

Appendix A

Public Consultation

A-1: Notification

A-2: Agency Consultation

A-3: Public Information Centre Material

A-4: Public Input

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Appendix A-1

Notification

- Notice of Study Commencement
- Notice of PIC 1
- Notice of PIC 2



TOWN OF HALTON HILLS TRANSPORTATION MASTER PLAN

CLASS ENVIRONMENT ASSESSMENT NOTICE OF STUDY COMMENCEMENT

Background

The Town of Halton Hills, through their Consultant Hatch Mott MacDonald, has initiated a Transportation Master Plan (TMP) Study. This Environmental Assessment (EA) Study will develop an integrated transportation plan and associated strategies that consider all modes of travel to meet several road network challenges up to 2031.

Problem Statement

The Transportation Master Plan Study will provide the strategies, policies and tools required to meet the Town's transportation needs safely, effectively and cost efficiently.

The Process

This notice advises the commencement of a Transportation Master Plan study that will define existing problems/opportunities, consider and evaluate solutions, and identify an optimum transportation system. The Transportation Master Plan Study will accommodate the transportation needs of existing and future developments. A key outcome of the study will be a list of transportation projects that the Town can incorporate in their Capital Budget and Forecast. To comply with the Environmental Assessment Act, the study is being conducted in accordance with the Municipal Class Environmental Assessment (EA) process (October 2000, as amended in 2007).

The Town of Halton Hills will be seeking input from the public through a variety of consultation groups and meetings held during the course of the study. Notices of the information of these groups and upcoming meetings will be forthcoming over the next few months. The Town is planning to hold two Public Information Centres during this study to present findings and to solicit your input and comments. The dates and times for the Public Information Centres will be advertised in advance of these meetings. You are encouraged to forward any comments or concerns you may have at any point in the study to one of the Project Team members.

Mr. Ted Drewlo, P. Eng.

Manager of Engineering Services
Town of Halton Hills
1 Halton Hills Drive
Halton Hills, ON L7G 5G2
Phone: 905-873-2601 ext. 2313
Fax: 905-873-2347
Email: tedd@haltonhills.ca

Mr. John McGill, P. Eng., PTOE

Project Manager
Hatch Mott MacDonald
2800 Speakman Drive
Mississauga, ON L5K 2R7
Phone: 905-403-4403
Fax: 905-855-2607
Email: john.mcgill@hatchmott.com

Comments and information regarding this project will be collected to assist the Project Team. With the exception of personal information, all comments will become part of the public record. Additional information related to the study and consultation process may be obtained through the study website: www.haltonhills.ca/tmp

This Notice first issued on August 12, 2010.



TOWN OF HALTON HILLS TRANSPORTATION MASTER PLAN STUDY

MUNICIPAL CLASS ENVIRONMENT ASSESSMENT NOTICE OF PUBLIC INFORMATION CENTRE #1

THE STUDY

The Town of Halton Hills, through their consultant Hatch Mott MacDonald, has initiated a Transportation Master Plan (TMP) Study. The Class Environmental Assessment (Class EA) Study will develop an integrated transportation plan and associated strategies that consider all modes of travel to meet several road network challenges up to 2031. The Study will identify future projects within the study area.

PUBLIC INFORMATION CENTRES

The Town of Halton Hills will be seeking input from the public through a variety of consultation groups and meetings held during the course of the study. An online survey has been accessible through the study website since early December and we encourage you to provide us with your input in advance of the first Public Information Centre (PIC). The Town is planning to hold two PICs during this study to present findings and solicit your input and comments. At the conclusion of the study, there will be an opportunity to review the Transportation Master Plan report and provide your feedback.

The first PIC will be held to present information on the study and solicit feedback from the public on the problems and opportunities and existing conditions. The PIC will be an open-house format, with a presentation to occur at **7 p.m.**, followed by the opportunity to ask questions of the project team on a one-on-one basis. We encourage those interested in the study to attend.

Date: Thursday, February 10, 2011
Time: 6:00 p.m. – 8:00 p.m.
Location: Mold Masters SportsPlex
221 Guelph Street, Georgetown

STUDY CONTACTS

If you have any questions or comments, or wish to be added to the study mailing list, please contact:

Mr. Ted Drewlo, P. Eng.
Manager of Engineering Services
Town of Halton Hills
1 Halton Hills Drive
Halton Hills, ON L7G 5G2
Phone: 905-873-2601 ext. 2313
Fax: 905-873-3036
Email: tedd@haltonhills.ca

Mr. John McGill, P. Eng., PTOE
Project Manager
Hatch Mott MacDonald
2800 Speakman Drive
Mississauga, ON L5K 2R7
Phone: 905-403-4403
Fax: 905-855-2607
Email: john.mcgill@hatchmott.com

Additional information related to the study may be obtained at www.haltonhills.ca/tmp.

This Notice first issued on February 3, 2011.

Comments and information regarding this project are collected in accordance with the *Freedom of Information and Protection of Privacy Act* and to assist the project team in meeting the requirements of the Class EA process. With the exception of personal information, all comments will become part of the public record.



**Town of Halton Hills
Transportation Master Plan Study
Municipal Class Environment Assessment
Notice of Public Information Centre #2**

The Town of Halton Hills, through their consultant Hatch Mott MacDonald, has initiated a Transportation Master Plan (TMP) Study. The Class Environmental Assessment (Class EA) Study will develop an integrated transportation plan and associated strategies that consider all modes of travel to meet several road network challenges up to 2031. The Study will identify future projects within the study area.

