx - Dec-23-15.pdf

Good afternoon,

Please find attached a digital copy of the letter sent to Metrolinx by mail today for the Trafalgar Road Environmental Assessment Study in Halton Region.

The purpose of this letter is to document the rationale for selecting the underpass as the preferred option vs. overpass at the Metrolinx / Trafalgar Road crossing and to seek Metrolinx's endorsement of the proposed underpass grade separation between Trafalgar Road and Metrolinx crossing south of Highway 7.

The preliminary plans and profiles for Trafalgar Road underpass and overpass options at the Metrolinx rail tracks are enclosed.

Should you have any further questions, please feel free to contact Neil Ahmed at 905-823-8500 or [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca); or alternatively, you can contact Jeffrey Reid at Halton Region 905-825-6000 ext. 7920 or [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca).

Regards,  
Stefan  
*(Sent on behalf of Katherine Jim)*



**Stefan Sirianni, E.I.T.**  
Designer  
Transportation – Planning

**MMM Group**  
2655 North Sheridan Way, Suite 300  
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December 23, 2015

Mr. Jeff Bateman  
Manager, Rail Corridor  
Rail Corridor Management Office  
GO Transit, Metrolinx  
20 Bay Street, Suite 600  
Toronto, Ontario  
M5J 2W3

**Re: Halton Region  
Trafalgar Road Class Environmental Assessment Study – Steeles Avenue to Highway 7  
Confirmation of Underpass Grade Separation at Metrolinx Crossing**

Dear Mr. Bateman,

On behalf of Halton Region, we would like to thank Metrolinx for its continuous participation in the above-noted Class Environmental Assessment (EA) Study.

Throughout the Class EA Study, we have had a number of meetings with Metrolinx (March 11, April 28, and November 4, 2015) to discuss the need for improvements on Trafalgar Road, analysis and evaluation of the alternatives being considered, including preliminary plan and profile of the proposed improvements (i.e. underpass at Metrolinx crossing), as well as high level discussion for rail detour and next steps.

The need to provide improvements to Trafalgar Road has been established through traffic analysis to 2031 and a review of existing and planned land uses in the study corridor. Additional roadway capacity will be required on Trafalgar Road to support planned growth (e.g. Vision Georgetown located within the study area on the east side of Trafalgar Road between 10 Side Road and 15 Side Road), and to provide Active Transportation facilities. In addition, the existing at-grade crossings along Trafalgar Road at CN and Metrolinx are proposed to be grade separated to address the delays which the current road users are experiencing.

On the basis of standard calculation of an Exposure Index (EI) and assuming existing road traffic and rail demands, the EI calculated at the Metrolinx crossing is as follows:

$$\begin{aligned}EI &= \text{AADT} \times \text{No. of Daily Trains} \\EI &= 9640 \times 12 = 115680\end{aligned}$$



While the calculated EI is less than the 200,000 threshold under existing conditions, the train frequency on the GO Transit Kitchener Line is expected to grow in the near future and the traffic volume on Trafalgar Road is also expected to increase. Assuming a 1.7% growth in traffic to year 2031, the future AADT would be approximately 12400. If there were only 5 additional trains on the GO Transit Kitchener Line, the EI would be over 200,000:

$$EI = 12426 \times 17 = 211,242$$

Therefore, a grade separation will be warranted for the Metrolinx rail line which crosses Trafalgar Road south of Highway 7 under the future conditions.

At each of the meetings with Metrolinx during the EA Study, the Project Team noted that an underpass is proposed at the Trafalgar Road / Metrolinx crossing as part of the improvement of Trafalgar Road due to constraints and residential land uses in the area. The purpose of this letter is to document the rationale for selecting the underpass as the preferred option vs. overpass and to seek Metrolinx's endorsement of the proposed underpass grade separation between Trafalgar Road and Metrolinx crossing south of Highway 7.

The preliminary plans and profiles for Trafalgar Road underpass and overpass options at the Metrolinx rail tracks are enclosed. The grade separation would require shifting the alignment of Trafalgar Road to the west in the proximity of the rail tracks to allow a suitable angle of approach to the grade separation while minimizing area impacts.

The table below provides a summary of overpass vs. underpass under various considerations.

Consideration	Overpass	Underpass	Preferred Alternative
<b>Road Design (Plan and Profile)</b>	<ul style="list-style-type: none"> <li>Trafalgar Road shifted to the west (by approximately 35 m) in the proximity of the rail tracks to reduce skew of crossing structure.</li> <li>7.15 m typical planning clearance between top of track and structure.</li> <li>Maximum road grade at 5.5%</li> </ul>	<ul style="list-style-type: none"> <li>Trafalgar Road would be shifted to the west (by approximately 35 m) to reduce skew of crossing structure.</li> <li>5 m typical planning clearance between the underside of the rail structure and top of road.</li> <li>Maximum road grade at 3.5%</li> </ul>	Underpass
<b>Property Impact</b>	<ul style="list-style-type: none"> <li>Based on preliminary grading limits and early estimations approximately 2.6 ha property required.</li> <li>Significant impacts to land uses on both sides of Trafalgar Road. Retaining walls required to minimize impacts to existing residential</li> </ul>	<ul style="list-style-type: none"> <li>Based on preliminary grading limits and early estimations approximately 1.9 ha property required.</li> <li>Require full buy-out of two properties in the southwest quadrant of Trafalgar Road / 20 Side Road.</li> </ul>	Underpass



Consideration	Overpass	Underpass	Preferred Alternative
	<p>properties on the east side. Grading would extend into the agricultural field on the west side if retaining walls are not provided.</p> <ul style="list-style-type: none"> <li>Greater impacts to areas designated under the Niagara Escarpment Plan (lands on the west of Trafalgar Road in the proximity of the Metrolinx crossing).</li> <li>Require full buy-out of three properties in the southwest quadrant of Trafalgar Road / 20 Side Road (two if retaining wall built on the west side)</li> </ul>	<ul style="list-style-type: none"> <li>Some property impacts along the easterly property line of the land in the southwest quadrant of Trafalgar Road and Highway 7.</li> <li>Relatively less impacts to areas designated under the Niagara Escarpment Plan (lands on the west of Trafalgar Road in the proximity of the Metrolinx crossing).</li> </ul>	
<b>Access</b>	<ul style="list-style-type: none"> <li>Due to resulting road profile, access to 20 Side Road would require significant realignment.</li> <li>Intersection to Highway 7 will have to be relocated.</li> </ul>	<ul style="list-style-type: none"> <li>Will be able to provide connection to 20 Side Road.</li> <li>Intersection with Highway 7 would remain at the same location.</li> </ul>	Underpass
<b>Stormwater Management</b>	<ul style="list-style-type: none"> <li>Drainage will be accommodated by gravity flow.</li> <li>No pumping station is required.</li> </ul>	<ul style="list-style-type: none"> <li>Drainage will be accommodated by gravity flow.</li> <li>No pumping station is required.</li> </ul>	Same – Underpass or Overpass
<b>Construction Staging - Road</b>	<ul style="list-style-type: none"> <li>Utilize existing Trafalgar Road as detour.</li> </ul>	<ul style="list-style-type: none"> <li>Utilize existing Trafalgar Road as detour.</li> </ul>	Same – Underpass or Overpass
<b>Construction Staging – Rail</b>	<ul style="list-style-type: none"> <li>Rail detour not required.</li> </ul>	<ul style="list-style-type: none"> <li>Rail detour required.</li> </ul>	Overpass

Based on the preliminary analysis and evaluation of the overpass vs. underpass alternatives, the underpass alternative is considered to be preferred as it would have less impacts to adjacent land uses, including areas designated under the Niagara Escarpment Plan, it would allow connection to 20 Side Road, and maintain the existing intersection location at Highway 7. These are considered to be major factors for the Region, MTO, Town of Halton Hills and the local communities.

At each of the meetings with Metrolinx during the EA Study, Metrolinx has indicated support of the proposed underpass option. As part of the project documentation, we kindly ask Metrolinx to respond to this letter confirming support for the underpass. There will be ongoing discussion with Metrolinx during detailed design and construction to ensure project meets Metrolinx requirements.

Should you have any further questions, please feel free to contact the undersigned at 905-823-8500 or [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca); or alternatively, you can contact Jeffrey Reid at Halton Region 905-825-6000 ext. 7920 or [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca).

Yours truly,  
MMM Group



Neil Ahmed, P.Eng.  
Project Manager

cc. Jeffrey Reid, C.E.T., Halton Region  
Biju Punnooran, GO Transit, Metrolinx 335 Judson Street, Toronto, Ontario M8Z 1B2

Encl. Partial plan and profile for overpass and underpass in proximity of Metrolinx crossing



## Stefan Sirianni

---

**From:** Stefan Sirianni  
**Sent:** December-23-15 3:50 PM  
**To:** stefan.linder@cn.ca; derek.basso@cn.ca  
**Cc:** Reid, Jeffrey; Monaghan, Patrick; Green-Battiston, Melissa; Katherine Jim; Neil Ahmed; Jakaitis, Alicia  
**Subject:** Trafalgar Rd EA - Confirmation of Underpass Letter to CN  
**Attachments:** Trafalgar Rd EA - Confirmation of Underpass Letter to CN - Dec-23-15.pdf; Trafalgar Road EA - Partial Plan at CN Crossing - Overpass.pdf; Trafalgar Road EA - Partial Plan at CN Crossing - Underpass (2 of 2).pdf; Trafalgar Road EA - Partial Plan at CN Crossing - Underpass (1 of 2).pdf; Trafalgar Road EA - Underpass and Overpass Profile at CN Crossing.pdf

Good afternoon,

Please find attached a digital copy of the letter sent to CN by mail today for the Trafalgar Road Environmental Assessment Study in Halton Region.

The purpose of this letter is to document the rationale for selecting the underpass as the preferred option vs. overpass at the CN Rail / Trafalgar Road crossing and to seek CN's endorsement of the proposed underpass grade separation between Trafalgar Road and CN crossing north of Maple Avenue.

The preliminary plans and profiles for Trafalgar Road underpass and overpass options at the CN rail tracks are enclosed.

Should you have any further questions, please feel free to contact Neil Ahmed at 905-823-8500 or [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca); or alternatively, you can contact Jeffrey Reid at Halton Region 905-825-6000 ext. 7920 or [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca).

Regards,  
Stefan  
(Sent on behalf of Katherine Jim)



**Stefan Sirianni, E.I.T.**  
Designer  
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December 23, 2015

Mr. Stefan Linder, P.Eng.  
Manager, Public Works Design and Construction  
CN  
1 Administration Road  
P.O. Box 1000  
Concord, Ontario  
L4K 1B9

**Re: Halton Region  
Trafalgar Road Class Environmental Assessment Study – Steeles Avenue to Highway 7  
Confirmation of Underpass Grade Separation at CN Crossing**

Dear Mr. Linder,

On behalf of Halton Region, we would like to thank CN for its continuous participation in the above-noted Class Environmental Assessment (EA) Study.

Throughout the Class EA Study, we have had a number of meetings with CN (March 11, May 5, and November 5, 2015) to discuss the need for improvements on Trafalgar Road, analysis and evaluation of the alternatives being considered, including preliminary plan and profile of the proposed improvements (i.e. underpass at CN crossing), as well as high level discussion for rail detour and next steps.

The need to provide improvements to Trafalgar Road has been established through traffic analysis to 2031 and a review of existing and planned land uses in the study corridor. Additional roadway capacity will be required on Trafalgar Road to support planned growth (e.g. Vision Georgetown located within the study area on the east side of Trafalgar Road between 10 Side Road and 15 Side Road), and to provide facilities. In addition, the existing at-grade crossings along Trafalgar Road at CN and Metrolinx are proposed to be grade separated to address the delays which road users will otherwise continue experiencing into the future.

On the basis of standard calculation of an Exposure Index (EI) and assuming existing road traffic and rail demands, the EI calculated at the CN crossing is as follows:

$$\begin{aligned}EI &= \text{AADT} \times \text{No. of Daily Trains} \\EI &= 10720 \times 25 = 268000\end{aligned}$$



The calculated EI is more than the 200,000 threshold; therefore a grade separation is warranted even under existing conditions for the CN rail line which crosses Trafalgar Road north of 17 Side Road/Maple Avenue; the number of train is expected to increase in the future.

At each of the meetings with CN during the EA Study, the Project Team noted that an underpass is proposed at the Trafalgar Road / CN crossing as part of the improvement of Trafalgar Road due to constraints and urban land uses in the area. The purpose of this letter is to document the rationale for selecting the underpass as the preferred option vs. overpass and to seek CN's endorsement of the proposed underpass grade separation between Trafalgar Road and CN crossing north of Maple Avenue.

The preliminary plans and profiles for Trafalgar Road underpass and overpass options at the CN rail tracks are enclosed. The grade separation would require shifting the alignment of Trafalgar Road to the east in the proximity of the rail tracks to allow a suitable angle of approach to the grade separation while minimizing area impacts.

The table below provides a summary of overpass vs. underpass under various considerations.

