

## 6 PROJECT CONSULTATION PROCESS

Public input is critical to the success of a project and Halton Region has provided opportunities for such input at key points in the study process.

The overall intent for the consultation including the Public Information Centres was to receive input on transportation needs and existing constraints along the Trafalgar Road corridor and on the proposed improvements required to support future growth and development in Halton Region.

The purpose of this section is to document the key consultation events (technical agencies, stakeholders, and the public) associated with the Trafalgar Road Class EA Study. As noted in **Section 1.1.1**, Halton Region initiated the Trafalgar Road Class Environmental Assessment Study in 2014. The EA Study initially considered improvements for Trafalgar Road between Steeles Avenue and Highway 7 but was subsequently split into two sections to best meet the Region's Capital Works program, with separate ESRs being filed for each:

- Section 1: Steeles Avenue to North of 10 Side Road (i.e. this ESR)
- Section 2: North of 10 Side Road to Highway 7

Since consultation events were held to discuss the original full Class EA Study, which extended from Steeles Avenue to Highway 7, all documentation related to consultation activities associated with the EA Study between Steeles Avenue and Highway 7 is therefore combined. As a result, this chapter provides a comprehensive summary of the consultation process for the entire original full Class EA Study Area (i.e. Steeles Avenue to Highway 7) as it applies to Section 1 and Section 2 together.

Materials presented at all the Public Information Centres are available on the study website at [www.halton.ca/EAprojects](http://www.halton.ca/EAprojects) and also in Appendix C of this Environmental Study Report (ESR).

### 6.1 Public Consultation

#### 6.1.1 Notice of Study Commencement (Steeles Avenue to Highway 7) – April 3, 2014

The Notice of Study Commencement for the Trafalgar Road Class EA Study from Steeles Avenue to Highway 7 was placed on the Region's website and in the following local newspapers (see **Appendix A**):

- Georgetown Independent: Thursday, April 3, 2014 and Thursday, April 10, 2014
- Acton Tanner: Thursday, April 3, 2014 and Thursday, April 10, 2014

The Notice was mailed to Local and Regional Councillors whose wards were within the limits of the Trafalgar Road corridor between Steeles Avenue and Highway 7 in the Town of Halton Hills, First Nations with potential interest in the study area, Technical Agencies (including federal, provincial and municipal agencies) and utility companies, as well as property owners within the limits of Trafalgar Road between Steeles Avenue and Highway 7.

Invitations to participate in a Stakeholder Group were also sent to property owners between Steeles Avenue and Highway 7 (commercial and residential) with direct access to Trafalgar Road, property owners of large land parcels adjacent to Trafalgar Road, representatives of the churches located along Trafalgar Road, representatives of the adjacent residential communities and representatives of adjacent agricultural operations and lands slated for future development.

Additional details regarding the notification process are provided in **Appendix A**, and copies of pertinent correspondence are also included in **Appendix A**.

### 6.1.2 Stakeholder Group

A Stakeholder Group was established to provide a smaller forum for discussion and dialogue as compared to a public meeting or information centre for the general public. The 32 members selected for this group provide a representative mix of people, with a variety of interests, throughout the study area. Members of the Stakeholders Group were invited to attend a total of four independently facilitated meetings to provide input to the Project Team as the study progressed; generally scheduled ahead of the Public Information Centres:

- Stakeholder Group Meeting #1 – June 19, 2014
- Stakeholder Group Meeting #2 – November 6, 2014
- Stakeholder Group Meeting #3 – June 2, 2015
- Stakeholder Group Meeting #4 – November 17, 2015

A brief summary of each of these meetings is provided below, while the full summary reports are included in **Appendix B**. Comments received at the Stakeholder Group meetings were taken into consideration as the study proceeded.

#### 6.1.2.1 Stakeholder Group Meeting #1 (June 19, 2014)

The purpose of Stakeholder Group Meeting #1 was to discuss the collection of background information, study approach, existing conditions, alternative solutions, factors / criteria for analysis and evaluation, and next steps.