Throughout the study process, the Town of Halton Hills has been seeking input from the public through a variety of consultation activities, including stakeholder and interest group meetings held during the course of the study. One of the key communication tools used during the development of a TMP is the Public Information Centre (PIC). PIC's provide the community with the opportunity to provide their input at key stages in the study.

The first PIC was held on February 10, 2011 to present and discuss the Problems and Opportunities, as well as, the background and purpose of the study. The second PIC will be held as follows:

Date: Wednesday, June 22, 2011
Time: 6:00 p.m. – 9:00 p.m.
Location: Acton Arena and Community Centre
415 Queen Street East (Hwy. 7)
Acton ON

The purpose of the second PIC will be to present and seek input on the study progress including details of the preferred plan and the supporting transportation policies. The PIC will be an Open House format, with a brief presentation at 7:00 p.m., followed by the opportunity to ask questions of the project team on a one-on-one basis. We encourage those interested in the study to attend.

If you have any questions or comments, please contact:

Mr. Ted Drewlo, P. Eng.
Manager of Engineering Services
Town of Halton Hills
1 Halton Hills Drive
Halton Hills ON L7G 5G2
Tel.: 905-873-2601 ext. 2313
Fax: 905-873-3036
Email: tedd@haltonhills.ca

Mr. John McGill, P. Eng., PTOE
Project Manager
Hatch Mott MacDonald
2800 Speakman Drive
Mississauga ON L5K 2R7
Tel.: 905-403-4403
Fax: 905-855-2607
Email: john.mcgill@hatchmott.com

Additional information related to the study may be obtained on the Town of Halton Hills website:
www.haltonhills.ca/tmp.

Comments and information regarding this project are collected in accordance with the *Freedom of Information and Protection of Privacy Act* and to assist the project team in meeting the requirements of the Class EA process. With the exception of personal information, all comments will become part of the public record.

This Notice first issued on June 9, 2011.

Appendix A-2

Agency Consultation

- Agency Contact List
- Stakeholder Group List
- Consultation Table
- Comments / Responses