Consideration	Overpass	Underpass	Preferred Alternative
<b>Road Design (Plan and Profile)</b>	<ul style="list-style-type: none"> <li>Trafalgar Road shifted to the east (by up to approximately 60 m) to reduce skew of crossing structure</li> <li>7.15 m typical planning clearance between base of rail and structure.</li> <li>Maximum road grade at 4%</li> </ul>	<ul style="list-style-type: none"> <li>Trafalgar Road shifted to the east (by up to approximately 60 m) to reduce skew of crossing structure</li> <li>5 m typical planning clearance between rail structure and top of road.</li> <li>Maximum road grade at 5%</li> </ul>	Underpass
<b>Property Impact</b>	<ul style="list-style-type: none"> <li>Based on preliminary grading limits and early estimations approximately 3.75 ha property required</li> <li>Requires full buy-out of four properties in the northeast quadrant of Trafalgar Road / Maple Avenue. Retaining wall required to the east at this location to minimize impacts from grading to adjacent properties and wetland feature.</li> <li>Significant impacts to Club at North Halton and will require configuring the golf course. Retaining wall required to minimize impact to the golf course.</li> <li>Direct impact to Devereaux</li> </ul>	<ul style="list-style-type: none"> <li>Based on preliminary grading limits and early estimations approximately 3.1 ha property required</li> <li>Requires full buy-out of four properties in the northeast quadrant of Trafalgar Road / Maple Avenue.</li> <li>Some property impacts to the Club at North Halton, however reconfiguring the golf course is not anticipated.</li> <li>Minimal impact to Devereaux House, a heritage property designated under Part IV of the Ontario Heritage Act.</li> </ul>	Underpass

Consideration	Overpass	Underpass	Preferred Alternative
	House, a heritage property designated under Part IV of the Ontario Heritage Act. Retaining wall required to avoid impact to Devereaux House.		
<b>Access</b>	<ul style="list-style-type: none"> <li>Due to resulting road profile, access to 17 Side Road / Maple Avenue cannot be retained.</li> <li>Similarly, access to Trafalgar Sports Park will not be retained and will have to be relocated to the north where there is an existing stormwater management pond. Moving the Trafalgar Sports Park access will also require reconfiguration of the internal road connection within the Sports Park.</li> <li>Adjacent property accesses through this area will be reconfigured or closed</li> </ul>	<ul style="list-style-type: none"> <li>Will be able to provide connection to 17 Side Road / Maple Avenue.</li> <li>The existing access to Trafalgar Sports Park will be retained as a signalized intersection.</li> </ul>	Underpass
<b>Stormwater Management</b>	<ul style="list-style-type: none"> <li>Drainage will be accommodated by gravity flow.</li> <li>No pumping station is required.</li> </ul>	<ul style="list-style-type: none"> <li>Drainage will be accommodated by gravity flow.</li> <li>No pumping station is required.</li> </ul>	Same – Underpass or Overpass
<b>Construction Staging - Road</b>	<ul style="list-style-type: none"> <li>Utilize existing Trafalgar Road as detour.</li> </ul>	<ul style="list-style-type: none"> <li>Utilize existing Trafalgar Road as detour.</li> </ul>	Same – Underpass or Overpass
<b>Construction Staging – Rail</b>	<ul style="list-style-type: none"> <li>Rail detour not required.</li> </ul>	<ul style="list-style-type: none"> <li>Rail detour required.</li> </ul>	Overpass

Based on the preliminary analysis and evaluation of the overpass vs. underpass alternatives, the underpass alternative is considered to be preferred as it would have less impacts to adjacent land uses, including Devereaux House, it would maintain critical connection to 17 Side Road / Maple Avenue and maintain the existing access to Trafalgar Sports Park. These are considered to be major factors for the Region, Town of Halton Hills and the local communities.

At each of the meetings with CN during the EA Study, CN has indicated support of the proposed underpass option. As part of the project documentation, we kindly ask CN to respond to this letter confirming support for the underpass. There will be ongoing discussion with CN during detailed design and construction to ensure the project meets CN requirements.



Should you have any further questions, please feel free to contact the undersigned at 905-823-8500 or [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca); or alternatively, you can contact Jeffrey Reid at Halton Region 905-825-6000 ext. 7920 or [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca).

Yours truly,  
MMM Group



Neil Ahmed, P.Eng.

Project Manager

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

Encl. Partial plan and profile for overpass and underpass in proximity of CN crossing

## Stefan Sirianni

---

**From:** Neil Ahmed  
**Sent:** January-08-16 10:56 AM  
**To:** Slaght, Tyler  
**Cc:** Katherine Jim; Stefan Sirianni; Reid, Jeffrey; Monaghan, Patrick; Amy Nicoll  
**Subject:** RE: Trafalgar Rd EA - Request for Documents and Fluvial Questions

**Categories:** Print and File / Update Comment Sheet

Hello Tyler,

We are currently preparing the ESR for the Trafalgar Road EA and have some additional information requests related to fluvial geomorphology that CVC may be able to assist with.

As such, if CVC could please provide the following documents for our reference it would be much appreciated:

- Credit Valley Conservation. 1983. Field assessment of Black Creek from Fairy Lake to Silver Creek.
- Credit Valley Conservation. 2008. Black Creek Subwatershed 10 Drainage Network. Prepared for Credit Valley Conservation, Ministry of the Environment, and Ontario Ministry of Natural Resources. Updated on February 19, 2008.
- Planning and Engineering Initiatives Limited. 2005. Credit Valley Conservation Dam Assessment Study. KW-04-1607. Prepared for Credit Valley Conservation, Ministry of Natural Resources, and Fisheries and Oceans Canada. Dated July 5, 2005.
- The Black Creek Subwatershed Study Background Report (CVC, February 2009) refers to generic regulatory lines including the meander belt and erosion setbacks (see page 90). Is this mapping available?

Additionally, could CVC please provide responses to the following questions from our fluvial group?

- During the course of our initial investigations it was noted that in the vicinity of Trafalgar Road, Black Creek has been heavily impacted by anthropogenic activities to the extent that some preferred methods of meander belt assessment might not be applicable. We would like to request CVC's direction for alternative methods they may find acceptable for determining the meander belt width.
- Could CVC confirm if the Draft Report – Black Creek Geomorphic and Erosion Hazard Limit Assessment (Parish Geomorphic, March 2011) has been finalized?
- Could CVC confirm whether other meander belt assessments have been completed for Black Creek near Trafalgar Road?
- Has a geomorphology assessment of Black Creek been carried out to address the recommendations and data gaps identified in the 2009 CVC Subwatershed report?

Thanks,

**Neil Ahmed**, P. Eng.  
Senior Project Manager  
Transportation Planning



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## Stefan Sirianni

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** January-18-16 11:41 AM  
**To:** Biju Punnooran (Biju.Punnooran@gotransit.com)  
**Cc:** Neil Ahmed; Simpson, David; Katherine Jim; Stefan Sirianni; Monaghan, Patrick; Green-Battiston, Melissa  
**Subject:** RE: Trafalgar Rd EA - Metrolinx Inquiry  
**Categories:** Print and File / Update Comment Sheet

Hi Biju,

As a follow-up to our telephone conversation, the Trafalgar Road Project Team met separately with MTO on October 6, 2015 concerning the Lindsay Court access and Highway 7 intersection.

The Region met with Graham Routledge, Paul Ahn and Mohammad Alvi from the MTO's Corridor Management and Highway Engineering departments.

Based on previous MTO comments, the Region updated the preliminary preferred design to include a direct, full-movement connection at Trafalgar Road & Lindsay Court. MTO staff were in agreement and pleased with the design changes presented by the Project Team. As for Highway 7, the Project Team is proposing to eliminate the southbound (eastbound) channelized right-turn lane at Trafalgar Road and will replace with an exclusive right-turn lane. This will help improve the safety at this location and improve sightlines at the Lindsay Court access.

Therefore, the Project Team is confident with the proposed design changes and that we have satisfied all MTO concerns/comments at both the Lindsay Court and Highway 7 intersections.

Please confirm if this also satisfies Metrolinx's questions. From our discussion, you are completing your due-diligence and confirming internally with the underpass design. A letter is anticipated shortly in response to the Region's December 23, 2015 letter.

Thanks,

Jeff

**Jeffrey Reid, H.B.A., C.I.M., C.E.T.**

Acting Supervisor – Transportation Planning  
Infrastructure Planning & Policy | Public Works

**Ph.** (905) 825-6000 or 1-866-4HALTON (425866), ext. 7920

**E.** [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)

**Address** 1151 Bronte Road, Oakville, Ontario, L6M 3L1

Halton Region | [www.halton.ca](http://www.halton.ca)



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---

**From:** Biju Punnooran [<mailto:Biju.Punnooran@gotransit.com>]

**Sent:** January-07-16 11:38 AM

**To:** Neil Ahmed

**Cc:** Tibor Magyarosi; Adam Snow

**Subject:** Trafalgar Rd EA - Queries

Hello Neil,

As discussed I would strongly suggest a meeting with Metrolinx and Region of Halton/MMM at the earliest.

Please find a few queries noted below:

An Underpass would make it very difficult to extend it later on into a full highway interchange with the Highway 7 if necessary

The road underpass would be costlier compared to a road overpass

Both solutions have a major safety concern: the T connection with the Highway 7 in middle of a curve.

However if the MTO would consider to add a full interchange the overpass would be the option.

This needs to be discussed with MTO, be evaluated.

Thanks,

**Biju Punnooran**

Project Coordinator, Rail Corridor Management Office, GO Transit

Metrolinx | 335 Judson Street | Toronto | Ontario | M8Z 1B2

T: 416-354-7712 C: 416-540-6367



## Stefan Sirianni

---

**From:** Steve Grace <SteveG@haltonhills.ca>  
**Sent:** January-20-16 12:27 PM  
**To:** Reid, Jeffrey  
**Cc:** Maureen Van Ravens; Tara Buonpensiero; Monaghan, Patrick; Jakaitis, Alicia; Neil Ahmed; Katherine Jim; Stefan Sirianni  
**Subject:** Re: Trafalgar Road EA, Drainage 10 to 15 Side Road  
**Categories:** Print and File / Update Comment Sheet

Jeff  
Thanks, I understand.

Steve Grace C.E.T.  
Program Manager, Water Resources  
Town of Halton Hills  
905-873-2601 ext. 2315

---

**From:** Reid, Jeffrey  
**Sent:** Wednesday, January 20, 2016 12:21 PM  
**To:** Steve Grace  
**Cc:** Maureen Van Ravens; Tara Buonpensiero; Monaghan, Patrick; Jakaitis, Alicia; Neil Ahmed; Katherine Jim ([JimK@mmm.ca](mailto:JimK@mmm.ca)); Stefan Sirianni ([SirianniS@mmm.ca](mailto:SirianniS@mmm.ca))  
**Subject:** RE: Trafalgar Road EA, Drainage 10 to 15 Side Road

Hi Steve,

It is still premature for the Region or our Consultant (MMM) to comment on the existing Trafalgar Road culverts with respect to potential (future) size, alignment, etc. at this time. MMM is still in the process of undertaking the drainage, SWM and fluvial analysis. We have booked a meeting with the Conservation Authorities for the first week of March. At that time, we will have a more thorough understanding of flows, culvert replacement(s), increased sizing, etc.

Sorry we can't be more help at this time.

Again, once we receive buy-in from CVC, we can definitely share our analysis and have dialogue. I want to be certain with the analysis provided, as to negate duplication of effort.

Thanks,

Jeff

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



---

**From:** Steve Grace [<mailto:SteveG@haltonhills.ca>]  
**Sent:** Wednesday, January 20, 2016 12:05 PM  
**To:** Reid, Jeffrey

**Cc:** Maureen Van Ravens; Tara Buonpensiero; Monaghan, Patrick; Jakaitis, Alicia; Steve Grace  
**Subject:** RE: Trafalgar Road EA, Drainage 10 to 15 Side Road

Jeff

Thanks for the update.

Would you consultant at this time be able to comment on any proposed change(i.e. size, alignment or flow) at either of the existing culverts crossing Trafalgar Road between 10 and 15 Side Roads?

Steve Grace C.E.T.  
Program Manager, Water Resources  
Town of Halton Hills  
905-873-2601 ext.2315

---

**From:** Reid, Jeffrey [<mailto:Jeffrey.Reid@halton.ca>]  
**Sent:** Thursday, January 14, 2016 2:27 PM  
**To:** Steve Grace  
**Cc:** Maureen Van Ravens; Tara Buonpensiero; Monaghan, Patrick; Jakaitis, Alicia  
**Subject:** RE: Trafalgar Road EA, Drainage 10 to 15 Side Road

Hi Steve,

Happy New Year!!!

The Trafalgar Road Project Team has just updated our schedule and currently it appears our preliminary SWM/Drainage analysis will be completed by end of February. We are currently in the process of scheduling meetings with Conservation Halton and CVC. Once completed and we obtain initial feedback/comments, we will be more than happy to share the results of our work with the Town.

Thanks,

Jeff

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



---

**From:** Steve Grace [<mailto:SteveG@haltonhills.ca>]  
**Sent:** Thursday, January 14, 2016 8:51 AM  
**To:** Reid, Jeffrey  
**Cc:** Maureen Van Ravens; Steve Grace; Tara Buonpensiero  
**Subject:** Trafalgar Road EA, Drainage 10 to 15 Side Road

Jeffery

Happy New Year.

As a follow up to our mid December 2015 telephone conversation regarding drainage work in the reconstruction of Trafalgar Road between 10 and 15 side Roads, you indicated that your consultants should have preliminary stormwater design information around mid-January 2016. Any available information would be appreciated as the towns work on the vision Georgetown Subwatershed Study in nearing completion and the two projects should be in alignment with regard to drainage.

Thank you in advance.

## Stefan Sirianni

---

**From:** Slaght, Tyler <TSlaght@creditvalleyca.ca>  
**Sent:** January-21-16 2:03 PM  
**To:** Neil Ahmed  
**Cc:** Katherine Jim; Stefan Sirianni; Reid, Jeffrey; Monaghan, Patrick; Amy Nicoll  
**Subject:** RE: Trafalgar Rd EA - Request for Documents and Fluvial Questions  
**Attachments:** CVC - Final Report July 5 05.pdf; ATT00001.txt

**Categories:** Print and File / Update Comment Sheet

Hi Neil,

I've responded to your questions in red below. In addition to this I wanted to respond to the follow up area regarding the study area. CVC staff are expecting that there will be fluvial geomorphological considerations for the other smaller crossings, north of Maple Avenue/Sideroad 17. This also includes any modifications to the culvert under the CN line. In addition, CVC staff had previously identified the necessity to identify the erosion hazard limits associated with the tributary south of the CN line, west of the town offices and through the humberstone property.

Regards,

**Tyler Slaght, RPP**  
Regulations Officer  
Credit Valley Conservation  
905.670.1615 ext 406 | 1.800.668.5557  
[tslaght@creditvalleyca.ca](mailto:tslaght@creditvalleyca.ca) | [creditvalleyca.ca](http://creditvalleyca.ca)

---

**From:** Neil Ahmed [<mailto:AhmedN@mmm.ca>]  
**Sent:** January 8, 2016 10:56 AM  
**To:** Slaght, Tyler  
**Cc:** Katherine Jim; Stefan Sirianni; Reid, Jeffrey; Monaghan, Patrick; Amy Nicoll  
**Subject:** RE: Trafalgar Rd EA - Request for Documents and Fluvial Questions

Hello Tyler,

We are currently preparing the ESR for the Trafalgar Road EA and have some additional information requests related to fluvial geomorphology that CVC may be able to assist with.