Key comments / concerns raised at the meeting include:

- Truck traffic: safety, noise, increase in truck use on Trafalgar Road
- Railways / at-grade crossings are causing long queues and delays
- Road safety and traffic are of concern. Vehicles currently pass on shoulders, and there are access issues and intersection delays
- Deer in the woodlot south of Hornby Road / Trafalgar Road intersection
- Lack of provision for active transportation throughout the corridor
- Transit services should be considered
- Potential to put a watermain on Trafalgar Road should be explored
- An alternative alignment between 15 Side Road and Highway 7 should be explored

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### **6.1.2.2 Stakeholder Group Meeting #2 (November 6, 2014)**

The focus of Stakeholder Group Meeting #2 was to provide an update on the collection of study area conditions information and to review the conceptual corridor options (namely Alternatives 1, 2 and 3) for improvements to the Trafalgar Road corridor. Alternative 1 includes concepts which would widen Trafalgar Road along the existing alignment, and Alternatives 2 and 3 are bypass options (i.e. realignment of Trafalgar Road to the west of its existing alignment north of 15 Side Road).

Key comments / concerns raised at the meeting include:

- Alternative 1 would impact residential properties and operations of businesses along the corridor
- Alternatives 2 and 3 would have significant impacts to agricultural lands and the natural environment
- Widening the existing Trafalgar Road alignment (Alternative 1) appears to have no less impact to undisturbed areas
- Move alignment of new Trafalgar Road to the hydro corridor (i.e. between Fourth Line and Fifth Line)
- School bus safety, vehicle speeds, and increases in traffic noise levels are of concern

### **6.1.2.3 Stakeholder Group Meeting #3 (June 2, 2015)**

The focus of Stakeholder Group Meeting #3 was to review proposed improvements on the Trafalgar Road corridor, including alignment alternatives developed within the three conceptual corridors that were presented at Stakeholder Group Meeting #2 in November 2014. The analysis and evaluation of the alignment alternatives was also presented at the meeting.

Key comments / concerns raised at the meeting include:

- Maintain well water quality and quantity during and after construction of the preferred alignment
- Provision of active transportation facilities (multi-use path vs. on-street bike lanes)
- Truck traffic on Trafalgar Road
- Impacts to adjacent properties
- Comments on Alternatives 1, 2 and 3 regarding impacts to agricultural lands, environmental features and residential areas
- Comments regarding the analysis and evaluation of alternatives

### **6.1.2.4 Stakeholder Group Meeting #4 (November 17, 2015)**

The focus of Stakeholder Group Meeting #4 was to present the preliminary plan of the preferred alternative for improvements to the Trafalgar Road corridor, including a recap of the alignment alternatives that were presented at Stakeholder Group Meeting #3 in June 2015. The future study process was also discussed, along with the next steps in the project and construction timeline.

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Key comments / concerns raised at the meeting include:

- Protection of farmland is an important issue to consider. Grades adjacent to the roadway need to allow for adequate property drainage and accommodate underground piping. Farms would like assurance from the Region that any land re-graded as part of the proposed improvements maintains its cultivation potential (e.g. has enough top soil) during and after construction.
- Stormwater management and drainage along the corridor will need to be considered.

### 6.1.3 Public Information Centres

Public Information Centres (PIC) are part of the overall consultation program for this project and are designed to involve stakeholders early and throughout the study process, to aid in identifying public concerns and to assist in the development of a preferred alternative. A total of three PICs were held during the EA Study:

- PIC #1 – November 20, 2014
- PIC #2 – June 17, 2015
- PIC #3 – December 2, 2015

A brief summary of each PIC is provided below while full summary reports are included in **Appendix C**. Comments received at the PICs were taken into consideration as the study proceeded

#### 6.1.3.1 Public Information Centre #1 (November 20, 2014)

The purpose of PIC #1 was to provide stakeholders with an opportunity to meet the Project Team, discuss issues related to the project, review the study scope, existing conditions along the Trafalgar Road corridor, proposed typical cross sections, conceptual corridor options, evaluation criteria, and next steps.

The Notice for PIC #1 was placed in the Georgetown Independent and Acton Tanner on Thursday, November 6 and Thursday, November 13, 2014.

A copy of the PIC notice is provided in **Appendix C**.