Agency Type	Title	First Name	Last Name	Position	Agency	Address	City/Prov/PC	Telephone	Fax	Email
Federal	Mr.	Jacob	Barkley	Conservation and Protection Field Supervisor	Department of Fisheries and Oceans - Southern Ontario District	3027 Harvester Road Unit 304	Burlington, ON L7R 4K3	905-639-9757	905-639-3549	
Federal	Mr.	Rob	Dobos	Head Environmental Section, Ontario Region	Environment Canada	867 Lakeshore Road	Burlington, ON L7R 4A6 PO Box 5050	905-336-4953	905-336-8901	rob.dobos@ec.gc.ca
Federal	Mr.	John	Higham	Regional Director, Coordination and Policy Advice	Transport Canada - Ontario Region	4900 Yonge Street	Toronto, ON M2N 6A5	416-952-0168	416-952-0159	john.higham@tc.gc.ca
Federal	Mr.	Roy	Angelow	Senior Environmental Specialist	Indian and Northern Affairs Canada	25 St. Clair Avenue East, 8th Floor	Toronto, ON M4T 1M2	416-973-6225	416-954-4328	
Federal	Mr.	Michael	Chong	MP, Wellington - Halton Hills	Wellington - Halton Hills MP Michael Chong	16 Mountainview Road South, Suite 205	Georgetown, ON L7G 4K1	905-702-2597		Chong.M@parl.gc.ca
Federal	Mr.	Don	Boswell	Senior Claims Analyst, Ontario Research Team	Indian and Northern Affairs Canada - Specific Claims Branch	10 Wellington Street, Room 1310	Gatineau, QC K1A 0H4	819-953-1940	819-997-9873	BoswellD@inac.gc.ca
Federal	Mr.	Sean	Darcy	Research Manager	Indian and Northern Affairs Canada - Comprehensive Claims Branch	11 Wellington Street, 13th Floor	Gatineau, QC K1A 0H5	819-997-8155	819-994-1366 0273	sean.darcy@ainc-inac.gc.ca
Municipal	Ms.	Renée	Brown	Council and Committee Services Coordinator	Town Environmental Advisory Committee (TEA)	1 Halton Hills Drive	Halton Hills, ON L7G 5G2	905-873-2601 ext. 2333	905-873-1431	renee@haltonhills.ca
Municipal	Ms.	Niloo	Hodjati	Records/FOI Coordinator	Heritage Halton Hills Committee	1 Halton Hills Drive	Halton Hills, ON L7G 5G2	905-873-2601 ext. 2356		
Municipal	Mr.	John	Linhardt	Manager of Planning Policy	Town of Halton Hills	1 Halton Hills Drive	Halton Hills, ON L7G 5G2	905-873-2601 ext. 2294	905-877-3524	johnl@haltonhills.ca
Municipal	Mr.	Warren	Harris	Manager of Parks and Open Space	Town of Halton Hills	1 Halton Hills Drive	Halton Hills, ON L7G 5G2	905-873-2601 ext. 2274	905-873-1587	warrenh@haltonhills.ca
Municipal	Ms.	Wendy	O'Donnell	Manager of Finance	Town of Halton Hills	1 Halton Hills Drive	Halton Hills, ON L7G 5G2	905-873-2601 ext. 2240	905-873-2347	wendyo@haltonhills.ca
Municipal	Ms.	Donna	Bryce	Clerk	Wellington County	74 Woolwich Street	Guelph, ON N1H 3T9	519-837-2600 ext. 2520	519-837-1909	donnab@wellington.ca
Municipal	Ms.	Sally	Stull	Planner	Town of Erin	5684 Trafalgar Road, RR2	Hillsburgh, ON N0B 1Z0	519-855-4407 ext. 246	519-855-4821	sally.stull@erin.ca
Municipal	Ms.	Terri	Brenton	City Clerk's Office, Legislative Coordinator	City of Brampton	2 Wellington Street West	Brampton, ON L6Y 4R2	905-874-2106	905-874-2119	terri.brenton@brampton.ca
Municipal	Ms.	Carol	Reid	Clerk	Region of Peel	10 Peel Centre Drive	Brampton, ON L6T 4B9	905-791-7800	905-791-7800 ext. 4325	carol.reid@peelregion.ca
Municipal	Mr.	Scott	McMillan	Manager - Traffic Engineering	Town of Oakville	1225 Trafalgar Road	Oakville, ON L6J 5A6, PO Box 310	905-845-6601 ext. 3308	905-338-4159	smcmillan@oakville.ca
Municipal	Mr.	Scott	Stewart	General Manager, Community Services	City of Burlington	426 Brant Street	Burlington, ON L7R 3Z6, PO Box 5013	905-335-7600 ext. 7839	905-335-7820	stewarts@burlington.ca
Municipal	Ms.	Karen	Landry	Clerk	Town of Caledon	6311 Old Church Road	Caledon, ON L7C 1J6	905-584-2272	905-584-4325	karen.landry@caledon.ca
Municipal				Clerk	City of Mississauga	300 City Centre Drive, 2nd Floor	Mississauga, ON L5B 3C1	905-896-5000	905-615-4181	public.info@mississauga.ca
Municipal	Mr.	Jevito	Marchese	PUCC Chair	City of Mississauga	301 City Centre Drive	Mississauga, ON L5B 3C2	905-615-3200 ext. 4024	905-615-3172	jevito.marchese@mississauga.ca
Municipal	Mr.	John	Brophy	Senior Manager, Infrastructure	Town of Milton	150 Mary Street	Milton, ON L9T 6Z5	905-878-7252 ext. 2516	905-876-5029	john.brophy@milton.ca
Municipal	Mr.	Paul	Cripps	Director of Engineering Services	Town of Milton	43 Brown Street	Milton, ON L9T 5H2	905-878-7252 ext. 2501	905-876-5029	paul.cripps@milton.ca
Municipal	Ms.	Maureen	Van Ravens	Manager of Transportation Planning & Roads Operations &	Region of Halton	1151 Bronte Rd, Level 3	Oakville, ON L6M 3L1	905-825-6000 ext. 7327	905-825-0267	maureen.vanravens@halton.ca
Municipal	Ms.	Susan	Lathan	Regional Clerk & Director of Council Services	Region of Halton	1151 Bronte Rd, Level 3	Oakville, On L6M 3L1	905-825-6000 ext. 7254	905-825-9010	Susan.Lathan@halton.ca regionalclerk@halton.ca
Municipal	Ms.	Tina	Detaramani	Planner, Transportation Planning Division Environmental	Region of Peel	10 Peel Centre Drive	Brampton, ON L6T 4B9	905-791-7800 ext. 4554	905-791-7920	Tina.Detaramani@peelregion.ca
Private	Mr.	Dave	Reynolds	Manager, Engineering and Environmental Services	CN	100 Administration Road, PO Box 1000	Concord, ON L4K 1B9			
Private	Mr.	Douglas	MacKenzie	General Manager	Goderich - Exeter Railway	101 Shakespeare Street	Stratford, ON N5A 3W5	519-271-4441 ext. 3	519-271-1337	douglas.mackenzie@railamerica.com
Private	Mr.	Liam	Murray	Manager, Planning-Ecology	Credit Valley Conservation Authority	1255 Old Derry Road	Mississauga, ON L5N 6R4	905-670-1615 ext. 239	905-670-2210	lmurray@creditvalleyca.ca