As such, if CVC could please provide the following documents for our reference it would be much appreciated:

- Credit Valley Conservation. 1983. Field assessment of Black Creek from Fairy Lake to Silver Creek. **Not available**
- Credit Valley Conservation. 2008. Black Creek Subwatershed 10 Drainage Network. Prepared for Credit Valley Conservation, Ministry of the Environment, and Ontario Ministry of Natural Resources. Updated on February 19, 2008. **Not available**
- Planning and Engineering Initiatives Limited. 2005. Credit Valley Conservation Dam Assessment Study. KW-04-1607. Prepared for Credit Valley Conservation, Ministry of Natural Resources, and Fisheries and Oceans Canada. Dated July 5, 2005. **See attached**
- The Black Creek Subwatershed Study Background Report (CVC, February 2009) refers to generic regulatory lines including the meander belt and erosion setbacks (see page 90). Is this mapping available? **This is a screening map for planning and permit applications and would not be suitable to be used for analysis.**

Additionally, could CVC please provide responses to the following questions from our fluvial group?

- During the course of our initial investigations it was noted that in the vicinity of Trafalgar Road, Black Creek has been heavily impacted by anthropogenic activities to the extent that some preferred methods of meander belt assessment might not be applicable. We would like to request CVC's direction for alternative methods they may find acceptable for determining the meander belt width. **The qualified professional (P. Geo) undertaking the analysis should refer to [CVC's Fluvial Geomorphic Technical Guidelines](#) for direction and expectations with respect to determining optimum bridge crossing size and other design features.**
- Could CVC confirm if the Draft Report – Black Creek Geomorphic and Erosion Hazard Limit Assessment (Parish Geomorphic, March 2011) has been finalized? **The report is labeled draft because the entire subwatershed study has not been completed. Staff are wrapping up work on Phase 3 at which point it is approved by CVC's board and is no longer considered draft. No further work on this or the appendices is expected.**
- Could CVC confirm whether other meander belt assessments have been completed for Black Creek near Trafalgar Road? **Our information indicates that there are no approved meander belt studies in the vicinity of Trafalgar Road.**
- Has a geomorphology assessment of Black Creek been carried out to address the recommendations and data gaps identified in the 2009 CVC Subwatershed report? **Refer to Black Creek Phase 1 Report. Please confirm if you already have this report, the document is quite large and can't be sent via email.**

Thanks,

**Neil Ahmed, P. Eng.**  
Senior Project Manager  
Transportation Planning



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LANDSCAPE

ARCHITECTS

## CREDIT VALLEY CONSERVATION

## DAM ASSESSMENT STUDY



Ontario

Ministry of  
Natural Resources



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## 1.0 INTRODUCTION

### 1.1 Project Background

The Credit River drains a watershed area of approximately 1000 km<sup>2</sup>. The watershed is subdivided into two distinct regions with respect to the escarpment, the area above the escarpment and the area below the escarpment. The watershed area below the escarpment is approximately 450 km<sup>2</sup> and is generally long and narrow in shape. **Figure 1** details the Credit Valley watershed boundary and the extent of the municipal boundaries.

A number of historical structures for milling operations have been built within the watershed and one structure has been constructed for the purpose of low flow augmentation, recreation, flood control and erosion control. However, many of these structures are aging or in disrepair where significant maintenance is required. In addition, the issue of public safety and liability is increasingly becoming more relevant and in the forefront of public opinion. As a result, it is prudent of water managers to be aware of the presence of all dam and pond structures within their respective jurisdictions and, additionally to be aware of the liability and emergency preparedness issues associated with these structures. Prior to the study, the Credit Valley Conservation (CVC) had estimated that as many as 300 to 500 dams and on-line structures could be expected based on air photo interpretation and ecological land classification (ELC) mapping of "on-line" ponds.

To address these issues, the CVC has initiated a project to develop a database record of all dams within the Credit River Watershed. The project has been divided into two Phases. **Phase 1** consists of the compilation of information of the known larger dams or barriers, hereby referred to as the 'major' dams, to enable CVC to better manage the watershed. The major dams will undergo a comprehensive site visit to allow for measurements and observations. Phase 1 also includes the identification of location and ownership of on-line ponds with barrier structures at the outlet, hereby referred to as the 'minor' dams, to assess potential cumulative impacts and to contact landowners for educational and potential stewardship projects. Unlike the major dams, the collection of information for the minor dams will be a desktop exercise only and will not be visited by staff during the course of this project. **Phase 2** consists of the development of criteria that will be used to evaluate each major dam structure. The criteria developed will be used to prioritize dams within the Credit River watershed for awareness and future studies. Information collected on dams owned by the CVC will be used for future management plans, maintenance, repair, mitigation and/or removal.

The CVC retained the services of Planning & Engineering Initiatives Ltd. (PEIL) to complete the field work, database preparation and dam evaluation criteria development for this project.

### 1.2 Study Team

The Study Team consisted of the following members:

- John Perdikaris, M.Eng, P.Eng. Team Leader, CVC
- Robert Morris, M.Sc. Technical Advisor, CVC
- Elita Chan, B.Sc. (Eng), E.I.T. Coordinator / Engineering, PEIL
- Ed Gazendam, M.Eng, P.Eng. Technical Advisor, Water's Edge E.S.T. Ltd.
- Michael Webb, B.Sc., G.I.T. Geomorphologist, PEIL
- Richard Donnelly, M.A.Sc, P.Eng. Technical Advisor, ACRES

## 2.0 PHASE 1: MAJOR AND MINOR DAMS

### 2.1 Major Dams

Dams with existing information or that have been otherwise identified by CVC staff were categorized as 'major' dams for the purpose of this project. The structures identified as major dams were visited by project staff to collect specific information that was used to compile a comprehensive database record.

#### 2.1.1 Field Work Methodology

The identification of major dams was based primarily on digital information provided by CVC that cited approximately 30 dams, their locations and select attribute information. Additional major dams were added based on the research of the historical documentation and in discussions with CVC staff.

Once the list of major dams was finalized, the Consultant Team determined the member municipality and the lot and concession locations of each structure. The municipalities were contacted to access the Assessment Roll records. Through coordination of lot fabric and the 2004 Assessment Roll records, lot ownerships of those containing the major structures were recorded.

A mailing address list was compiled and letters introducing the objective of the dam inventory and slips asking permission to access property for the purpose of this project were mailed to the dam owners. Of the major dam sites, all but two were granted permission to access or could be observed from neighbouring municipal roadways. For the two structures where permission to access the lands was not granted, the Ministry of Natural Resources (MNR) was contacted to provide information to aid with the compilation of the database.

Site visits occurred between November 2004 and February 2005. Prior to the field visits, site visit field work forms were populated with existing information where available. Several observations and measurements of the structure were taken and/or confirmed:

1. Dam type
2. Dam purpose
3. Dam height
4. Dam length
5. Spillway length
6. Presence of a plunge pool immediately downstream of the outlet
7. Sediment depth at the upstream face of the boards
8. GPS reading.

The observations and measurements such as dam type, height and length provide an indication of the magnitude and capacity of the structure. The spillway length suggests the ability of the dam to pass water. The depth of sediment behind the control boards provides a general indication of the amount of sediment being stored in the impoundment. The presence of a plunge pool is vital for fish passage to upstream reaches.

Other observations such as visible seepage areas and poor structure conditions were noted. Photographic records of the structure were taken at each site. If access to the property was not granted but the structure was visible from a municipal road, field observations were an affirmation of existing information where available, and GIS data was used to estimate dam and spillway lengths.



In order to assist in the prioritization of dam site inspections by CVC staff (please refer to Section 3.0), downstream watercourse characteristics were assessed using a modified Rapid Stream Assessment Technique (RSAT). A cross section of the downstream watercourse not directly affected by the alteration of flow by the structure was chosen for the assessment. The RSAT ranking of the structure created a secondary ranking based on existing environmental conditions. Combined with the dam characteristics, more complete and realistic scores were developed for each structure which ultimately will allow water managers to prioritize their site inspection schedules.

The RSAT modified for this study was that developed by John Galli (1996), for the Metropolitan Washington [D.C.] Council of Government. The RSAT method allows for the rapid and relatively simple assessment of representative stream conditions for a channel reach. This reconnaissance-level assessment allows for stream quality to be referenced with an integrated scoring system and verbal ranking.

Factors identified to influence the overall quality of a watercourse are weighted as part of six RSAT categories. These categories include:

1. Channel Stability
2. Channel Scouring/Sediment Deposition
3. Physical Instream Habitat
4. Water Quality
5. Riparian Habitat Conditions
6. Biological Indicators (macroinvertebrates).

Modifications were made to the Galli RSAT method for the purposes of this study. Biological indicators were not evaluated because of the time of year the study was completed, and was not used in the overall evaluation of stream conditions. Cold temperatures during the winter months were less than optimal for the effective evaluation of biological indicators. Remaining conditional weightings were prorated to maintain weighting values throughout the associated point ranges, and verbal scoring was assigned accordingly to reflect original ranges set out in Galli's RSAT methodology.

The second modification to the standard RSAT is that the method was applied to a selected representative downstream reach only. The RSAT method is intended to be completed for 120 m intervals of the watercourse, providing a holistic quantitative assessment of the channel in question. For the purpose of this study, geomorphic conditions of the watercourse downstream of dam structures were assessed. The RSAT method was applied to a representative channel location downstream of each dam structure.

The modified RSAT scoring ranged from 0 to 42, with 0 being a stream of poor quality and 42 being a stream of pristine quality. Each evaluation category was assigned a value based on predetermined criteria and field observations at the time of investigation. Within the Evaluation Criteria values, channel stability is ranked slightly higher than the other four evaluation criteria to reflect the major influence the stream flow regime exerts on the other evaluation criteria. Evaluation category scores were tallied and a quantitative overall score determined. Based on this value, a verbal ranking was assigned for simple qualitative comparison (with an excellent score ranging from 35-42, and a poor ranking with a score less than 13).

The RSAT worksheet was completed at each structure, and a photographic record of site conditions taken. Other observations regarding the condition of the watercourse were included in the assessment.

### 2.1.3 Field Work Results

A total of 37 sites were identified, where two of the sites visited contained two structures, for a total of 39 major dam structures. Site assessments were completed for the 37 structures where permission to access property was allowed or were visible from an adjacent municipal roadway. Of the site visited, it is noted that 3 sites were natural barriers (i.e. were naturally occurring 'waterfalls' with no man-made structures present for the purpose of creating an upstream impoundment).

Some measurements, such as depth of sediment at the control boards, were unable to be determined at the time of the site visit due to safety concerns associated with obtaining the measurement, or were unable to measure as a result of ice cover.

For the RSAT assessments, 'excellent' stream conditions were most common with 18 followed by 'good' streams with 9, and 4 streams of fair quality. No streams were considered of poor quality.

In some cases, the RSAT evaluation worksheet was not applicable or did not fit the stream conditions. These included primarily bedrock channels, and in one case where there was no defined channel. Bedrock channels were evaluated using the same ranking system and criteria, even though some of the specific criteria did not apply. If two structures were in close proximity to each other and a representative downstream section was not available between structures, only one RSAT form was completed.

Results of the dam observations and downstream channel assessments are found in **Appendices A and B**, respectively.

### 2.1.4 Desktop Analysis

For each major structure, the following were identified or calculated using the digital GIS information provided by CVC:

1. Impoundment size (surface area)
2. Stream order
3. Drainage area
4. Subwatershed number and name
5. Type of setting (urban or rural).

The impoundment size is indicative of the storage capacity of the dam. Dams on higher ordered streams may isolate fish from more stream length. The drainage area represents the contributing upstream area in which the dam controls the outflow. The subwatershed name identifies the main watercourse flowing through the subwatershed area and, for the main Credit River, the location of the reach. Dams in an urban setting may pose more of a potential loss of life and economic losses in the event of a dam failure than dams in the rural setting.

The information collected through desktop analysis was combined with the results of the field work to form a database.

### 2.1.5 Database

The compiled information of the major structures, which is summarized in a spreadsheet database found in **Appendix C**, will be subjected to the dam evaluation criteria developed in **Phase 2** of this project.

Information that was not available for some of the major dams, such as the purpose of the structure, was labelled as Not Available (N/A). For the two dams where access was not granted, the information was not available from the MNR at the time of the project conclusion. The information contained in the database for these two dams are either existing information, or information obtained from GIS analysis.

A CD containing the database in Microsoft Access format, photographs and digital copies of the field work observations and RSAT forms is found in **Appendix E**. Maps showing the location of major dams are found in **Appendix F**.

## 2.2 Minor Dams

The Credit Valley Conservation had estimated that as many as 300 to 500 dams could be expected within the watershed based on air photo interpretation and Ecological Land Classification (ELC) mapping of on-line ponds. The identification of 'minor' dams was completed through a desktop exercise to identify the number and location of these dams to help assess potential cumulative impacts, and to identify and contact landowners for educational and potential stewardship projects.

This component of the project was made possible with the contributions provided by Fisheries and Oceans Canada.

### 2.2.1 Methodology

PEIL was provided with an inventory of on-line ponds and dams within the Credit River watershed, completed by MNR, and this inventory provided the basis of the preliminary list of minor structures. This list, containing UTM coordinates of potential dams, was cross-checked with CVC digital ELC mapping, orthoimagery, and a CVC stormwater management (SWM) pond inventory. If no on-line pond was found at the MNR coordinates on the ELC mapping, if it could not be seen on the orthoimagery or if the coordinates corresponded to a SWM pond found in the SWM pond inventory, the potential dam were removed from the preliminary list.

The Consultant Team met with CVC staff to further develop the minor structure list. With additional input from CVC staff of known or potential minor structure locations that were not yet identified on the ELC mapping, the list of minor dams was completed. While the majority of the ponds were on-line with inlet and outlet channels, some headponds with no inlet channel were included in the final list where directed by CVC staff.

The land ownership of each minor dam was determined using available municipal digital information and 2004 Assessment Roll records. The mailing information was amalgamated into a database.

It is important to note that the CVC does not have jurisdiction with respect to dam safety reviews or the implementation of a dam safety program for private dam owners. It is noted that the legislation for Ontario Dam Safety Guidelines is still in draft format at this time. Furthermore, the CVC only manages structures that are currently on CVC property.

However, to promote voluntary stewardship, a Stewardship Package was developed by the Consultant Team and CVC staff for distribution to the various landowners identified in this component of the study. The collected information will allow the CVC to better manage the Credit River watershed. In addition, it is recognized that a significant number of ponds and on-line structures exist within the watershed and that it would not be possible for CVC staff to visit all these structures within an acceptable period of time or budget. In the event where the response of the mail out exceeds the capacity of the CVC, the sites of the voluntary landowners will be prioritized for site visit requests, technical input and further studies, and requests for funding that may be available from CVC or other stewardship sources.