Halton Region notified local and Regional Councillors and senior staff, as well as relevant First Nations. The Notice was also mailed to the following on November 4, 2014: Technical Agencies (including federal, provincial, and municipal agencies), utilities, property owners within the study area (i.e. between Steeles Avenue and Highway 7 and up to 1.5 km on either side), and members of the public who provided comments or requested to be on the study mailing list but are not listed as a property owner within the Study Area (i.e. the public mailing list).

Due to similar timing and similar study areas, PIC #1 was held as a joint information centre with the Ninth Line EA Study (Highway 407 to 10 Side Road). See Halton Region website: [www.halton.ca/EAProjects](http://www.halton.ca/EAProjects) for more information about the Ninth Line EA Study.

The PIC was held as follows:

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Date: Thursday, November 20, 2014  
Time: 6:30 p.m. – 8:30 p.m. (Drop-in)  
Location: Georgetown District High School – Cafeteria  
70 Guelph Street, Halton Hills, ON L7G 3Z5

A total of 76 members of the public signed in at the combined PIC, 58 of which expressed interest in the Trafalgar Road EA. Several councillors were also in attendance.

Key comments / concerns raised at the meeting include:

- Mitigation measures for agricultural lands and development lands
- Concerns regarding increases in traffic noise levels
- Concerns regarding impacts to operations of businesses situated along the corridor (e.g. loss of parking, the need for partial or complete relocation, etc.)
- Delays due to existing at-grade rail crossings are becoming more frequent and longer. Support construction of grade separations
- Impacts to agricultural lands and the environment are major concerns under Options 2 and 3
- Improve school bus safety
- General comments regarding Option 1

A summary report of the PIC including a copy of the presentation slides and the comments received is provided in **Appendix C**.

#### **6.1.3.2 Public Information Centre #2 (June 17, 2015)**

The purpose of PIC #2 was to provide stakeholders with an opportunity to meet the Project Team, review and obtain public input on the three (3) developed functional plans being considered, the analysis of alternatives and the preferred option (Alternative 1), and to discuss the next steps in the study.

The Notice for PIC #2 was placed in the Georgetown Independent and Acton Tanner on Thursday, June 4, 2015 and Thursday, June 11, 2015.

A copy of the PIC notice is provided in **Appendix C**.

Halton Region notified local and Regional Councillors and senior staff, as well as First Nations. The Notice was also mailed to the following on June 3, 2015: Technical Agencies (including federal, provincial, and municipal agencies), utilities, property owners within the study area (i.e. between Steeles Avenue and Highway 7), and members of the public who provided comments or requested to be on the study mailing list but are not listed as a property owner within the Study Area (i.e. the public mailing list).

The PIC was held as follows:

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

A total of 96 members of the public signed in at the PIC and several councillors attended also.

Key comments / concerns raised at the meeting include:

- Support proposed signalized intersection at Trafalgar Road / Hornby Road
- Road safety (e.g. speeding)
- Ingress and egress when Trafalgar Road is widened to 4 lanes
- General comments regarding Alternative 1, 2 and 3 (e.g. property impacts, natural environment, maintenance costs, construction challenges, etc.)

A summary report of the PIC including a copy of the presentation slides and the comments received is provided in **Appendix C**.

### 6.1.3.3 Public Information Centre #3 (December 2, 2015)

The purpose of PIC #3 was to present the Preliminary Plan of the preferred alternative (Alternative 1A) for improvements to the Trafalgar Road corridor, and to discuss the next steps in the study.

The Notice for PIC #3 was placed in the Georgetown Independent and Acton Tanner on Wednesday, November 18, 2015 and Wednesday, November 25, 2015.

A copy of the PIC notice is provided in **Appendix C**.

Halton Region notified local and Regional Councillors and senior staff, as well as First Nations. The Notice was also mailed to the following on November 18, 2015: Technical Agencies (including federal, provincial, and municipal agencies), utilities, property owners within the study area (i.e. between Steeles Avenue and Highway 7), and members of the public who provided comments or requested to be on the study mailing list but are not listed as a property owner within the Study Area (i.e. the public mailing list).

The PIC was held as follows:

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

A total of 100 members of the public signed in at the PIC and several councillors attended also.