Agency Type	Title	First Name	Last Name	Position	Agency	Address	City/Prov/PC	Telephone	Fax	Email
Private	Ms.	Jennifer	Lawrence	Manager, Environmental Planning	Conservation Halton	2596 Britannia Road West	Burlington, ON L7P 0G3	905-336-1158 ext. 226	905-336-7014	ilawrence@hrca.on.ca
Private	Ms.	Barbara	Veale	Coordinator - Policy Planning & Partnerships	Grand River Conservation Authority	400 Clyde Road, PO Box 792	Cambridge, ON N1R 5W6	519-621-2763 ext. 274	519-621-4945	bveale@grandriver.ca
Private	Mr.	Drew	Cherry	Resource Planner	Grand River Conservation Authority	400 Clyde Road, PO Box 792	Cambridge, ON N1R 5W6			dcherry@grandriver.ca
Private	Mr.	Don	Matthews	Manager of Engineering & Operations	Halton Hills Hydro	43 Alice Street	Acton, ON L7J 2A9	519-853-3700	519-853-2621	dmatthews@haltonhillshydro.com
Private	Ms.	Darlene	Presley	Project Manager	Trans Canada Pipelines Ltd. C/O Lehman & Associates	97 Collier St.	Barrie, ON	705-627-2302	705-727-9217	darlene@lehmanplan.ca
Private	Mr.	Dave	Lamoureux	District Manager	Union Gas Ltd.	4475 Mainway	Burlington, ON L7L 7P2	905-335-7348	905-335-7354	
Private	Mr.	John	Blakely		Union Gas Ltd.			905-548-3456		lblakely@uniongas.com
Private	Mr.	John	Lachapelle	Manager, Municipal Relations	Bell Canada	444 Millard Ave. 2nd Floor	Newmarket, ON L3Y 2A3	905-853-4044		john.lachapelle@bell.ca
Private	Ms.	Marian	Wright	Planning Coordinator	Rogers Cable TV Ltd.	2131 Williams Parkway, Unit 17	Brampton, ON L6S 5Z4			
Private	Ms.	Domenico	Renzella	Manager of Planning	Halton Hills District School Board	2050 Guelph Line, PO Box 5005	Burlington, ON L7R 3Z3	905-335-3665 ext. 3375	905-335-9802	renzellad@hdsb.ca
Private	Mr.	Scott	Bland	Administrator, Planning Services	Halton Hills Catholic School Board	802 Drury Lane, PO Box 5308	Burlington, ON L7R 2Y2	905-632-6314 ext. 107	905-632-6398	
Private	Mr.	Bobby	Somaroo	Chef des Affaires	Halton Hills French Catholic School Board	110 Drewry Avenue	North York, ON M2M 1C8	416-397-6564 ext. 3800	416-397-6576	commentaires@csdccc.edu.on.ca
Private	Ms.	Deanna	Pagnan	Policy & Communications Officer	Ontario Trucking Association	555 Dixon Road	Toronto, ON M9W 1H8	416-249-7401 ext. 247	866-713-4188	deanna.pagnan@cantruck.ca
Private	Ms.	Mara	Samardzic	Planning & Policy Analyst	Building Industry and Land Development Association	20 Upjohn Road, Suite 100	North York, Ontario, M3B 2V9	416-391-5704		msamardzic@bildgta.ca
Private	Ms.	Paula	Tenuta	Vice-President, Policy & Government Relations	Building Industry and Land Development Association	20 Upjohn Road, Suite 100	North York, Ontario, M3B 2V9			ptenuta@bildgta.ca
Provincial	Ms.	Holly	Buchanan	Regional Issues Manager	Ministry of the Environment - Central Regional Office	5775 Yonge Street, 8th Floor	North York, ON M2M 4J1	416-326-6700	416-325-6345	holly.buchanan@ontario.ca
Provincial	Ms.	Tina	Dufresne	District Manager - Halton-Peel	Ministry of the Environment	4145 North Service Road, Suite 300	Burlington, ON L7L 6A3	905-319-3847	905-319-9902	tina.dufresne@ontario.ca
Provincial	Ms.	Agatha	Garcia-Wright	Director, Environmental Assessment	Ministry of the Environment - Environmental Assessment and Approvals	2 St. Clair Avenue West, Floor 12A	Toronto, ON M4V 1L5	416-314-7288	416-314-8452	agatha.garciawright@ontario.ca
Provincial	Mr.	Dan	Minkin	Environmental Resource Planner and EA Coordinator	Ministry of the Environment	5775 Yonge Street, 8th Floor	Toronto, ON M2M 4J1	416-325-6966		Dan.Minkin@ontario.ca
Provincial	Ms.	Jackie	Van de Valk	Rural Planner	Ministry of Agriculture, Food and Rural Affairs	6484 Wellington Rd. 7 - Unit 10	Elora, ON N0B 1S0	519-846-3415		jackie.vandevalk@ontario.ca
Provincial	Mr.	Rosi	Zerger	Heritage Planner	Ministry of Tourism and Culture	401 Bay Street, Suite 1700	Toronto, ON M7A 0A7	416-314-7159		rosi.zirger@ontario.ca
Provincial	Ms.	Dana	Richardson	Assistant Deputy Minister - Local Government and Planning Policy	Ministry of Municipal Affairs and Housing	777 Bay Street, 13th Floor	Toronto, ON M5G 2E5	416-585-6320	416-585-6463	Dana.Richardson@ontario.ca
Provincial	Mr.	Steven	Strong	District Planner	Ministry of Natural Resources (Aurora District)	50 Bloomington Road West	Aurora, ON L4G 3G8	905-713-7366		steven.strong@ontario.ca
Provincial	Ms.	Patricia	Boeckner	Director, Transportation Planning Branch	Ministry of Transportation	777 Bay Street, Suite 3000	Toronto, ON M7A 2J8	416-585-7238	416-585-7324	patricia.boeckner@ontario.ca
Provincial	Mr.	Tony	Di Fabio	Senior Planner and Policy Advisor	Ministry of Transportation	301 St. Paul Street, 2nd Floor	St. Catharines, ON L2R 7R4	905-704-2656	905-704-3003	tony.difabio@ontario.ca
Provincial	Mr.	Fabio	Saccon	Area Traffic Manager	Ministry of Transportation	1201 Wilson Avenue, 6th Floor Building D	Downsview, ON M3M 1J8	416-235-5582		fabio.saccon@ontario.ca
Provincial	Mr.	David	Johnston	Area Planner, Halton Hills	Niagara Escarpment Commission			905-877-7815		david.johnston@ontario.ca
Provincial	Ms.	Nancy	Mott-Allen	Senior Strategic Advisor	Niagara Escarpment Commission	232 Guelph Street	Georgetown, ON L7G 4B1	905-877-8363	905-873-7452	nancy.mott-allen@ontario.ca
Provincial	Ms.	Jocelyn	Newton	Regional Director of Project Services (Southwest)	Ontario Realty Corporation	1 Stone Rd. West	Guelph, ON N1G 4Y2	519-837-6328		jocelyne.newton@ontariorealty.ca