For the use in the event where prioritization is required, a set of criteria for each minor dam was used to develop a method of ranking. To form a basis for the ranking of the minor dams, their locations were added to the digital GIS information and then analyzed for the following criteria:

1. Impoundment size
2. Stream order
3. Physiography-based fish community type
4. Stream discharge / recharge status.

These criteria were selected based on their potential impacts on water quality. The impoundment size has a direct effect on water quality by contributing warmer waters and provides an area for sediment storage. Higher order streams with dams isolate fish from more stream length and potential habitat. Coldwater fish communities are more sensitive than mixed or warmwater communities. High groundwater recharge rates to the stream provide the receiving surface waters with cooler water and higher levels of dissolved minerals. Conversely, streams that discharge water to the groundwater system (i.e. losing streams) score low.

The selected criteria may be subjected to a conditional weighting system to create a method of ranking the minor structures in the event that the responses of the mail out exceeds the capacity of the CVC. For example, from using the scoring scheme shown in **Table 1**, a minor dam with an impoundment size of 0.67ha, stream order 4, warmwater community and moderate to high groundwater recharge would receive a total score of 16 ( $6 + 4 + 2 + 4 = 16$ ). In this particular scoring system, a score of 25 would receive very high priority, while a score of 0 would be assigned a very low priority. In the event of a tied score, the priority and higher ranking will be given to the minor dam with a larger impoundment.

<b>Table 1 - Recommended Weighting of Minor Dam Criteria for Ranking</b>			
<b>1. Impoundment Size</b>		<b>2. Stream Order</b>	
<b>Category</b>	<b>Score</b>	<b>Category</b>	<b>Score</b>
< 0.25 ha	2	Order 0	0
0.25 ha – 0.49 ha	4	Order 1	1
0.50 ha – 0.99 ha	6	Order 2	2
1.00 ha – 1.99 ha	8	Order 3	3
> 2.00 ha	10	Order 4	4
		Order 5	5
<b>3. Physiography-based fish community type</b>		<b>4. Stream Discharge/Recharge status</b>	
<b>Category</b>	<b>Score</b>	<b>Category</b>	<b>Score</b>
Warmwater	2	Discharge	1
Mixed	4	Low recharge	2
Coldwater	6	Low to moderate recharge	3
		Moderate to high recharge	4
		Total (0 to 25)	

The weighted scoring system in Table 2 is a recommendation only. The method used to prioritize requests for site visits, technical input, further studies or requests for funding that may be available from CVC or other stewardship sources is at the CVC's discretion. Ranking will only be done for the minor dams of landowners who respond to the stewardship mail out. Where responses do not exceed CVC's capacity, ranking may not be necessary. The site visits, to be completed by CVC staff, are beyond the terms of this dam inventory project.

### 2.2.2 Desktop Analysis Results

A total of 418 sites were identified, and the distribution between municipalities is shown in **Table 2**. A minor dam database with the information collected as noted in Section 2.2.1 is provided in **Appendix D**. A digital copy of the database in Microsoft Excel format is found on the attached CD in **Appendix E**. Maps showing the location of minor dams are found in **Appendix F**. A copy of the Stewardship Package is found in **Appendix G**.

<b>Table 2 - Minor Dam Distribution within the Credit River Watershed</b>	
<b>Municipality</b>	<b>Number of Minor Dams</b>
Town of Mono	14
Township of Amaranth	1
Town of Orangeville	5
Township of East Garafraxa	8
Town of Erin	118
Town of Caledon	176
Town of Halton Hills	65
City of Brampton	24
City of Mississauga	7
Town of Milton	0
Town of Oakville	0
<b>TOTAL</b>	<b>418</b>

### 3.0 PHASE 2: MAJOR DAM STRUCTURE EVALUATION CRITERIA

#### 3.1 Background

In addition to developing the database, a set of criteria is required to evaluate each dam structure. These criteria were developed by the Consultant Team in accordance with the draft Ontario Dam Safety Guidelines (ODSG) and CVC staff. The criteria developed will be used to prioritize dams within the Credit River watershed for awareness and future studies. Information collected on dams owned by the CVC will be used for future management plans, maintenance, repair, mitigation and/or removal.

It is important to note that this study does not constitute an official Dam Safety review or classification as per the ODSG but rather provides the CVC with a sound basis to initiate the process and prioritize CVC-owned dams that should be evaluated in more detail.

#### 3.2 Definition of Dam

As per the draft Ontario Dam Safety Guidelines, a dam is a barrier across a river, lake, pond or stream, intended to hold back water in order to raise its level, or create a reservoir or divert the flow of water, and includes work (appurtenances) incidental to, necessary for, or in connection with, the barriers. Weirs, boat locks and tailings dams are considered as Dams. Structures that are included under the Dam Safety Program are those that fall in any one of the following:

- Dams with height more than 3.0 metres above the original stream bed;
- Dams with height more than 2.0 metres above the original stream bed and reservoir surface area of 2.0 hectares or more;
- Dams with erodable foundations where a breach could lower the reservoir more than 2.0 metres;
- Dams, failure of which could cause loss of life; or property damage in excess of \$100,000;
- Dams retaining contaminated substances
- Dams which could cause high environmental impact, in the event of failure; or
- Tailing dams.

If these conditions are met then the structure is “regulated” under the ODSG. Accordingly, dams that do not meet these criteria are typically self-regulated under the ODSG by the owner. However, many of the dams and on-line structures within the CVC would not meet these initial classification criteria and therefore a broader definition of dams, specific to the CVC watershed, is required. Please note that the term “regulate” is as per the ODSG and that the CVC also “regulates” but under the Conservation Authorities Act. Any regulation under the latter is not part of this study.

### 3.3 Classification of Dams

As per the ODSG, each dam shall be classified in terms of the reasonably foreseeable hazard potential in the event of failure. Each dam or water control structure, including water passages, shall be classified separately. Each dam should also be classified in accordance with the severity of hazard due to failure. The classification constitutes the basis for analyzing the dam’s safety and setting appropriate levels or surveillance activities. A commonly-accepted Hazard Potential Classification (HPC) system is based on the potential loss of life, economic damages and environmental consequences associated with dam failure.

It is noted that 3 sites were deemed as natural barriers (i.e. were naturally occurring ‘waterfalls’ with no man-made barriers present for the purpose of creating a reservoir or to divert the flow of water). Therefore these sites are not recognized as a dam as defined by the ODSG definition and will not be subjected to further classification.

The proposed classification system is multi-layered as follows:

**PRIMARY:** The primary classification is the determination if the structure is regulated or non-regulated as per the ODSG. Technically, this is based on the list provided in Section 3.2 above but for this study is limited to the following:

1. Height of structure (>3 metres or > 2 metres with > 2 ha reservoir)
2. Size of reservoir (> 2 ha reservoir)

If the structure is a natural barrier, then it is neither a regulated or non-regulated classification and will receive the lowest priority for future attention. Natural barriers will not be subjected to secondary classification.

**SECONDARY:** The secondary classification is the Hazard Potential Classification (modified specific to the CVC version) that will allow the CVC to further prioritize the various structures. This secondary process is based on the ODSG as well and will prioritize the structures based on potential loss of life combined and environmental consequences (as determined by the modified RSAT scores for the downstream stream reaches). We have not included economical losses as this is beyond the scope of the study. However, since we have not completed a full ODSG-type HPC, this step is subject to more detailed work.

In order to complete our secondary classification, information on presence of people and environmental consequences were estimated from cursory field inspections and mapping reviews as follows:

1. Potential loss of life (is there an obvious presence in the downstream floodplain)
2. Environmental consequences based on RSAT score discussed previously
3. Environmental consequences based on the quantity of trapped sediment (where available)

4. Economical losses (not included at this time but ultimately required for an official ODSG review)
5. Height of structure (if non-regulated)
6. Size of Reservoir (if non-regulated)

The classification has been applied to both regulated and non-regulated structures for the purposes of the CVC.

The result is a classification system that allows the CVC to prioritize dam safety on the basis on regulation vs. non-regulation and subsequently on an initial assessment of hazard potential and environmental consequences. At this time, we have not made any relational judgements, e.g., whether or not a dam with larger reservoir has a greater priority than a smaller reservoir but with a higher RSAT score.

**Figure 2** details the classification process.

Based on the prioritization list and as part of the evaluation process, it will be possible to identify and prioritize the regulated dams that should be assessed by means of a formal Dam Safety Review. These studies would assess the structural stability of the dam structures to determine remedial works that might be required to protect the public and serve as a mechanism to define dams that should be considered as candidates for decommissioning. This would also include but not be limited to the collection of field data, non-destructive testing (NDT) of dam structures, geomorphological, structural and geotechnical assessments and a full ecological characterization upstream and downstream of the dams.

We can also recommend that all non-regulated dams, as prioritized in this study, be subjected to annual maintenance and safety inspections. Typical maintenance would include the removal of vegetation (e.g., trees). Safety inspections could mirror the ODSG protocols but should include, as a minimum, an evaluation of:

1. Cracks or settlement
2. Vegetation
3. Leakage or seepage
4. Condition of structure
5. Debris
6. Erosion
7. Animal activity
8. Operation of any control structures (gates, stop logs and/or valves).

It must be noted that for one of the structures where access to the property was not granted, there was insufficient information to allow for its classification. Therefore, this structure has received the lowest prioritization.

In conclusion, we have completed a cursory classification of the structures within the CVC watershed. This study, while important in its findings, does not constitute a Dam Safety Review under the existing guidelines. It is the objective that the CVC utilize this classification system to prioritize reviews of the various structures as per the Ontario Dam Safety Guidelines.



## 4.0 CONCLUSIONS AND RECOMMENDATIONS

### 4.1 Conclusions

Results of investigations can be summarized as:

1. The major dam database contains 39 structures, of which 37 were granted permission to access or were accessible by adjacent municipal roadways, and 3 were natural barriers.
2. 418 minor dams were identified in the Credit River watershed.
3. The major and minor dam owners are to be sent an information package and asked for voluntary stewardship for future partnerships with the CVC.
4. This study does not constitute a Dam Safety Review under the existing draft Ontario Dam Safety Guidelines.
5. The classification and ranking of the major dams is found in **Table 3**.

The information collected in our investigations provides a thorough updated report on the dimensions and general conditions of the known existing dams and identifies minor dams within the Credit River watershed.

For the major dams, the observations and photo records will enable CVC to determine the change in structure condition over time when compared with past or future records. The criteria developed will be used to prioritize dams within the Credit River watershed for awareness and future studies. The information will also be of immediate benefit to the CVC in management plans for the prioritization for maintenance, repair, mitigation and/or removal of the major dams owned by the CVC.

The minor structure database will provide a solid foundation for the assessment of cumulative impacts and data collection in future studies.

The creation of the stewardship package, which is to be sent to all major and minor dam owners, will help CVC establish a relationship with the dam owners. This will also help to increase community knowledge, encourage potential stewardship projects and ensure the health of the Credit River watershed.

<b>Table 3 - Major Dam Rank Results from the Classification Process</b>	
<b>Dam Name</b>	<b>Dam Safety Assessment Ranking</b>
Roger's Creek Dam	1
Paper Mill Dam	2
Norval (Julian Reed) Dam	3
Belfountain Dam	4
Main Orangeville Reservoir Dam	5
Dam (Name Unknown)	6
Millcroft Inn Dam	7
Huttonville Dam (ruins)	8
Western Rubber Co. Dam	9
North Orangeville Reservoir Dam	10
Fairy Lake Dam	11
Wolfe Lake Dam	12
Ainsworth Dam	13
Stewarttown Dam	14
Monora Conservation Area Dam	15
Forks of the Credit Dam (ruins)	16
Charles Street (Hall's) Dam	17
Orpen Lake Dam	18
Church Street Dam	19
Muskrat Pond Dam	20
Melville Dam	21
Hillsburgh Dam	22
Dam (Name Unknown)	23
Fish Club Dam	24
Streetsville (Reid Milling) Dam	25
Roman Lake Dam #2	26
Roman Lake Dam #1	27
Stanley Park ponds	28
Graham Dam	29
Pond Barrier	30
Scotsdale (Snow's Creek) Dam	31
Cataract Dam (ruins)	32
Haines Dam (ruins)	33
Dam (Name Unknown) (Ruins)	34
Levi Creek Dam	35
Cataract Falls	36
Mullet Creek Barrier #2	37
Mullet Creek Barrier #1	38
East Credit Dam	39

## 4.2 Recommendations

Based on our investigations, the above noted results and our conclusions, we recommend that:

1. CVC use the information within the major dam database and the developed criteria for future management plans and/or studies;
2. Regulated dams owned by CVC will be classified in accordance with the severity of hazard due to failure, including loss-of-life, property damage and environmental consequences;
3. The regulated dams owned by CVC undertake the necessary Dam Safety Reviews;
4. CVC to send out the stewardship package to the major and minor dam owners; and,
5. CVC use the information in the minor dam database to create a ranking system to prioritize future site visits, further study and funding opportunities if there is a high level of response from voluntary stewards as a result of the stewardship package mail out.

All of which is respectfully submitted,



Elita Chan, B.Sc. (Eng), E.I.T.  
Coordinator / Engineering  
**PEIL**



Ed Gazendam, M.Eng., P.Eng.  
Technical Advisor  
**Water's Edge Environmental Solutions Team Ltd.**

## 5.0 REFERENCES

Credit Valley Conservation, 2004. CVC SWM Pond Inventory Database.

Credit Valley Conservation, 2001. Historical Dams within the Credit River Watershed - Research.

Credit Valley Conservation. Credit River Structure Inventory.

Credit Valley Conservation. Survey of Dams.

Credit Valley Conservation. Digital Ecological Land Classification Data and GIS Data.

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Galli, J., 1996. Rapid Stream Assessment Technique (RSAT) Field Methods. Metropolitan Washington Council of Governments, Department of Environmental Programs, Washington, DC, 36 pp.

Ministry of Natural Resources, 1999. Credit River Dam and On-Line Pond Inventory.