Key comments / concerns raised at the meeting include:

- Access to properties along Trafalgar Road
- Potential increase in noise level
- Comments regarding active transportation facilities
- Drainage and stormwater management, including erosion concerns
- General support for the preferred alternative
- Potential impacts to existing business operations
- Traffic operations on Trafalgar Road and road safety

A summary report of the PIC including a copy of the presentation slides and the comments received is provided in **Appendix C**.

#### 6.1.4 Meetings with Property Owners along Trafalgar Road

The preferred road corridor alignment for Trafalgar Road considered the degree of property impact to local residents and businesses. While the Municipal Class Environmental Assessment Study preferred alternative sought to minimize property impacts to the greatest degree possible, a number of private property owners along this corridor will be affected by the preferred corridor alignment for Trafalgar Road as identified through the study process.

Accordingly, staff met with individual property owners to raise awareness of the potential property impacts associated with the preferred corridor alignment as presented at Public Information Centre #3. Given Halton Region's need to protect this corridor, the acquisition of some strategic land components (including up to 20 potential property buy-outs) will be necessary following completion of the Municipal Class Environmental Assessment Study process.

These meetings provided a consultative forum to discuss and survey each potentially impacted property owner's interest in participating in a voluntary acquisition program which has already been initiated in anticipation of Study completion. The meetings served to provide owners with clarity on the potential land acquisition process, Regional practices regarding the determination of compensation, and general timing of proposed road works associated with the Trafalgar Road corridor improvements following completion of the Study.

The Region initiated these discussions in response to requests from property owners who were actively involved in the Public Consultation process and were seeking more information on Halton property acquisition process. These meetings served to fully inform impacted property owners and provide them with additional time to consider their various options associated with potential relocation or site alteration in advance of the Study completion.

Minutes from these meetings are on file with Halton Region.

Date	Property
October 13, 2015	<ul style="list-style-type: none"><li>• 404 Maple Avenue</li><li>• 11045 Trafalgar Road</li><li>• 11069 Trafalgar Road</li><li>• 11065 Trafalgar Road</li><li>• 9811 Trafalgar Road</li><li>• 11033 Trafalgar Road</li></ul>
October 14, 2015	<ul style="list-style-type: none"><li>• 408 Maple Avenue</li><li>• 11421 Trafalgar Road</li><li>• 11509 Trafalgar Road</li><li>• 11051 Trafalgar Road</li><li>• 13011 Trafalgar Road</li><li>• 12940 20 Side Road</li><li>• 12942 20 Side Road</li></ul>

Date	Property
	<ul style="list-style-type: none"> <li>• 12944 20 Side Road</li> </ul>
October 20, 2015	<ul style="list-style-type: none"> <li>• 37 Stewarttown Road</li> <li>• 11582 Trafalgar Road</li> <li>• 11194 Trafalgar Road</li> <li>• 11174 Trafalgar Road</li> </ul>
October 22, 2015	<ul style="list-style-type: none"> <li>• 11100 Trafalgar Road</li> <li>• 11280 Trafalgar Road</li> <li>• 11177 Trafalgar Road</li> <li>• 11112 Trafalgar Road</li> <li>• 11091 Trafalgar Road</li> </ul>
November 10, 2015	<ul style="list-style-type: none"> <li>• 11079 Trafalgar Road</li> <li>• 9990 Trafalgar Road</li> </ul>
November 11, 2015	<ul style="list-style-type: none"> <li>• 11061 Trafalgar Road</li> <li>• 10229 Trafalgar Road</li> <li>• 10677 Trafalgar Road</li> <li>• 11582 Trafalgar Road</li> <li>• 363 Maple Avenue</li> <li>• 17 Stewarttown Road</li> </ul>

### 6.1.5 Meeting with 363 Maple Avenue (The Club at North Halton)

Individual meetings were held with Senior Staff of The Club at North Halton (the ‘Club’) at 363 Maple Avenue on May, 15, 2015, June 25, 2015, August 21, 2015, November 11, 2015 and January 14, 2016. The Project Team reviewed the preferred preliminary plan for the proposed Trafalgar Road improvements in proximity to The Club. The Region stated that five alternatives were considered, with Alternative 1A being preferred as it minimized property impacts to the golf course on the Club’s property; a portion of which is situated adjacent to the east side of Trafalgar Road.