Agency Type	Title	First Name	Last Name	Position	Agency	Address	City/Prov/PC	Telephone	Fax	Email
Provincial	Sergeant	Karen	Smith	Regional Planning Coordinator (GTA)	Ontario Provincial Police	100 Bloomington Rd. W., Box 2500	Aurora ON L4G 6J8	905-841-5777	905-841-7888	karen.smith@ontario.ca
Provincial	Mr.	Daniel	Haufschild	Director, Policy and Planning	Metrolinx	20 Bay Street, Suite 600	Toronto, ON M5J 2W3	416-874-5949	416-869-3525	Daniel.Haufschild@metrolinx.com
Provincial	Mr.	Anthony	Caruso	Advisor, Strategic Policy & Systems Planning	Metrolinx	20 Bay Street, Suite 600	Toronto, ON M5J 2W3	416-874-5967	416-874-5901	anthony.caruso@metrolinx.com
Provincial	Mr.	Ted	Arnott	MPP, Wellington - Halton Hills	Wellington - Halton Hills MPP Ted Arnott	181 St. Andrew St. East, 2nd Floor	Fergus, Ontario N1M 1P9	519-787-5247	519-787-5249	ted.arnottco@pc.ola.org

Last Name	Agency	Address	City/Prov/PC	Telephone	Fax	Email
Montour	Six Nations of the Grand River Territory	P.O. Box 5000	Ohsweken, ON N0A 1M0	519-445-2201	519-445-4208	wkm@sixnations.ca ; arleenmaracle@sixnations.ca
MacNaughton	Haudenosaunee Confederacy Chiefs Council	2634 6th Line Road, RR2	Ohsweken, ON N0A 1M0	519-755-2769		
LaForme	Mississaugas of the New Credit First Nation	2789 Mississauga Road, RR6	Hagersville, ON N0A 1H0	905-768-1133	905-768-1225	bryanlaforme@newcreditfirstnation.com

Stakeholder Groups

The following stakeholder groups formed the stakeholder contact list for the TMP Study. These groups were added to the list at study commencement, or added throughout the study process by request.

- Halton Hills Chamber of Commerce
- Acton Board of Management BIA
- Georgetown Central BIA
- Milton Downtown BIA
- Glen Williams Community Association
- Hornby Community Association
- Norval Community Association
- Halton Hills Cycling Club
- Halton Agricultural Council
- Halton Region Federation of Agriculture
- MHBC
- Holcim (Canada) Inc. / Dufferin Aggregates
- Ontario Stone, Sand & Gravel Association
- Sustainable Halton Hills
- Caledon Cycling Club & Nordic Centre
- Share the Road Cycling Coalition
- Halton Environmental Network
- ADM Cocoa
- CPI Canada
- Saputo (Neilson Dairy)
- Fraser Direct
- Superior Glove Works Ltd.
- PH Milling
- KP Building Products
- Georgetown Terminal Warehouse
- GTW Canada
- Upper Canada College
- P.O.W.E.R. Halton
- Town of Halton Hills Sustainability Advisory Committee