Ministry of Natural Resources, 1999. Ontario Dam Safety Guidelines – Draft



Neil Ahmed, P.Eng  
Project Manager,  
MMM Group Limited,  
2655 North Sheridan Way, Suite 300  
Mississauga, ON.  
L5K 2P8

January 18, 2016

**Re: Trafalgar Road Class Environmental Assessment Study – Steeles Avenue to Highway 7 - Confirmation of Support for Underpass Grade Separation at Metrolinx Rail Corridor Crossing at mile 30.83, Guelph Sub**

Dear Mr. Ahmed,

In response to MMM Group Limited's letter dated December 23, 2015 regarding the Trafalgar Road Class Environmental Assessment (EA) Study, Metrolinx hereby confirms acceptance of the proposal for a road-rail grade separation (underpass) at mile point 30.83 on the Metrolinx owned portion of the Guelph Subdivision.

It should be noted that the ultimate grade separation design must reflect current Metrolinx and Transport Canada requirements. All submissions including drawings and work permit applications must be reviewed and approved by our Third Party consultant, AECOM. A Grade Separation, Construction and Maintenance Agreement between Metrolinx and the Region of Halton will also be required.

Please contact Mr. Biju Punnooran, Project Coordinator, Rail Corridor Management Office at (416) 354-7712 or [biju.punnooran@gotransit.com](mailto:biju.punnooran@gotransit.com) should you require additional assistance.

Regards,

A handwritten signature in black ink, appearing to read 'Jeff Bateman'.

Jeff Bateman  
Manager, Rail Corridor Management Office  
GO Transit – Rail Corridors  
335 Judson Street,  
Toronto, ON.  
M8Z 1B2

cc: Jeffery Reid, C.E.T – Acting Supervisor, Transportation Planning – Region of Halton  
Terry Cattani – Director, Rail Corridors – GO Transit  
Gord Troughton – Director, Corridor Infrastructure – UP & Kitchener – GO Transit  
Steve Del Vecchio – Manager, Bridge & Structures, Rail Corridors – GO Transit  
Alan Britton – Manager, Track, Rail Corridors – GO Transit

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January 25, 2016

Fawn D. Sault  
Consultation Manager  
Mississaugas of the New Credit First Nation (MNCFN)  
Department of Consultation and Accommodation  
[Fawn.Sault@newcreditfirstnation.com](mailto:Fawn.Sault@newcreditfirstnation.com)

**Re: Public Information Centre #3 Notification  
Trafalgar Road (Regional Road 3) Transportation Corridor Improvements  
Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
Class Environmental Assessment Study  
Our File: W.O. 3214006  
Halton Region**

---

Dear Fawn,

On behalf of Halton Region, we would like to thank MNCFN for providing comments in the letter dated November 30, 2015 regarding the above-noted study.

The Project Team will continue to notify MNCFN at key milestones of the project. An Environmental Study Report (ESR) will be prepared documenting the planning process of the Environmental Assessment Study and will be filed for a minimum 30 day public review period. MNCFN will be notified of the filing of the ESR at that time.

Should you have any further questions related to the Trafalgar Road EA Study, please contact the undersigned at 905-823-8500 or [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca).

Yours truly,

MMM Group



Neil Ahmed, P.Eng.  
Senior Project Manager

CC: Jeff Reid, C.E.T., Halton Region

## Stefan Sirianni

---

**From:** Stefan Sirianni  
**Sent:** January-25-16 1:37 PM  
**To:** Fawn.Sault@newcreditfirstnation.com  
**Cc:** Reid, Jeffrey; Monaghan, Patrick; Green-Battiston, Melissa; Katherine Jim; Neil Ahmed; Megan.DeVries@newcreditfirstnation.com  
**Subject:** Class Environmental Assessment Study for Trafalgar Road Transportation Corridor Improvements  
**Attachments:** LOLC Halton Class EA for Trafalgar Rd..docx; Response letter to MNCFN - Jan-25-16.pdf

Dear Fawn,

On behalf of Halton Region, we would like to thank MNCFN for providing comments in the letter dated November 30, 2015 regarding the above-noted study. Please find attached the response letter for MNCFN's comments. Should MNCFN have any further questions or comments please do not hesitate to contact Neil Ahmed, undersigned in the letter.

Warm Regards,  
Stefan



**Stefan Sirianni, E.I.T.**  
Designer  
Transportation – Planning

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---

**From:** Fawn Sault [<mailto:Fawn.Sault@newcreditfirstnation.com>]  
**Sent:** Friday, November 27, 2015 1:20 PM  
**To:** Reid, Jeffrey  
**Cc:** Mark LaForme; Megan DeVries  
**Subject:** Class Environmental Assessment Study for Trafalgar Road Transportation Corridor Improvements

Dear Mr. Reid,

Thank you for the notification sent to The Mississaugas of the New Credit First Nation (MNCFN) regarding *the Class Environmental Assessment Study for Trafalgar Road Transportation Corridor Improvements*. 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. These can be electronic copies, if you prefer. 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,

Fawn D. Sault  
Consultation Manager  
Department of Consultation and Accommodation  
Mississauga of the New Credit First Nation  
Office 905-768-4260  
Fax 905-768-9751  
Cell 289-527-6580





March 14, 2016

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

Dear Mr. Reid,

Thank you for your notification on *the Class Environmental Assessment Study for Trafalgar Road Transportation Corridor Improvements* dated *November 16, 2015*. The Mississaugas of the New Credit First Nation (MNCFN) 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 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 are 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

cc – Mark LaForme; Director, Department of Consultation and Accommodation

## Sirianni, Stefan

---

**From:** Katherine Jim  
**Sent:** February-02-16 12:06 PM  
**To:** Glenn Pitura; Stefan Sirianni  
**Cc:** 'Reid, Jeffrey'; Neil Ahmed; 'Monaghan, Patrick'; 'Green-Battiston, Melissa'  
**Subject:** RE: Trafalgar Rd EA - Stakeholder Group Meeting #4 Summary Report - November 17, 2015

**Categories:** Print and File / Update Comment Sheet

Hello Glenn,

Thank you for your email. We are currently carrying out the drainage assessment for the Trafalgar Road EA and will be reviewing our findings with CH and CVC. We are aware of the Subwatershed Study being carried out for Vision Georgetown and have been in touch with the Town's Water Resources group regarding information on the Subwatershed Study. Based on the information received, we will review any potential opportunities to connect to future facilities.

Regards,  
Katherine



**Katherine Jim, P.Eng., M.Eng.**

Project Manager  
Associate  
Transportation – Planning

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**From:** Glenn Pitura [<mailto:glenn@arutip.com>]  
**Sent:** February-02-16 11:44 AM  
**To:** Stefan Sirianni  
**Cc:** 'Reid, Jeffrey'; Neil Ahmed; Katherine Jim; 'Monaghan, Patrick'; 'Green-Battiston, Melissa'  
**Subject:** RE: Trafalgar Rd EA - Stakeholder Group Meeting #4 Summary Report - November 17, 2015

Stefan,

Can you please respond to my questions below?

Thanks.

**Glenn Pitura, P. Eng.**

arutip engineering limited  
416-708-2212

---

**From:** Glenn Pitura [<mailto:glenn@arutip.com>]  
**Sent:** Tuesday, January 26, 2016 2:11 PM  
**To:** 'Stefan Sirianni'  
**Cc:** 'Reid, Jeffrey'; 'Neil Ahmed'; 'Katherine Jim'; 'Monaghan, Patrick'; 'Green-Battiston, Melissa'  
**Subject:** RE: Trafalgar Rd EA - Stakeholder Group Meeting #4 Summary Report - November 17, 2015

Thanks Stefan.

I see you corrected the ROW cross section for 10<sup>th</sup> to 15<sup>th</sup> Sideroads and I appreciate that. I also noted that you added the discussion we had post-presentation on Stormwater Management. Given that the Town is currently wrapping up the Subwatershed Study for Vision Georgetown (report expected to be completed in Mid February) and there is a significant amount of storm runoff conveyed in the east and west ditches on Trafalgar Road that eventually discharges into Vision

Georgetown, can you confirm the extent to which the proposed stormwater management conveyance system for Trafalgar Road has been coordinated with the Town's Subwatershed Study?

Also, at what point will we be able to review your proposed SWM system for Trafalgar Road? I'm hoping we have an opportunity to see your recommendations prior to the ESR being filed.

Thanks.

**Glenn Pitura, P. Eng.**

arutip engineering limited  
416-708-2212

---

**From:** Stefan Sirianni [<mailto:SirianniS@mmm.ca>]

**Sent:** Monday, January 25, 2016 1:56 PM

**Cc:** Reid, Jeffrey; Neil Ahmed; Katherine Jim; Monaghan, Patrick; Green-Battiston, Melissa

**Subject:** Trafalgar Rd EA - Stakeholder Group Meeting #4 Summary Report - November 17, 2015

Good afternoon,

The summary report for the Trafalgar Road EA Stakeholder Group Meeting #4 is attached for your records. Included in this attachment is a copy of the presentation, as well as information on where to find copies of the plans used at the meeting.

Should you have any questions regarding the content of this report, please do not hesitate to contact myself or any other member of the Project Team (CC'd in this email).

Warm Regards,  
Stefan



**Stefan Sirianni, E.I.T.**  
Designer  
Transportation – Planning

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## Stefan Sirianni

---

**From:** Katherine Jim  
**Sent:** February-19-16 4:45 PM  
**To:** SteveG@haltonhills.ca  
**Cc:** Daniel Ridgway <DanielR@haltonhills.ca> (DanielR@haltonhills.ca); Maureen Van Ravens; Reid, Jeffrey (Jeffrey.Reid@halton.ca); Monaghan, Patrick - Transportation Services (Patrick.Monaghan@halton.ca); Neil Ahmed; Madhav Baral; Stefan Sirianni  
**Subject:** RE: Trafalgar Road EA - Vision Georgetown Subwatershed Study  
**Categories:** Print and File / Update Comment Sheet

Hello Steve,

Further to our previous email dated February 1, we would like to follow up with the Town of Halton Hills regarding information from the Vision Georgetown Subwatershed Study. The drainage assessment for the Trafalgar Road EA Study is ongoing at the moment and information regarding the Vision Georgetown Subwatershed Study would be timely in developing future SWM strategy.

Regards,  
Katherine



**Katherine Jim, P.Eng., M.Eng.**  
Project Manager  
Associate  
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**From:** Katherine Jim  
**Sent:** February-01-16 4:20 PM  
**To:** 'SteveG@haltonhills.ca'  
**Cc:** Daniel Ridgway <[DanielR@haltonhills.ca](mailto:DanielR@haltonhills.ca)> ([DanielR@haltonhills.ca](mailto:DanielR@haltonhills.ca)); Maureen Van Ravens; Reid, Jeffrey ([Jeffrey.Reid@halton.ca](mailto:Jeffrey.Reid@halton.ca)); Monaghan, Patrick - Transportation Services ([Patrick.Monaghan@halton.ca](mailto:Patrick.Monaghan@halton.ca)); Neil Ahmed; Madhav Baral; Stefan Sirianni  
**Subject:** Trafalgar Road EA - Vision Georgetown Subwatershed Study

Hello Steve,

Further to your email to Jeff, we understand that the Town is undergoing a Subwatershed Study as part of Vision Georgetown. While our drainage analysis is still ongoing, we would like to ask if there may be information from the Vision Georgetown Subwatershed Study that may be worth sharing with the Trafalgar Road EA drainage team.

We are nearing completion of the existing conditions for the Trafalgar Road EA drainage review and would benefit from knowing proposed SWM strategies within Vision Georgetown. That would allow us to identify potential opportunities to connect to future facilities.

Regards,  
Katherine



**Katherine Jim, P.Eng., M.Eng.**

Project Manager  
Associate  
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## Sirianni, Stefan

---

**Subject:** Trafalgar Road EA & Vision Georgetown

**From:** Paul Bond [<mailto:pbond@hrca.on.ca>]  
**Sent:** Friday, February 19, 2016 1:57 PM  
**To:** Reid, Jeffrey  
**Cc:** Jakaitis, Alicia; Monaghan, Patrick; Matt Howatt; Barb Veale  
**Subject:** Trafalgar Road EA & Vision Georgetown

Hi Jeff,

I'm just following up on a Vision Georgetown matter that I had mentioned to you earlier in relation to the Trafalgar Road EA process (section north of 10 Side Road).

CH Planning Services staff (Matt Howatt/Barb Veale) are involved in the Vision Georgetown/SW Georgetown subwatershed study. I believe that Rick Reitmeier is the Regional Planner on this file. I understand that the landowner's have been working on a proposal for the SW corner of the SW Georgetown site (Vision Georgetown) involving some watercourse realignments and floodplain re-evaluation/manipulation. I am also aware that the landowner's met with CH Planning and Town staff in January with a proposal that involved pushing flood conveyance to the west of Trafalgar Road in an effort to maximize developable area on their lands. Staff expressed some concerns with that proposal and were also concerned that the Region had not been included in the meeting (given the potential impact to the Trafalgar Road corridor/road allowance). Staff advised the landowners to contact the Region and involve Regional staff in the discussion, including both planning and EA staff. Our planning staff has recently contacted Rick Reitmeier to determine if any follow up with the Region from the landowners has in fact occurred. Perhaps Rick has already touched base with you directly on this?

Notwithstanding, and from an EA review perspective, I wanted to make sure that you were aware of the landowners proposal here under the Vision Georgetown process and the potential impacts to the Trafalgar Road corridor (swm and drainage in particular). In my most recent comments to you on the Preliminary Preferred plan (letter dated November 26, 2015 Bond/Ahmed) I noted that CH will require a *preliminary* drainage and swm report to evaluate, in part, drainage areas, existing and proposed (future)flows, hydraulic assessment, etc. to support culvert sizing. We have asked that this be completed as part of the EA to avoid potential delay or conflict at the detail design stage. I note that the land owners proposal (DSEL April 2015) included preliminary swm and hydraulic evaluation submissions which contained assumptions and proposals which *may* impact the Regions Trafalgar road corridor. As you are aware, the Vision Georgetown Study (and subwatershed study) are to be taken into account in the Trafalgar Road EA review. It would appear that the landowners group proposal has progressed to a preliminary level that *may* warrant involvement by the Region from an EA review perspective to ensure future development scenarios involving swm/catchment areas are considered in the ESR document and recommendations.

In light of the above, we would recommend that the preliminary drainage and swm reports requested in our November 26, 2015 comments include a review/acknowledgement of the landowners proposal noted above.

Thanks,

Paul.