In order to implement Preferred Alternative 1A, a property requirement has been identified at the northwest corner of the Club’s property which comprises 1.11 ha of The Club’s 58.4 ha holding. This requirement will need to be acquired by the Region (southeast corner of Trafalgar Road and Maple Avenue) to accommodate the easterly shift in the proposed Trafalgar Road realignment.

The proposed realignment will bring The Club’s Hole #1 into closer proximity to Trafalgar Road. Accordingly, the Project Team conducted a peer review to explore any safety implications to all users of the Trafalgar Road corridor (i.e. vehicles, pedestrians and cyclists) as well as adjacent homeowners on the west-side of Trafalgar Road. Through that review, netting and/or fencing within the boulevard of the Region’s future Trafalgar Road, running parallel to the Hole #1 fairway/green, was deemed an acceptable and viable option that should be considered further during detail design. This solution would also require some course modifications to the Green at Hole #1 and Tee at Hole #2. Alternatively, in absence of netting and/or fencing along Trafalgar Road, a more substantial course redesign of The Club could be considered to alleviate these safety concerns, however, such an undertaking may not necessarily eliminate these safety concerns.



The Club also noted that their existing water drawing permit from the Ministry of the Environment & Climate Change (MOECC) at Black Creek is expiring December 2016 (barring any further extension), at which point their water drawing capabilities will be reduced. As part of the future water taking modifications, The Club indicated that they will be required by the MOECC to disconnect their on-line irrigation pond which is linked to an unnamed tributary to Black Creek and/or construct additional irrigation water storage reservoir.

The Club indicated that their preferred approach is to maintain the existing on-line pond and to construct an alternate water storage reservoir at the southeast corner of Trafalgar Road and Maple Avenue. While The Club indicated a preference to locate their future reservoir within a portion of the property area to be acquired by the Region, the Project Team is advised that they have a number of other viable site options to locate and design the reservoir (i.e. increase depth) to meet their long term water management needs (as well as adjusting drawdown levels of in-play ponds). One such viable site option includes construction of the reservoir near Hole #10 and modification of the associated fairway.

The Region committed to continue working with the Club at North Halton during the detailed design and construction phases of the project. However, the Region is unable to move forward with such discussions until The Club confirms their potential future development plans which will impact the ultimate course design configuration and solution.

## 6.2 Technical Agencies

Technical agencies were notified of the commencement of this Class EA Study through the mailing of the Notice of Study Commencement in April 2014. Comments received from technical agencies are documented in **Appendix A** of the ESR. A number of meetings along with three Technical Agency Committee meetings were held with technical agencies and are documented in this section. Technical agencies were also invited to attend the three Public Consultation Centres that were held.

### 6.2.1 Technical Agency Committee Meetings

Two Technical Agency Committee (TAC) meetings and one TAC preview session were held as a means to update agencies on the study's status and allow agencies to provide input to the Project Team as the study progressed:

- TAC Meeting #1 – November 13, 2014
- TAC Meeting #2 – June 9, 2015
- TAC PIC #3 Preview Session (Drop-In) – December 2, 2015

A brief summary of each of these meetings is provided below, while minutes are included in **Appendix B**. Comments received at the TAC meetings were taken into consideration as the study proceeded

#### 6.2.1.1 Technical Agencies Committee Meeting #1 (November 13, 2014)

The purpose of TAC Meeting #1 was to review the study background, study approach, existing conditions, alternative solutions, and to review high level conceptual corridor

alternatives for the improvements for the Trafalgar Road corridor. Technical agencies were invited to this meeting via email on October 16, 2014. Representatives from the following technical agencies attended the meeting:

- COGECO Cable Canada Inc.
- Conservation Halton (CH)
- Credit Valley Conservation (CVC)
- Metrolinx
- Town of Halton Hills – Planning
- Town of Halton Hills – Economic Development
- Town of Halton Hills – Hydro
- Town of Halton Hills – Recreation and Parks
- Halton Region – Planning
- Halton Region – Health
- Halton Region – Water Planning
- Halton Region – Forest Stewardship Advisory Committee
- Halton Regional Police Services (HRPS)
- Hydro One Networks Inc.
- Ministry of Transportation (MTO)

Meeting minutes of Technical Agencies Committee Meeting #1 can be found in **Appendix B** of the ESR.