Halton Hills Transportation Master Plan Agency Consultation Summary 2011

Contact Information	Points of Contact	Comments	Actions Taken
Mei Ling Chen Environmental Officer Indian and Northern Affairs Canada 25 St. Clair Ave., 8 th Floor Toronto, ON M4T 1M2	Notice of Study Commencement (Dec. 3, 2010)	<ul style="list-style-type: none"> Our agency is not interested in participating. 	<ul style="list-style-type: none"> Removed from contact list for all future notifications.
Don Boswell Senior Claims Analyst Ontario Research Team Specific Claims Branch INAC	Notice of Study Commencement (Dec. 3, 2010)	<ul style="list-style-type: none"> Duty to consult requires contacting First Nations in vicinity of area of interest to advise of intentions. Use Province of Ontario MAA online map and search for First Nations located on those Reserves by using INAC Search by Reserve site. To determine First Nations in area of interest who have submitted claims, consult Reporting Centre on Specific Claims Reports available on INAC website are updated regularly To receive comments regarding potential or future claims, or under other departmental policies – contact Comprehensive Claims. Also contact Assessment and Historical Research Directorate, Consultation and Accommodation Unit and Litigation Management and Resolution Branch Visit Federal Action Plan on Aboriginal Consultation and Accommodation 	<ul style="list-style-type: none"> Response Letter (March 25, 2011) - Notified the following First Nations of ongoing TMP Study and added to the project contact list for up-to-date notifications. <ul style="list-style-type: none"> Chief William K. Montour, Six Nations of the Grand River Territory Chief Allen MacNaughton, Haudenosaunee Confederacy of Chiefs Council Chief Bryan LaForme, Mississaugas of the New Credit First Nation Website search to ensure that all those who have submitted claims included on contact list. First Nations in the vicinity of the area of interest, to remain on contact list for duration of study and will be recommended to be included in future Class EA projects.
Hon. Michael Chong, M.P. 205-16 Mountainview Road S Georgetown, ON Other Contacts: Jim Smith, Assistant to MP	Notice of Study Commencement (Dec. 3, 2010)	<ul style="list-style-type: none"> We should like to be kept aware of things as the progress continues. 	<ul style="list-style-type: none"> Will remain on mailing list for future notification
Transport Canada, Ontario Region Environment & Engineering (PHE) 4900 Yonge Street, 4 th Floor Toronto, ON M2N 6A5 EnviroOnt@tc.gc.ca	Notice of Study Commencement (Dec. 3)	<ul style="list-style-type: none"> Please forward correspondence on this project to the undersigned. Transport Canada administers Navigable Waters Protection Act (NWPA), prohibiting construction or placement of any “works” in navigable waters without approval. If any of the related project undertakings cross or affect a potentially navigable waterway, the proponent submit an application in accordance with the requirements as outlined in the Application Guide. TC also administers the <i>Railway Safety Act</i> (RSA) to ensure the safe operation of railways. The Act addresses the construction and alteration of railway works, the operation and maintenance of railway equipment and certain non-railway operations affecting railway safety. Pursuant to the Notice of Railway Works Regulations, the project proponent will be required to give notice of the proposed project to the following: the railway whose line is to be crossed, the municipality in which the crossing works are to be located and the authority having responsibility for the road in question. An approval may be required for certain railway works that depart from engineering standards set under the regulations or where an objection has been filed against the work. Certain approvals under either of NWPA or RSA trigger the requirement for a federal environmental assessment under CEAA, therefore CEAA requirements may be considered 	<ul style="list-style-type: none"> Mailing list updated HMM to ensure that recommended transportation projects identified in TMP that may impact a navigable waterway, to prepare and submit an application in accordance with Transport Canada guide, during subsequent Schedule B and C Class EA projects.
Dan Minkin Environmental Resource Planner and EA Coordinator Ontario Ministry of the Environment Central Region Technical Support Section	Notice of Study Commencement (Dec. 3, 2010) Attended TAG 1 (March 30, 11)	<ul style="list-style-type: none"> Identified issues of concern include: <ul style="list-style-type: none"> Ecosystem Protection and Restoration <ul style="list-style-type: none"> Impacts to ecosystem form and function must be avoided where possible. The ESR should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem. Natural heritage features should be identified and described in detail to assess potential impacts and develop appropriate mitigation measures. 	<ul style="list-style-type: none"> Response Letter (March 25, 2011) The Transportation Master Plan (TMP) will incorporate and consider your recommendations where appropriate. The TMP will summarize the recommendations to provide guidance for future Schedule B and C projects. We will document the sensitive environmental features mentioned, which will be used to evaluate alternatives as we move forward with

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Contact Information	Points of Contact	Comments	Actions Taken
		<p>The following sensitive environmental features are located within or adjacent to the Study Area:</p> <ul style="list-style-type: none"> • Areas of Natural and Scientific Interest (ANSIs) • Environmentally Sensitive Areas (ESAs) • Rare Species of flora and fauna • Watercourses • Wetlands Woodlots <p>▪ We recommend consulting with the MNR, DFO and local conservation authority to determine if special measures or additional study will be necessary to preserve and protect these sensitive features</p>	<p>this undertaking. This will help to determine the extent of environmental work required in future Schedule B and C Class EAs that may be undertaken.</p> <ul style="list-style-type: none"> • The local MNR, DFO and Conservation Authorities are on our project contact list and will continue to be consulted throughout this project.
		<p>○ Surface Water</p> <ul style="list-style-type: none"> ▪ ESR to include sufficient information to demonstrate no negative impacts on the natural features or ecological functions of any watercourse within the Study Area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities are mitigated as part of the proposed undertaking. The MOE Guideline B-6 <i>Evaluating Construction Activities Impacting on Water Resources</i> should be used to plan and construct project. ▪ Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious area and, where possible, existing surfaces. MOE's <i>Stormwater Management (SWM) Planning and Design Manual (2003)</i> should be referenced in the ESR and utilized when designing stormwater control methods. A SWM Plan should be prepared as a part of the Class EA process including: <ul style="list-style-type: none"> • Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained. • Watershed information, drainage conditions, SWM options, information on erosion and sediment control during construction, and other details of the proposed works • Information on maintenance and monitoring commitments 	<ul style="list-style-type: none"> ○ Information pertaining to surface water will be incorporated into the TMP and considered where appropriate. Impacts to watercourses from construction and operational activities will be documented for consideration in future Schedule B and C Class EA projects. ○ A Stormwater Management Plan will be prepared in future Schedule B and C Class EA projects where appropriate, to ensure that quality and quantity control measures to treat stormwater runoff are incorporated.
		<p>○ Groundwater</p> <ul style="list-style-type: none"> ▪ Potential impacts to well water supplies should be addressed. ESR to include information defining existing groundwater conditions. ▪ Potential impacts to groundwater-dependant features including potential effects identified and mitigation measures recommended. ▪ Any potential requirements for groundwater taking or discharge should be identified in ESR. 	<ul style="list-style-type: none"> ○ Information related to groundwater conditions and potential impacts will be documented in the TMP report in order to be carried forward into future Schedule B and C Class EA projects. Mitigation measures will be discussed in future Schedule B and C Class EA projects, as appropriate.
		<p>○ Air Quality</p> <ul style="list-style-type: none"> ▪ An air quality or odour impact assessment may be required for this project to evaluate alternatives, determine impacts and identify the appropriate mitigation measures. This assessment should compare to all available standards for any contaminants of concern. We recommend that you contact this office during the scoping process to confirm the appropriate level of assessment. 	<ul style="list-style-type: none"> ○ We will ensure that air quality is considered when developing guiding principles to develop a vision for Halton Hills. Impact to Air Quality will be documented in the TMP, to provide guidance for future Schedule B and C Class EA projects, if required.
		<p>○ Dust and Noise</p>	<ul style="list-style-type: none"> ○ The recommendations pertaining to dust and noise will be incorporated