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



**Stefan Sirianni, E.I.T.**  
Designer  
Transportation – Planning

**MMM Group**  
2655 North Sheridan Way, Suite 300  
Mississauga, ON L5K 2P8 Canada  
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F 905.823.8503  
[SirianniS@mmm.ca](mailto:SirianniS@mmm.ca)

[www.mmmgrouplimited.com](http://www.mmmgrouplimited.com) | [www.wspgroup.ca](http://www.wspgroup.ca)



Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

March 15, 2016

Laureen Choi  
Senior Planner - Planning Department  
Halton District School Board  
2050 Guelph Line, P.O. Box 5005  
Burlington, ON L7R 3Z2

**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. Choi:

Further to our most recent correspondence, the notice for Public Information Centre (PIC) #3 sent to you on November 19, 2015, Halton Region is undertaking a Class Environmental Assessment (Class EA) Study for improvements on Trafalgar Road (Regional Road 3) between Steeles Avenue (Regional Road 8) and Highway 7, within the Town of Halton Hills to address existing transportation needs and future travel demands to the year 2031.

Trafalgar Road is proposed to be widened from 2 to 4 lanes with the addition of bike lanes and multi-use path to accommodate pedestrians and cyclists. The existing at-grade crossings at the CN rail (north of 17 Side Road/Maple Avenue) and Metrolinx rail (south of Highway 7) crossings would become grade separated via underpasses at both locations (i.e. road under rail) and realignment of Trafalgar Road will be required.

At the third PIC, held on December 2, 2015, the preferred plan for improvements to the Trafalgar Road corridor was presented, including potential property impacts associated with the proposed widening. Materials presented at PIC #3 can be found at Halton Region's website, [halton.ca/EAprojects](http://halton.ca/EAprojects). We are writing to inform HDSB that the following two properties would be affected as part of these proposed improvements:

- **Pineview Public School** – 13074 5 Side Road, Georgetown, ON L7G 4S5
- **Stewarttown Public School** – 13068 15 Side Road, Georgetown, ON L7G 4S5

As shown in the attached partial plans, property would be required along the westerly property limit of these properties to accommodate the widening of Trafalgar Road. The width of the required property is approximately 5–6 m at Pineview Public School and 6.5–10 m at Stewarttown Public School. The dimensions are shown in the enclosed partial plans.

Additionally, the access to Stewarttown Public School on 15 Side Road will likely need to be reconfigured in order to maintain a reasonable distance from the reconstructed Trafalgar Road intersection. The Project Team kindly asks that HDSB submit any feedback they might have on the preferred plan as it relates to these impacts, to Mr. Jeffrey Reid, Halton Region, at [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca).

**The Regional Municipality of Halton**



If you have any questions, please do not hesitate to contact the undersigned at (905) 825-6000 ext. 7920 or [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca).

Sincerely,

A handwritten signature in blue ink that reads "Jeffrey Reid". The signature is written in a cursive style with a large initial 'J'.

Jeffrey Reid, C.E.T.  
Senior Transportation Planner

cc: Neil Ahmed, P. Eng., Project Manager, MMM



March 9, 2016

Stephen Tanner  
Chief of Police  
Halton Region Police Service  
1151 Bronte Road  
Oakville, ON L6M 3L1

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

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

Dear Chief Tanner:

Further to our most recent correspondence, the notice for Public Information Centre (PIC) #3 sent to you on November 19, 2015, Halton Region is undertaking a Class Environmental Assessment (Class EA) Study for improvements on Trafalgar Road (Regional Road 3) between Steeles Avenue (Regional Road 8) and Highway 7, within the Town of Halton Hills to address existing transportation needs and future travel demands to the year 2031.

Trafalgar Road is proposed to be widened from 2 to 4 lanes with the addition of bike lanes and multi-use path to accommodate pedestrians and cyclists. The existing at-grade crossings at the CN rail (north of 17 Side Road/Maple Avenue) and Metrolinx rail (south of Highway 7) crossings would become grade separated via underpasses at both locations (i.e. road under rail) and realignment of Trafalgar Road will be required.

At the third PIC, held on December 2, 2015, the preferred plan for improvements to the Trafalgar Road corridor was presented, including potential property impacts associated with the proposed widening. Materials presented at PIC #3 can be found at Halton Region's website, [halton.ca/EAprojects](http://halton.ca/EAprojects).

Proposed improvements which may be of operational interest to the Halton Hills Fire Department are outlined below from south to north within the study area:

- The Trafalgar Road / Hornby Road intersection is proposed to be signalized to enhance traffic operation and safety conditions.
- As part of the roadway improvements, it is proposed that the profile of Trafalgar Road be raised between 15 Side Road and 17 Side Road/Maple Avenue to eliminate potential flooding conditions at Black Creek during Regional storm events, as well as to improve the existing steep slopes through the Black Creek valley. As a result, Stewarttown Road South would become a cul-de-sac due to the grade difference between Stewarttown Road South and the new Trafalgar Road. Stewarttown Road North would become a signalized intersection. For the purposes of emergency access, a gated access will remain available at Stewarttown Road South.
- Due to the change in road grade, a number of residential properties in the valley which currently have direct access to Trafalgar Road would have to be accommodated via new "laneways" as illustrated in the partial plan attached.

**The Regional Municipality of Halton**

- As a result of realignment of Trafalgar Road for the proposed grade separation at CN rail (underpass – i.e. road under rail) north of 17 Side Road, the 17 Side Road/Maple Avenue intersection will be shifted to the east by approximately 65 m compared to its current location.
- Access at Thompson Drive will be modified to now connect with 17 Side Road.
- Entrance to the Trafalgar Sports Complex is proposed to be signalized.
- As a result of realignment of Trafalgar Road for the proposed grade separation at Metrolinx rail (underpass – i.e. road under rail) north of 20 Side Road, the 20 Side Road intersection will be shifted to the west by approximately 30 m compared to its current location. A portion of 20 Side Road will also be reconstructed as it approaches the new alignment of Trafalgar Road.
- Lindsay Court will be extended by approximately 40 m to the west to connect to the new alignment of Trafalgar Road and the Long Term Care Facility (Extendicare Halton Hills) will have access changed from Highway 7 to Lindsay Court.

The Project Team kindly asks that the Halton Region Police Service submit any feedback they might have on the preferred plan as it relates to these impacts, to Mr. Jeffrey Reid, Halton Region, at [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca).

If you have any questions, please do not hesitate to contact the undersigned at (905) 825-6000 ext. 7920 or [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca).

Sincerely,



Jeffrey Reid, C.E.T.  
Senior Transportation Planner

cc: Neil Ahmed, P. Eng., Project Manager, MMM



March 9, 2016

Greg Sage  
Director & Chief  
Halton Region Emergency Medical Services  
1179 Bronte Road  
Oakville, ON L6M 3L1

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

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

Dear Chief Sage:

Further to our most recent correspondence, the notice for Public Information Centre (PIC) #3 sent to you on November 19, 2015, Halton Region is undertaking a Class Environmental Assessment (Class EA) Study for improvements on Trafalgar Road (Regional Road 3) between Steeles Avenue (Regional Road 8) and Highway 7, within the Town of Halton Hills to address existing transportation needs and future travel demands to the year 2031.

Trafalgar Road is proposed to be widened from 2 to 4 lanes with the addition of bike lanes and multi-use path to accommodate pedestrians and cyclists. The existing at-grade crossings at the CN rail (north of 17 Side Road/Maple Avenue) and Metrolinx rail (south of Highway 7) crossings would become grade separated via underpasses at both locations (i.e. road under rail) and realignment of Trafalgar Road will be required.

At the third PIC, held on December 2, 2015, the preferred plan for improvements to the Trafalgar Road corridor was presented, including potential property impacts associated with the proposed widening. Materials presented at PIC #3 can be found at Halton Region's website, [halton.ca/EAprojects](http://halton.ca/EAprojects).

Proposed improvements which may be of operational interest to the Halton Hills Fire Department are outlined below from south to north within the study area:

- The Trafalgar Road / Hornby Road intersection is proposed to be signalized to enhance traffic operation and safety conditions.
- As part of the roadway improvements, it is proposed that the profile of Trafalgar Road be raised between 15 Side Road and 17 Side Road/Maple Avenue to eliminate potential flooding conditions at Black Creek during Regional storm events, as well as to improve the existing steep slopes through the Black Creek valley. As a result, Stewarttown Road South would become a cul-de-sac due to the grade difference between Stewarttown Road South and the new Trafalgar Road. Stewarttown Road North would become a signalized intersection. For the purposes of emergency access, a gated access will remain available at Stewarttown Road South.
- Due to the change in road grade, a number of residential properties in the valley which currently have direct access to Trafalgar Road would have to be accommodated via new "laneways" as illustrated in the partial plan attached.

**The Regional Municipality of Halton**

- As a result of realignment of Trafalgar Road for the proposed grade separation at CN rail (underpass – i.e. road under rail) north of 17 Side Road, the 17 Side Road/Maple Avenue intersection will be shifted to the east by approximately 65 m compared to its current location.
- Access at Thompson Drive will be modified to now connect with 17 Side Road.
- Entrance to the Trafalgar Sports Complex is proposed to be signalized.
- As a result of realignment of Trafalgar Road for the proposed grade separation at Metrolinx rail (underpass – i.e. road under rail) north of 20 Side Road, the 20 Side Road intersection will be shifted to the west by approximately 30 m compared to its current location. A portion of 20 Side Road will also be reconstructed as it approaches the new alignment of Trafalgar Road.
- Lindsay Court will be extended by approximately 40 m to the west to connect to the new alignment of Trafalgar Road and the Long Term Care Facility (Extendicare Halton Hills) will have access changed from Highway 7 to Lindsay Court.

The Project Team kindly asks that Halton Region EMS submit any feedback they might have on the preferred plan as it relates to these impacts, to Mr. Jeffrey Reid, Halton Region, at [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca).

If you have any questions, please do not hesitate to contact the undersigned at (905) 825-6000 ext. 7920 or [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca).

Sincerely,



Jeffrey Reid, C.E.T.  
Senior Transportation Planner

cc: Neil Ahmed, P. Eng., Project Manager, MMM



March 9, 2016

Brent Marshall  
Fire Chief and Director  
Halton Hills Fire Department  
1 Halton Hills Drive  
Halton Hills, ON L7G 5G2

Public Works  
Infrastructure Planning and Policy  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: (905) 825-3270

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

Dear Chief Marshall:

Further to our most recent correspondence, the notice for Public Information Centre (PIC) #3 sent to you on November 19, 2015, Halton Region is undertaking a Class Environmental Assessment (Class EA) Study for improvements on Trafalgar Road (Regional Road 3) between Steeles Avenue (Regional Road 8) and Highway 7, within the Town of Halton Hills to address existing transportation needs and future travel demands to the year 2031.

Trafalgar Road is proposed to be widened from 2 to 4 lanes with the addition of bike lanes and multi-use path to accommodate pedestrians and cyclists. The existing at-grade crossings at the CN rail (north of 17 Side Road/Maple Avenue) and Metrolinx rail (south of Highway 7) crossings would become grade separated via underpasses at both locations (i.e. road under rail) and realignment of Trafalgar Road will be required.

At the third PIC, held on December 2, 2015, the preferred plan for improvements to the Trafalgar Road corridor was presented, including potential property impacts associated with the proposed widening. Materials presented at PIC #3 can be found at Halton Region's website, [halton.ca/EAprojects](http://halton.ca/EAprojects).

Proposed improvements which may be of operational interest to the Halton Hills Fire Department are outlined below from south to north within the study area:

- The Trafalgar Road / Hornby Road intersection is proposed to be signalized to enhance traffic operation and safety conditions.
- As part of the roadway improvements, it is proposed that the profile of Trafalgar Road be raised between 15 Side Road and 17 Side Road/Maple Avenue to eliminate potential flooding conditions at Black Creek during Regional storm events, as well as to improve the existing steep slopes through the Black Creek valley. As a result, Stewarttown Road South would become a cul-de-sac due to the grade difference between Stewarttown Road South and the new Trafalgar Road. Stewarttown Road North would become a signalized intersection. For the purposes of emergency access, a gated access will remain available at Stewarttown Road South.

**The Regional Municipality of Halton**

- Due to the change in road grade, a number of residential properties in the valley which currently have direct access to Trafalgar Road would have to be accommodated via new “laneways” as illustrated in the partial plan attached.
- As a result of realignment of Trafalgar Road for the proposed grade separation at CN rail (underpass – i.e. road under rail) north of 17 Side Road, the 17 Side Road/Maple Avenue intersection will be shifted to the east by approximately 65 m compared to its current location.
- Access at Thompson Drive will be modified to now connect with 17 Side Road.
- Entrance to the Trafalgar Sports Complex is proposed to be signalized.
- As a result of realignment of Trafalgar Road for the proposed grade separation at Metrolinx rail (underpass – i.e. road under rail) north of 20 Side Road, the 20 Side Road intersection will be shifted to the west by approximately 30 m compared to its current location. A portion of 20 Side Road will also be reconstructed as it approaches the new alignment of Trafalgar Road.
- Lindsay Court will be extended by approximately 40 m to the west to connect to the new alignment of Trafalgar Road and the Long Term Care Facility (Extendicare Halton Hills) will have access changed from Highway 7 to Lindsay Court.

The Project Team kindly asks that the Halton Hills Fire Department submit any feedback they might have on the preferred plan as it relates to these impacts, to Mr. Jeffrey Reid, Halton Region, at [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca).

If you have any questions, please do not hesitate to contact the undersigned at (905) 825-6000 ext. 7920 or [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca).

Sincerely,



Jeffrey Reid, C.E.T.  
Senior Transportation Planner

cc: Neil Ahmed, P. Eng., Project Manager, MMM

## Stefan Sirianni

---

**From:** Stefan Sirianni  
**Sent:** March-15-16 10:13 AM  
**To:** graham.routledge@ontario.ca  
**Cc:** paul.ahn@ontario.ca; Reid, Jeffrey; Monaghan, Patrick; Green-Battiston, Melissa; alicia.jakaitis@halton.ca; Katherine Jim; Neil Ahmed  
**Subject:** Trafalgar Road EA Study – Highway 7 and Lindsay Court Traffic Analysis  
**Attachments:** Trafalgar EA - 2031 Hwy 7 Intersection Synchro Files.zip

**Re: Halton Region  
Trafalgar Road (Regional Road 3) Transportation Corridor Improvements  
Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
Class Environmental Assessment Study  
Our File: W.O. 3214006  
Highway 7 Intersection and Lindsay Court Access**

Dear Mr. Routledge,

As requested by MTO at our meeting on October 6, 2015, Synchro files / results for a 2031 traffic analysis at the Highway 7 / Trafalgar Road intersection are attached.