#### **6.2.1.2 Technical Agencies Committee Meeting #2 (June 9, 2015)**

The purpose of TAC Meeting #2 was to review proposed improvements on the Trafalgar Road corridor, including alignment alternatives developed within the three conceptual corridors that were presented at TAC Meeting #1 in November 2014. The analysis and evaluation of the alignment alternatives were also presented. Technical agencies were invited to this meeting via email on May 19, 2015. Representatives from the following technical agencies attended the meeting:

- COGECO Cable Canada Inc.
- Credit Valley Conservation (CVC)
- Town of Halton Hills
- Halton Region – Health Department
- Hydro One Networks Inc.
- Ministry of Transportation (MTO)
- Niagara Escarpment Commission (NEC)

Meeting minutes of Technical Agencies Committee Meeting #2 can be found in **Appendix B** of the ESR.

#### **6.2.1.3 Technical Agencies Committee PIC Preview Session (December 2, 2015)**

In-place of a formal meeting, technical agencies were invited to drop-in for a PIC preview session on December 2, 2015 between 3:00 p.m. and 5:00 p.m., prior to PIC #3 that evening. The purpose of this preview session was 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. Representatives from the following technical agencies attended the meeting:

- Halton Hills Hydro Inc.
- Halton Region – Health Department
- Town of Halton Hills
- Niagara Escarpment Commission (NEC)

### 6.2.2 Town of Halton Hills

Given that the Study Area is located within the Town of Halton Hills, the Town has been a key agency participating throughout the EA Study to ensure consistency with planning in the Town.

A total of four meetings were held with Town of Halton Hills to completion of the EA documentation. Meetings for the subject section were held on: May 6, 2014, February 24, 2015, May 4, 2015, and November 4, 2015. The purpose of the meetings was to inform the Town about the ongoing status of the EA Study, and to understand the needs and concerns of the Town. The design alternatives and the analysis and evaluation alternatives were also discussed with the Town during the May 4, 2015 meeting prior to the second Public Consultation Centre on June 17, 2015. The Town of Halton Hills is in general agreement with the preferred plan for improvements to the Trafalgar Road corridor. Meeting minutes with the Town of Halton Hills are on file with Halton Region.

There will be ongoing consultation with the Town of Halton Hills during detailed design.

### 6.2.3 CN Rail

A key component of this EA Study was resolving traffic delays on Trafalgar Road associated with the at-grade CN Rail crossing north of 17 Side Road. Given this, CN Rail was considered a key agency and was provided with several opportunities to provide input during the study on the crossing.

Meetings were held on December 10, 2014, March 11, 2015, May 5, 2015, and November 5, 2015. All meeting minutes are included in **Appendix B**.

The meeting on December 10, 2014 was held to review the study background, study approach, existing conditions, alternative solutions, and to review high level conceptual corridor alternatives for the improvements to the Trafalgar Road corridor.

The second meeting (March 11, 2015) was held with both CN Rail and Metrolinx in attendance, and served to provide an overview of the proposed Trafalgar Road corridor improvements, functional plans for each design alternative, and to discuss construction staging requirements pertaining to each rail line.

The May 5, 2015 meeting was held to review the evaluation of alternative design concepts with CN, and discuss rail crossing and rail detour details. CN stated they had no immediate identifiable issues with the plans presented at the meeting, and agreed to provide the Project Team with information related to utilities and other existing conditions at the crossing.

The final meeting on November 5, 2015 was held to discuss the Preliminary Plan of the Preferred Alternative with CN, obtain their feedback, comments, additional information on items such as detour requirements.

CN noted their support for the proposed underpass in a letter dated May 12, 2016, see **Appendix A**.

#### **6.2.4 Metrolinx**

A key component of this EA Study was resolving traffic delays on Trafalgar Road associated with the at-grade Metrolinx crossing north of 20 Side Road. Given this, Metrolinx was considered a key agency and was provided with several opportunities to provide input during the study on the crossing.