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		<ul style="list-style-type: none"> ▪ Dust and noise control measures should be addressed and included in construction plans to ensure that sensitive land uses within the Study Area are not adversely affected during construction activities. ▪ The ESR should consider the potential impacts of increased noise levels during the operation of the undertaking, given the potentially higher traffic volumes resulting from this project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives. 	<p>and considered where appropriate and will be used as guiding principles to assist in developing a vision for the Town of Halton Hills. In addition, this information will be documented in the Environmental Protection section of the TMP to provide guidance for future Schedule B and C Class EA projects, where appropriate.</p>
		<ul style="list-style-type: none"> ○ Contaminated Soil <ul style="list-style-type: none"> ▪ Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. ▪ The location of any underground storage tanks, current or historical waste disposal sites, any underground transmission lines should be included in the ESR. ▪ The owners should be consulted to avoid impacts to this infrastructure, including potential spills. 	<ul style="list-style-type: none"> ○ Recommendations for the management of the removal or movement of soil will be included in the TMP to provide guidance for future Schedule B and C Class EA projects.
		<ul style="list-style-type: none"> ○ Mitigation and Monitoring <ul style="list-style-type: none"> ▪ Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any areas. ▪ All waste generated in construction must be disposed of in accordance with MOE requirements. ▪ Contractors must be made aware of all environmental considerations to that all environmental standards and commitments for both construction and operation are met. 	<ul style="list-style-type: none"> ○ Information related to mitigation and monitoring will be documented in the TMP to provide guidance for future Schedule B and C Class EA projects where appropriate.
		<ul style="list-style-type: none"> ○ Planning and Policy <ul style="list-style-type: none"> ▪ Since part of the Study Area is within the <i>Niagara Escarpment Plan</i> area, applicable policies should be referenced in the ESR for this proposed project and the Town should demonstrate how this proposed project is consistent with these policies, including describing measures that prevent and minimize potential impacts. May wish to consult Ministry of Municipal Affairs and Housing (MMAH) ▪ Since the Study Area is within the <i>Greenbelt</i> Planning area, the ESR should demonstrate how the project adheres to the relevant sections of the Greenbelt Plan, including Section 4.2.1 – General Infrastructure Policies. A description of measures that prevent and minimize potential impacts should be included. ▪ Applicable policies from the 2005 Provincial Policy Statement should be referenced in the ESR, and it should be demonstrated how proposed project is consistent with policies. ▪ ESR should demonstrate how project adheres to relevant policies of <i>Places to Grow Plan</i>, including Section 3, which contains policies for Infrastructure to Support Growth. 	<ul style="list-style-type: none"> ○ We are currently in the process of documenting the policies that are relevant to this project based on the location of the Study Area. Documenting these policies in our TMP will provide guidance for future Schedule B and C Class EA projects, where appropriate.
		<ul style="list-style-type: none"> ○ Class EA Process <ul style="list-style-type: none"> ▪ Examples of Master Plan approaches are outlined in the Class EA. The ESR should clearly indicate the selected approach for conducting the plan, in particular by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. 	<ul style="list-style-type: none"> ○ The Transportation Master Plan is being undertaken following Approach No. 1, such that it is a broad level of assessment, requiring more detailed investigations at the project-specific level to fulfill the requirements of the Municipal Class EA documentation for the projects identified in the Master Plan ○ The TMP Report will document the consultation undertaken throughout