Currently, there is a channelized southbound right turn lane at the Trafalgar Road / Highway 7 intersection.

As part of the Trafalgar Road EA Study, it is proposed that the existing at-grade Metrolinx crossing (300 m south of Highway 7) would become an underpass to improve corridor operations and safety.

The road profile of Trafalgar Road will be changed to accommodate the new underpass structure; i.e. a downgrade on Trafalgar Road approaching the grade separation. Under the proposed design, the existing southbound channelized right-turn at Highway 7 (N-S movement) would be replaced with a right turn lane in order to reduce speeds of vehicles travelling southbound onto Trafalgar Road. This would help improve safety at this location and would also improve sightlines at the Lindsay Court access. This was discussed at the October 6, 2016 meeting with MTO.

Results of the Synchro analysis carried out by MMM for this proposed Highway 7 / Trafalgar Road intersection configuration are attached for your reference. Findings indicated that the intersection would function at acceptable level of services by replacing the existing channelized right-turn lane with a dedicated right turn lane.

If you have any questions, please feel free to contact Ms. Katherine Jim, MMM Group, at [jimk@mmm.ca](mailto:jimk@mmm.ca) or 905-823-8500 ext. 1371.

Yours truly,  
-Stefan



**Stefan Sirianni, E.I.T.**  
Designer  
Transportation – Planning

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## Sirianni, Stefan

---

**From:** Steve Grace <SteveG@haltonhills.ca>  
**Sent:** March-16-16 9:48 AM  
**To:** Katherine Jim  
**Cc:** Daniel Ridgway; Maureen Van Ravens; 'Reid, Jeffrey (Jeffrey.Reid@halton.ca)'; 'Monaghan, Patrick - Transportation Services (Patrick.Monaghan@halton.ca)'; Neil Ahmed; Madhav Baral; Stefan Sirianni; Steve Grace  
**Subject:** RE: Trafalgar Road EA - Vision Georgetown Subwatershed Study  
**Categories:** Print and File / Update Comment Sheet

Hi Jim

Sorry for the delay in responding, the date for delivery of the SWS for vision Georgetown has been revised until April 1, 2016. As soon as the information is available we will forward

Steve Grace C.E.T.  
Program Manager, Water Resources  
Town of Halton Hills  
905-873-2601 ext.2315

---

**From:** Katherine Jim [<mailto:JimK@mmm.ca>]  
**Sent:** Friday, February 19, 2016 4:45 PM  
**To:** Steve Grace  
**Cc:** Daniel Ridgway; Maureen Van Ravens; Reid, Jeffrey ([Jeffrey.Reid@halton.ca](mailto:Jeffrey.Reid@halton.ca)); Monaghan, Patrick - Transportation Services ([Patrick.Monaghan@halton.ca](mailto:Patrick.Monaghan@halton.ca)); Neil Ahmed; Madhav Baral; Stefan Sirianni  
**Subject:** RE: Trafalgar Road EA - Vision Georgetown Subwatershed Study

Hello Steve,

Further to our previous email dated February 1, we would like to follow up with the Town of Halton Hills regarding information from the Vision Georgetown Subwatershed Study. The drainage assessment for the Trafalgar Road EA Study is ongoing at the moment and information regarding the Vision Georgetown Subwatershed Study would be timely in developing future SWM strategy.

Regards,  
Katherine



**Katherine Jim, P.Eng., M.Eng.**  
Project Manager  
Associate  
Transportation – Planning

**MMM Group Limited**  
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*Please consider the environment before printing...*

---

**From:** Katherine Jim  
**Sent:** February-01-16 4:20 PM  
**To:** 'SteveG@haltonhills.ca'  
**Cc:** Daniel Ridgway <[DanielR@haltonhills.ca](mailto:DanielR@haltonhills.ca)> ([DanielR@haltonhills.ca](mailto:DanielR@haltonhills.ca)); Maureen Van Ravens; Reid, Jeffrey ([Jeffrey.Reid@halton.ca](mailto:Jeffrey.Reid@halton.ca)); Monaghan, Patrick - Transportation Services ([Patrick.Monaghan@halton.ca](mailto:Patrick.Monaghan@halton.ca)); Neil Ahmed; Madhav Baral; Stefan Sirianni  
**Subject:** Trafalgar Road EA - Vision Georgetown Subwatershed Study

Hello Steve,

Further to your email to Jeff, we understand that the Town is undergoing a Subwatershed Study as part of Vision Georgetown. While our drainage analysis is still ongoing, we would like to ask if there may be information from the Vision Georgetown Subwatershed Study that may be worth sharing with the Trafalgar Road EA drainage team.

## Sirianni, Stefan

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**From:** Katherine Jim  
**Sent:** March-22-16 2:31 PM  
**To:** Stefan Sirianni  
**Subject:** FW: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements Steeles Ave to Highway 7

**Categories:** Print and File / Update Comment Sheet

Please add this to our consultation record.

Katherine

---

**From:** [Claire.Zhang@HydroOne.com](mailto:Claire.Zhang@HydroOne.com) [<mailto:Claire.Zhang@HydroOne.com>] **On Behalf Of**  
[SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)  
**Sent:** March-22-16 2:15 PM  
**To:** [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca); Neil Ahmed  
**Cc:** [w.d.kloostra@HydroOne.com](mailto:w.d.kloostra@HydroOne.com); [Gian.Minichini@HydroOne.com](mailto:Gian.Minichini@HydroOne.com); [Zone2Scheduling@HydroOne.com](mailto:Zone2Scheduling@HydroOne.com)  
**Subject:** Trafalgar Road (Regional Road 3) Transportation Corridor Improvements Steeles Ave to Highway 7

Dear Mr. Reid and Mr. Ahmed,

In our initial review, we can confirm that there are no Hydro One Transmission (above 115 kV) Facilities in the subject area. Please note there may also be Hydro One Distribution facilities in your study area (ie. Distribution wires operating below 115 kV). In order to cover off the impact to all Hydro One assets, please also forward your EA to the following email address:

[Zone2Scheduling@HydroOne.com](mailto:Zone2Scheduling@HydroOne.com)

Please be advised that this is only a preliminary assessment based on current information. No further consultation with Hydro One Networks Inc. is required if no changes are made to the current information.

If you have any further questions or concerns, please feel free to contact me.

Regards,

Claire Zhang  
Tel: 416-345-4249

On behalf of

**Secondary Land Use**  
**Transmission Asset Management**  
**Hydro One Networks**

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**Sirianni, Stefan**

---

**Subject:** Trafalgar Road Widening

**From:** Domenico Renzella [<mailto:renzellad@hdsb.ca>]

**Sent:** Tuesday, March 29, 2016 3:52 PM

**To:** Reid, Jeffrey

**Subject:** Trafalgar Road Widening

Thank you for the letter dated March 15th. We are currently reviewing the impact will have on our existing school facilities. However, I do want to point out that the acquisition of the land for both schools, will need to be done through Ont. Reg 444/98, which includes approval from the Board of trustees and moreover, the purchase of the lands at market value.

--

***Domenico Renzella***  
***Senior Manager of Planning***  
***Halton District School Board***  
***tel 905 335-3665 ext 3375***  
[renzellad@hdsb.ca](mailto:renzellad@hdsb.ca)

## Sirianni, Stefan

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** March-30-16 8:24 AM  
**To:** Sage, Greg  
**Cc:** Monaghan, Patrick; Jim, Katherine; Sirianni, Stefan  
**Subject:** RE: Trafalgar Rd Improvements in Halton Hills

**Categories:** Print and File / Update Comment Sheet

Hi Greg,

To answer your questions regarding the improvements to Trafalgar Road:

- **Yes:** hospital access via Princess Anne Drive from Trafalgar Road will be maintained during construction. It is anticipated that only short durations of road restrictions or closures will be encountered at the rail crossings (CN and Metrolinx). There will be notices available, in advance. EMS will be advised of these events.
- **No:** At this point in time, we do not anticipate any address changes for the properties in the valley that will be accessed by the new laneways.

I hope this provides adequate clarification.

Please do not hesitate to contact me should you have any further questions.

Thanks,

Jeff

**Jeffrey Reid, C.E.T.** | 905.825.6000 x 7920

Acting Supervisor – Transportation Planning | Infrastructure Planning & Policy



---

**From:** Sage, Greg  
**Sent:** Monday, March 21, 2016 9:10 AM  
**To:** Reid, Jeffrey  
**Subject:** Trafalgar Rd Improvements in Halton Hills

Jeff,

Thanks for forwarding the information regarding the upgrades to Trafalgar Rd. I only have two questions:

- Will hospital access via Princess Anne Drive from Trafalgar Rd. be maintained during the construction?
- Will there be address changes for the properties in the valley that will be accessed by the new laneways?

Greg

Greg Sage, BAppB:ES,CMM III  
Chief/Director  
Halton Region Paramedic Services  
Regional Municipality of Halton  
Health Department  
Tel: 905-825-6000 ext. 7091  
Fax: 905-825-9061  
Toll Free: 1-866-442-5866  
E-mail: [Greg.Sage@halton.ca](mailto:Greg.Sage@halton.ca)

---

This message, including any attachments, is privileged and intended only for

## Sirianni, Stefan

---

**From:** Sirianni, Stefan  
**Sent:** April-07-16 10:25 AM  
**To:** Routledge, Graham (MTO)  
**Cc:** Jim, Katherine; Ahmed, Neil; Reid, Jeffrey (Jeffrey.Reid@halton.ca); Monaghan, Patrick - Transportation Services (Patrick.Monaghan@halton.ca); Green-Battiston, Melissa  
**Subject:** RE: Trafalgar Road EA Study – Highway 7 and Lindsay Court Traffic Analysis  
**Attachments:** Trafalgar EA - 2031 Hwy 7 Intersection Synchro Files (Sent April 1, 2016....zip; 3214006  
Trafalgar Rd EA - Meeting with MTO - Oct-06-15.pdf

**Categories:** Print and File / Update Comment Sheet

Hello Graham,

These files are being provided as per MTO's request at our meeting on October 6, 2015. Minutes for this meeting are attached for your reference.

I have also attached updated Synchro files which are consistent with the traffic modelling used to identify improvement needs on Trafalgar Road. Please allow these updated files to supersede the ones previously sent to you on March 15, 2016.

Traffic volume projections used in this analysis were based on the application of a compound growth rate of 2.5% to a 2014 count. This growth rate was calculated based on demand projections on Trafalgar Road in Halton Region's demand forecasting model. Please note that further details on these growth rate calculations, along with the need and justification for traffic projections and associated signal timing plan are included in the Draft ESR, which will be distributed for agency review and comment in the coming weeks.

If you have any further questions at this time, please do not hesitate to contact Ms. Katherine Jim, MMM Group, at [jimk@mmm.ca](mailto:jimk@mmm.ca) or 905-823-8500 ext. 1371.

Best,  
Stefan



**Stefan Sirianni, E.I.T.**  
Designer  
Transportation – Planning

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**From:** Routledge, Graham (MTO) [<mailto:Graham.Routledge@ontario.ca>]  
**Sent:** March-24-16 1:46 PM  
**To:** Stefan Sirianni  
**Subject:** RE: Trafalgar Road EA Study – Highway 7 and Lindsay Court Traffic Analysis

Good afternoon Stefan,

Could you please provide the purpose and background of these files, and write a conclusion of the analysis.

The MTO has not yet received/approved the EA study. We still need the justification or rationale for traffic volume projections, and the signal timing plan used/developed, and the MTO still needs to formally agree too/approve the proposed intersection configuration.

Please also note that a new PHM125 legal drawing and the signal timing plan on 233-Timing sheet will need to be prepared by Halton for MTO review, when the intersection design has been approved by the MTO.

Please contact me if you would like to discuss this.

Thank you

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**From:** Stefan Sirianni [<mailto:SirianniS@mmm.ca>]

**Sent:** March-15-16 10:13 AM

**To:** Routledge, Graham (MTO)

**Cc:** Ahn, Paul (MTO); Reid, Jeffrey; Monaghan, Patrick; Green-Battiston, Melissa; [alicia.jakaitis@halton.ca](mailto:alicia.jakaitis@halton.ca); Katherine Jim; Neil Ahmed

**Subject:** Trafalgar Road EA Study – Highway 7 and Lindsay Court Traffic Analysis

**Re: Halton Region**

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

**Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills**

**Class Environmental Assessment Study**

**Our File: W.O. 3214006**

**Highway 7 Intersection and Lindsay Court Access**

Dear Mr. Routledge,

As requested by MTO at our meeting on October 6, 2015, Synchro files / results for a 2031 traffic analysis at the Highway 7 / Trafalgar Road intersection are attached.

Currently, there is a channelized southbound right turn lane at the Trafalgar Road / Highway 7 intersection.

As part of the Trafalgar Road EA Study, it is proposed that the existing at-grade Metrolinx crossing (300 m south of Highway 7) would become an underpass to improve corridor operations and safety.

The road profile of Trafalgar Road will be changed to accommodate the new underpass structure; i.e. a downgrade on Trafalgar Road approaching the grade separation. Under the proposed design, the existing southbound channelized right-turn at Highway 7 (N-S movement) would be replaced with a right turn lane in order to reduce speeds of vehicles travelling southbound onto Trafalgar Road. This would help improve safety at this location and would also improve sightlines at the Lindsay Court access. This was discussed at the October 6, 2016 meeting with MTO.

Results of the Synchro analysis carried out by MMM for this proposed Highway 7 / Trafalgar Road intersection configuration are attached for your reference. Findings indicated that the intersection would function at acceptable level of services by replacing the existing channelized right-turn lane with a dedicated right turn lane.

If you have any questions, please feel free to contact Ms. Katherine Jim, MMM Group, at [jimk@mmm.ca](mailto:jimk@mmm.ca) or 905-823-8500 ext. 1371.

Yours truly,  
-Stefan



**Stefan Sirianni, E.I.T.**  
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## Sirianni, Stefan

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**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** April-26-16 8:47 AM  
**To:** 'Bill Wotherspoon'  
**Cc:** Jim, Katherine; Sirianni, Stefan; Monaghan, Patrick  
**Subject:** RE: Trafalgar Road Improvements - HDSB

**Categories:** Print and File / Update Comment Sheet

Hi Bill,

Thank-you for your follow-up questions as they relate to the Trafalgar Road Class EA Study.