Meetings were held on March 11, 2015, April 28, 2015, and November 4, 2015. All meeting minutes are included in **Appendix B**

The second meeting (March 11, 2015) was held with both CN Rail and Metrolinx in attendance, and served to provide an overview of the proposed Trafalgar Road corridor improvements, functional plans for each design alternative, and to discuss construction staging requirements pertaining to each rail line.

The April 28, 2015 meeting was held to review the evaluation of alternative design concepts with Metrolinx, and discuss rail crossing and rail detour details. Metrolinx agreed to provide the Project Team with information related to utilities, standards, and other existing conditions at the crossing.

The final meeting on November 4, 2015 was held to discuss the Preliminary Plan of the Preferred Alternative with Metrolinx, obtain their feedback, comments, additional information on items such as detour requirements. Metrolinx is in general agreement with the proposed underpass grade separation as noted in a letter dated January 18, 2016 (see **Appendix A**).

#### **6.2.5 Conservation Halton (CH)**

The jurisdictional boundary between Conservation Halton and Credit Valley Conservation is located just south of 15 Side Road (approximately 50 m south of 15 Side Road). Trafalgar Road between Steeles Avenue and just south of 15 Side Road is under jurisdiction of Conservation Halton.

Recognizing the importance of retaining natural features throughout the study area and ensuring planning was carried out to minimize impacts, Conservation Halton (CH) was considered to be a key agency and was provided several opportunities to provide input during the study on the subject section.

Meetings were held on March 4, 2015, April 14, 2015, April 28, 2015, November 4, 2015, and March 3, 2016. All meeting minutes are included in **Appendix B**.

The March 4, 2015 meeting was held with CH and Credit Valley Conversation (CVC) and included discussion on the proposed Trafalgar Road corridor improvements, functional plans for each design alternative, and the project schedule.

One site meeting was held on April 14, 2015 which was a site walk to a number of key natural environment features along the Trafalgar Road corridor that were within CH's jurisdiction.

At the April 28, 2015 meeting, which representatives of the Ministry of Natural Resources and Forestry (MNRF), and CVC also attended, the focus was to review the evaluation of alternatives as they pertain to potential impacts on natural environment features within respective jurisdictions.

At the November 4, 2015 meeting, representatives of MNRF, CVC, and the Niagara Escarpment Commission (NEC) also attended, with the focus to discuss and review the Preliminary Plan of the Preferred Alternative to solicit feedback from the agencies as the project progressed towards the filing of the ESR.

At the March 3, 2016 meeting, the Project Team met with representatives of CH and CVC to review the drainage and stormwater management strategy.

Conservation Halton was provided with an opportunity to review the draft Environmental Study Report and their comments have been incorporated.

#### **6.2.6 Credit Valley Conservation (CVC)**

The jurisdictional boundary between Conservation Halton and Credit Valley Conservation is located just south of 15 Side Road (approximately 50 m south of 15 Side Road). Trafalgar Road between just south of 15 Side Road to Highway 7 is under jurisdiction of Credit Valley Conservation.

Recognizing the importance of retaining natural features throughout the study area and ensuring planning was carried out to minimize impacts, CVC was considered to be a key agency and was provided several opportunities to provide input during the study on the subject section.

Meetings were held on March 4, 2015, April 14, 2015, April 28, 2015, November 4, 2015, and March 3, 2016. All meeting minutes are included in **Appendix B**.

The March 4, 2015 meeting was held with CVC and CH and included discussion on the proposed Trafalgar Road corridor improvements, functional plans for each design alternative, and the project schedule.

One site meeting was held on April 14, 2015 which was a site walk to a number of key natural environment features along the Trafalgar Road corridor that were within CVC's jurisdiction.

At the April 28, 2015 meeting, representatives of the Ministry of Natural Resources and Forestry (MNRF) and CH also attended, with the focus to review the evaluation of alternatives as they pertain to potential impacts on natural environment features within respective jurisdictions. CVC noted that Alternatives 1A, 1B, and 1C were more preferred than Alternatives 2 and 3. Alternative 1 alignment that crossed Black Creek to the east of the existing structure would be preferred. CVC also noted that Alternatives 1A, 1B, and 1C provide benefits for minor tributaries as they would improve existing crossings. CVC noted that they would have concerns with Alternatives 2 and 3 if access

to properties cannot be maintained. Furthermore, there would be concerns related to geomorphology at the proposed Black Creek crossings for these bypass alternatives along 15 Side Road and the associated impacts. Justification for spanning the valley with a high level structure would be required at this location. In general, CVC accepted the direction the project was heading.