In terms of timing, the Region will be filing the Environmental Study Reports (ESR's) in June 2016. We will be 'splitting' the ESR's into the two sections of:

- Trafalgar Road – Steeles Avenue to north of 10 Side Road; and
- Trafalgar Road – north of 10 Side Road to Highway 7.

As the Trafalgar Road Corridor is approximately 13km's in length, assuming the planning is approved, the Region will be phasing the road construction into the following 'start year of construction':

- Trafalgar Road – Steeles Avenue to 10 Side Road (2018)
- Trafalgar Road – Grade Separations - underpasses (CN and Metrolinx) – 2019
- Trafalgar Road – 10 Side Road to Highway 7 (2020).

During the detail design process, the Region will work with HDSB for any design/access modifications (if required) at Stewarttown Public School. Please note that if any geometric modifications are required, the Region will design and pay for these costs. In addition, the Region's construction Project Manager will work with you to ensure adequate notice is provided, if there will be any access/driveway disruptions and/or temporary restrictions. Depending on the timing/phasing of construction, the Region will aim to complete this work outside of the school year (i.e. summer). The Region has previously worked with the school boards and we anticipate a close working relationship during the construction phase.

For additional information related to this study, below is a link to the Trafalgar Road project web-site in which all previous information is provided.

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

Please let me know if you have any further questions or concerns.

Thanks,

Jeff

### Jeffrey Reid, C.E.T.

Acting Supervisor – Transportation Planning

Infrastructure Planning & Policy (IP<sup>2</sup>)

Public Works

[jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)

### Halton Region

905-825-6000, ext. 7920 | 1-866-442-5866



**From:** Bill Wotherspoon [<mailto:wotherspoonb@hdsb.ca>]

**Sent:** Monday, April 25, 2016 4:25 PM

**To:** Reid, Jeffrey

**Subject:** Trafalgar Road Improvements

Hi Jeffrey:

I am in receipt of your letter dated March 15 2016 to Lauren Choi in the HDSB Planning Dept.

I have been asked to liaise with your office (or the appropriate individual) regarding the Board's interests in this matter.

After reviewing the aerial photographs, it appears that the corridor improvements will not affect accessibility at Pineview PS.

However, the proposed road widening at No. 5 sideroad will affect accessibility to Stewarttown PS.

Can you please provide additional information regarding the timelines for the study and subsequent construction?

Is the Environmental Assessment Study underway at this time?

Long term, is it the Region's expectation that the Board will make driveway modifications to the on the Stewarttown PS property prior to construction at this intersection?

Please advise at your earliest convenience in order for me to keep the school staff informed.

Thanks.

*Regards,  
Bill Wotherspoon  
Manager of Capital Projects  
Office; 905 335 3665 x 3265  
Cell; 905 693 2937*

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Thank you



## Sirianni, Stefan

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**From:** Reid, Jeffrey [<mailto:Jeffrey.Reid@halton.ca>]  
**Sent:** April-27-16 8:44 AM  
**To:** 'Domenico Renzella'  
**Cc:** Jim, Katherine; Monaghan, Patrick  
**Subject:** RE: Trafalgar Road Widening - HDSB

Hi Domenico,

Thank you for your email dated March 29, 2016 and your comment has been noted. Acquisition of property required for the widening of Trafalgar Road will be dealt with during detailed design and the necessary Provincial Regulation will be followed as required.

In addition, for your information, attached is the project team's response to Bill Wotherspoon.

Please let me know 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:** Domenico Renzella [<mailto:renzellad@hdsb.ca>]  
**Sent:** Tuesday, March 29, 2016 3:52 PM  
**To:** Reid, Jeffrey  
**Subject:** Trafalgar Road Widening

Thank you for the letter dated March 15th. We are currently reviewing the impact will have on our existing school facilities. However, I do want to point out that the acquisition of the land for both schools, will need to be done through Ont. Reg 444/98, which includes approval from the Board of trustees and moreover, the purchase of the lands at market value.

--

***Domenico Renzella***  
***Senior Manager of Planning***  
***Halton District School Board***  
***tel 905 335-3665 ext 3375***  
***[renzellad@hdsb.ca](mailto:renzellad@hdsb.ca)***

## Sirianni, Stefan

**From:** Sirianni, Stefan  
**Sent:** April-28-16 10:19 AM  
**To:** tslaght@creditvalleyca.ca  
**Cc:** Reid, Jeffrey (Jeffrey.Reid@halton.ca); Monaghan, Patrick - Transportation Services (Patrick.Monaghan@halton.ca); Green-Battiston, Melissa; Jim, Katherine; Ahmed, Neil; Baral, Madhav; Lim, Peter  
**Subject:** Trafalgar Road EA - Laneway Floodlines Response  
**Attachments:** Black Creek-Rev2 - March 2016.zip; Exhibit 32 - HEC-RAS Section Locations and Flood Lines - Black Creek.pdf; Exhibit A - Plan.pdf; Exhibit B - Profiles.pdf; RE: Trafalgar Road EA - Laneway Floodlines; Trafalgar Road meeting follow up

Hello Tyler,

In response to comments received from CVC on February 25, 2016 and March 10, 2016 regarding property accesses in the Black Creek valley (emails attached), please see the information provided below. With respect to the request for a technical memo, a copy of the drainage report that was included with the draft ESR distribution this week serves this purpose.

- 1. It is understood that model is preliminary, however, we would like to see the model to better understand the hydraulics in the area.**
  - The HEC-RAS hydraulic model for Black Creek is attached for CVC's reference.
- 2. Label flood elevations along with HEC Sections, both for existing conditions and future conditions. Also include existing and proposed elevations on the road and access road.**
  - The attached Exhibit 32 "HEC-RAS Section Locations and Flood Lines – Black Creek" illustrates the locations of the HEC-RAS sections and the Regional flood elevations and flood lines for both existing and future conditions along Black Creek. Existing and proposed Regional and 100-year water surface elevations are summarized in a table in Bullet 5 below (This Exhibit is part of the Drainage Report, which is included in Appendix J of the draft Environmental Study Report (ESR). CVC was provided with a copy of that on April 8).
- 3. It is understood that the proposed 30m span bridge will reduce upstream flooding depth by 0.30m although current hydraulic drop across the bridge is about 1m. Does the 30m span is based on the maximum hydraulic capacity without backwater? Which means what other openings you have considered before selecting 30m span.**
  - The SWM report (Appendix J of the Draft ESR, as provided to CVC on April 8) indicates that the Regional Storm water level decreases by 0.19 m immediately upstream of the proposed Black Creek Bridge. The existing and new bridges are creating the constriction and backwater effect. Bridge span options of 20 m, 25 m, and 30 m were modelled. The 30 m span bridge meets all hydraulic requirements and provided optimal water levels upstream compared to existing conditions, therefore, bridge spans greater than 30 m were not assessed.
- 4. Please provide preliminary plan and profile of access roads with elevations to better understand flow dynamics.**
  - Please see **Exhibit A (Plan) and Exhibit B (Profiles)**, attached. Preliminary design plates for the widening of Trafalgar Road through this area are also included in the Draft ESR, Section 7. Draft ESR was provided to CVC on April 8 for review.
- 5. Design of Access Road must consider existing and proposed flooding depths and flood frequencies at each access road. A Comparison Table is required. The objective is that proposed design must not increase flooding hazard to any residence. For example: consider access road at an elevations matching existing Trafalgar Road at each driveway, bring access road closer to Trafalgar Rd as feasible.**
  - Existing and proposed flooding depths / frequencies were considered when designing the access roads / laneways in the Black Creek valley. As shown in the comparison table below, flooding hazards with respect to resident access have been reduced compared to existing conditions. Reference locations can be found in **Exhibit A**. The full dataset which compares the HEC-RAS Modelling Results under existing and proposed (30m span bridge) conditions in the proximity of Black Creek can be found in Draft ESR Appendix J – Drainage and Stormwater Management Report: Table 11.

Property/Access Location	Ground Elevation (approximate)	HEC-RAS River Station	Regional Flood Elevation*		100 Year Flood Elevation*	
			Existing	Proposed	Existing	Proposed
11177 Trafalgar Road (West side)	239.8	2197.6	239.96	239.70 (Lower than ground elevation)	239.35	239.35 (No change)
11193 Trafalgar Road (East side)	241.8	2197.6	239.96	239.70 (0.26 m lower)	239.35	239.35 (No change)
11174 Trafalgar Road	239.8	2250.1	241.24	241.05	239.79	239.72

(West side)				(0.19 m lower)		(0.07 m lower)
11194 Trafalgar Road (West side)	240.3	2250.1	241.24	241.05 (0.19 m lower)	239.79	239.72 (0.07 m lower)

\*Based on nearest HEC-RAS Section – flood elevation at actual

location may vary slightly.

- Overall, the proposed improvements are expected to reduce the Regional Storm water surface elevations at these locations, with 100-year and more frequent flood events not exceeding the proposed access road elevations.
- Configurations of the proposed laneways were restricted by the proposed raise in profile of Trafalgar Road through this section, the lower existing elevations of adjacent residences, and maximum allowable access road grades. If required, The feasibility of design refinements can be explored further once detailed surveys are completed during the detailed design phase.

**6. Design must also consider changes in driving distance, for each household, on flooded driveway under existing conditions and access road under proposed conditions.**

- The attached **Exhibit A** shows that the flooded proposed laneway distances for 3 of the 4 residences have been reduced/improved under the proposed laneway configuration. Under existing conditions, the entire length of the accesses were located within the Regional Storm flood plain, with travel distances within the flood plain ranging from 54 m to 95 m. The proposed flooded travelled distances are reduced as follows:

Property/Access Location	Flooded Laneway Distance	
	Existing	Proposed
11177 Trafalgar Road (West side)	95 m	37 m
11193 Trafalgar Road (East side)	91 m	29 m
11174 Trafalgar Road (West side)	84 m	84 m
11194 Trafalgar Road (West side)	54 m	19 m

**7. Stewarttown Road South: It is understood that EA team is working on emergency access at Stewarttown Road’s cul-de-sac. Under the current conditions residence east of Black Creek has safe ingress and egress on Trafalgar Road, however with proposed cul-de-sac they will be forced to drive on flooded road crossing. A safe ingress and egress is expected from the design team. Also identify the frequency of flow overtopping Stewarttown Rd., both under existing conditions and proposed conditions.**

- Part of the proposed improvements to Trafalgar Road include a raise in profile through the Black Creek valley, which will increase the grade differential between Stewarttown Road South and Trafalgar Road. As a result, the road connection at this location will no longer be conducive/safe for everyday use from a geometric perspective. The Project Team’s intention is to maintain the connection for emergency purposes only, and the access will be designed in a manner that discourages routine use, but still permits residents to utilize the access in emergency situations (i.e. without the need for emergency personnel to be present). The safety of residents is a top priority for the Project Team, and restricting access at this location on an emergency-basis only will best achieve this. In subsequent detail design a technique to accommodate this emergency access will be developed and shared with CVC and property owners. We hope this helps to clarify the matter, but should CVC have any further questions/input regarding this access please do not hesitate to contact us.
- With respect to existing and proposed flooding depths / frequencies for Stewarttown Road, these are summarized as follows for Stewarttown Bridge and the low-point on Stewarttown Road. The proposed profile of Stewarttown Road is shown in **Exhibit B**. The full dataset which compares the HEC-RAS Modelling Results under existing and proposed (30m span bridge) conditions in the proximity of Black Creek can be found in Draft ESR Appendix J – Drainage and Stormwater Management Report: Table 11.

Property/Access Location	Ground Elevation (approximate)	HEC-RAS River Station	Regional Flood Elevation*		100 Year Flood Elevation*	
			Existing	Proposed	Existing	Proposed
Stewarttown Bridge (sta. 0+125)	242.6	2337.3	242.39	242.39 (No Change)	241.61	241.1 (No change)
Stewarttown Road Low-Point (sta. 0+165)	242.0	2337.3	242.39	242.39 (No Change)	241.61	241.61 (No change)

\*Based on nearest HEC-RAS Section – flood elevation at actual location may vary slightly.

- Overall, the proposed improvements are expected to maintain the existing Regional Storm water surface elevations at these locations. Stewarttown Bridge will not overtop under a Regional Flood event, while 100-year and more frequent flood events are not expected to exceed the elevation of Stewarttown Road Bridge or the low-point of Stewarttown Road.

I hope this provides clarification on these matters for CVC. Should you have any further questions or comments regarding the design at the Black Creek crossing please do not hesitate to contact Katherine Jim at [jimk@mmm.ca](mailto:jimk@mmm.ca).

Best Regards,  
Stefan



**Stefan Sirianni, E.I.T.**  
Designer  
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May 12, 2016

The Regional Municipality of Halton  
1151 Bronte Road  
Oakville, Ontario  
L6M 3L1

Attn: Mr. David Simpson,  
Manager Infrastructure Planning

**Subject: Trafalgar Road (Regional Road 3) Transportation Corridor  
Improvements Class Environmental Assessment Study at CN Halton  
Subdivision Mile Point 25.30**

Dear Mr. Simpson:

CN acknowledges receipt of your request for comments on the Environmental Assessment (EA) Study of Trafalgar Road dated April 8<sup>th</sup>, 2016. CN does have interest in this project due to the existing railway at-grade crossing at Mile 25.30 on the Halton Subdivision. CN requires involvement in this project and is interested in the impacts that the preferred alternatives may have on our railway. CN requests to be involved in the design process of the preferred alternative.

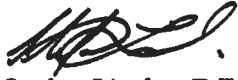
As the preferred alternative requires a grade separation, CN agrees in principal to the proposed grade separation at this location. To clarify, CN does not object to the road under rail design, however, to ensure that our rail operations are not adversely affected, CN will require involvement throughout the design stages and the preliminary and final design drawings will require approval from this office.

The preferred alternative requires a track diversion which will be carried out by CN along with the signal work at the temporary crossing. The design should ensure that there is no reduction in current operating speed as a result of the detour. Any lands required for the detour will be the responsibility of the Region to acquire and CN will be indemnified from any adverse impacts to the lands the detour is on if not CN lands.

Several watersheds are adjacent to the location of the proposed grade separation and CN must be assured that no additional water flow or volume will be directed onto the CN Right of Way.

Should you have any questions or concerns, please do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Linder', written over a horizontal line.

Stefan Linder, B.Eng, MBA  
Manager Public Works  
Stefan.linder@cn.ca