At the November 4, 2015 meeting, which representatives of MNRF, CH, and NEC also attended, the focus was to discuss and review the Preliminary Plan of the Preferred Alternative to solicit feedback from the agencies as the project progressed towards the design and mitigation.

At the March 3, 2016 meeting, the Project Team met with representatives of CH and CVC to review the drainage and stormwater management strategy.

CVC was provided with an opportunity to review the draft Environmental Study Report and their comments have been incorporated.

### **6.2.7 Ministry of Natural Resources and Forestry (MNRF)**

Recognizing the importance of retaining natural features throughout the study area and ensuring planning was carried out to minimize impacts, MNRF was considered to be an important agency and was provided several opportunities to provide input during the study on the subject section.

MNRF was invited to attend meetings held on March 4, 2015, April 28, 2015, November 4, 2015, and March 3, 2016 with other conservation authorities, but was only able to attend the meeting on April 28, 2015. Minutes for all meetings were distributed to MNRF, and are included in **Appendix B**.

At the April 28, 2015 meeting, representatives of CVC and CH also attended, with the focus to review the evaluation of alternatives as they pertain to potential impacts on natural environment features within respective jurisdictions. MNRF stated their preference for Alternatives 1A, 1B, and 1C at this meeting.

MNRF was provided with an opportunity to review the draft Environmental Study Report and their comments have been incorporated.

### **6.2.8 Niagara Escarpment Commission (NEC)**

On the west side of Trafalgar Road, north of 20 Side Road, lands are designated under the Niagara Escarpment Plan. As a result, NEC was considered to be an important agency and was provided an opportunity to provide input during the study on the subject section through a meeting on November 5, 2015. Minutes for this meeting are included in **Appendix B**.

At the November 4, 2015 meeting, representatives of MNRF, CH, and CVC also attended, with the focus to discuss and review the Preliminary Plan of the Preferred Alternative to solicit feedback from the agencies as the project moved through design and mitigation. NEC noted that they understand the traffic / operational issues with the at-grade crossing and that the slight realignment of Trafalgar Road to accommodate the proposed underpass grade separation would impact NEC lands. They noted that the

Development Permit application process will need to be worked into the schedule put forth in the ESR.

NEC was provided with an opportunity to review the draft Environmental Study Report and their comments have been incorporated.

### **6.2.9 Ministry of Transportation (MTO)**

A component of this EA Study involved the preparation of improvements to the Trafalgar Road corridor with the existing intersection at Highway 7, which is under the jurisdiction of MTO. As a result, MTO was considered to be an important agency and was provided opportunities to provide input during the study on the subject section.

Meetings were held on May 5, 2015, and October 6, 2015. All meeting minutes are included in **Appendix B**.

The purpose of the May 5, 2015 meeting was to review the Trafalgar Road / Highway 7 intersection and the nearby Lindsay Court access. MTO emphasized that the direct access to the Extendicare Halton Hills property on Lindsay Court from Highway 7 was only permitted by MTO on a temporary basis.

The plans pertaining to the Lindsay Court access and Highway 7 intersection were again the topic of discussion at the October 6, 2015 meeting with MTO. The design was updated to remove direct access onto Highway 7 from Lindsay Court, with an access onto future Trafalgar Road from Lindsay Court added in its place. MTO stated that the updated design of the Lindsay Court connection at Trafalgar Road appears to be acceptable, and overall was pleased with the proposed design changes presented by the Project Team. MTO was provided with an opportunity to review the draft Environmental Study Report and their comments have been incorporated.

### **6.2.10 First Nations**

As noted in **Sections 6.1.1** and **6.1.3**, First Nations were notified of the commencement of this study and also notified and invited to attend all Public Information Centres. Letters provided to First Nations and correspondences from First Nations are included in **Appendix A**.