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		<ul style="list-style-type: none"> ▪ The ESR should provide clear and complete documentation of the planning process in order to allow traceability of decision making. It must also demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all public consultation efforts undertaken during the planning process. ▪ The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. ▪ The ESR should include a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative. 	<ul style="list-style-type: none"> ○ the study. ○ Alternative ways to solve the identified problems, will give recognition to the existing environment. ○ We will be sure to include a list in the TMP of permits and approvals that may be required to undertake the recommended transportation projects identified.
		<ul style="list-style-type: none"> ○ First Nations Consultation <ul style="list-style-type: none"> ▪ proponents are advised to contact the MAA and INAC to determine potentially affected Aboriginal peoples in the Project Area. ▪ provide notification directly to potentially affected Aboriginal peoples 	<ul style="list-style-type: none"> ○ Through our consultation with the MAA and INAC a list of recommended First Nations that may be potentially affected by the undertaking were contacted. They will remain on our project contact list to continue to receive updates throughout the project.
Rosi Zerger Ministry of Tourism and Culture 401 Bay Street, Suite 1700 Toronto, ON M7A 0A7 rosi.zirger@ontario.ca	Notice of Study Commencement (Dec. 3, 2010)	<ul style="list-style-type: none"> • Comments (April 5, 2011) - As part of the <i>Environmental Assessment Act</i> process, MTC has an interest in conserving cultural heritage resources including: <ul style="list-style-type: none"> • archaeological resources; • built heritage resources; and • cultural heritage landscapes. • MTC has no specific comments at this time, however, we recommend that the TMP identify cultural heritage resources which may exist in the area(s) under study and propose means to protect and enhance any heritage resources that might be impacted by future improvements. For your information and future consideration attached are the following checklists used by MTC: <p>Archaeology: <i>Checklist for Determining Archaeological Potential (provided)</i> which identifies characteristics of the property that indicate whether archaeological resources may be present and/or impacted. The completed checklist should be returned to to determine whether an archaeological assessment by an archaeologist licensed under the <i>Ontario Heritage Act</i> will be necessary for this project; and</p> <p>Built Heritage and Cultural Heritage Landscape: <i>Checklist for Screening for Impacts to Built Heritage and Cultural Heritage Landscapes (provided)</i> which is used in order to determine the existing cultural conditions, and to help identify known and potential built heritage resources and cultural heritage landscapes. As part of the screening it is suggested that the City Clerk or Planning department be contacted to determine if there are any properties that have been listed or designated under the <i>Ontario Heritage Act</i>.</p> <ul style="list-style-type: none"> • Regarding built heritage and cultural heritage landscapes, we further recommend consultation with established municipal heritage groups such as Municipal Heritage Committees (previously known as LACACs) and other key local heritage stakeholders. • MTC's advice on any cultural heritage assessment work that may be indicated will be based on the information provided in the completed checklist as well as any additional relevant information, including photographs and site plans. 	<ul style="list-style-type: none"> • Response (Aug. 16, 2011) - The issues noted in your letter, including the conservation of cultural heritage resources within the Town of Halton Hills study area are important. We have documented the existing cultural heritage resources that exist in the study area to ensure that subsequent Class EAs consider this information where appropriate. Subsequent Class EAs are required to undertake the necessary studies to identify methods to protect and enhance heritage resources that may be impacted by future undertakings. • The TMP is being conducted as a Schedule B and will fulfill the requirements of Phases 1 and 2 of the Municipal Class EA and will be used to support subsequent work carried out for Schedule B and Schedule C projects. • Thank you for providing us with the Archaeology, Built Heritage and Cultural Heritage Landscape checklists to assist in identifying potential resources within our study area. We will ensure that Municipal Heritage Committees (i.e., Heritage Halton Hills Committee) and other key heritage stakeholders are on the contact list for future notification. This will allow future projects identified in our TMP an appropriate opportunity to consult with these key stakeholders to ensure proper documentation and background review of the study area is undertaken.
Jackie Van de Valk Rural Planner Ministry of Agriculture, Food and Rural Affairs	Notice of Study Commencement	<ul style="list-style-type: none"> • Please consider the implications for development of the TMP by the use of rural roads by farmers moving wide and often slow-moving farm machinery from field to field. 	<ul style="list-style-type: none"> • Response Letter (March 25, 2011) - Thank you for the comment pertaining to wide and slow-moving machinery used by farmers on rural roads. We will ensure that this information is considered as we move forward with the TMP, especially when considering alternative ways to solve the identified problems. We will also ensure that this information is documented in the TMP, in order to be carried forward in future Class EA projects, where appropriate.

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<p>Heather Levecque Manager, Consultation Unit Aboriginal Relations and Ministry Partnerships Division Ministry of Aboriginal Affairs</p> <p>Other Contacts: Ashley Johnson</p>	<p>Notice of Study Commencement (Dec. 3, 2010)</p>	<ul style="list-style-type: none"> We can advise that the project appears to be located in an area where the Mississaugas of the New Credit First Nations may have existing or asserted rights or claims in MAA's land claims process or litigation that could be impacted by your project. Contact information provided No need to keep ministry in loop as we help proponents identify communities to contact regarding their EA. Please let us know if you require any further assistance. 	<ul style="list-style-type: none"> Response Letter (March 25, 2011) - We have notified the relevant First Nations contacts, as identified in your letter, of the ongoing Transportation Master Plan Study. These contacts have also been added to the project mailing list to ensure that they are provided with project information and notices of consultation activities as they become available. MAA contacts removed from contact list for future notification
<p>Nancy Mott-Allen Senior Strategic Advisor Niagara Escarpment Commission 232 Guelph Street Georgetown, ON L7G 4B1 nancy.mott-allen@ontario.ca</p> <p>Other Contacts: David Johnston</p>	<p>Notice of Study Commencement</p> <p>Attended TAG 1 (March 30, 11)</p> <p>Attended TAG2 (June 8,11)</p>	<ul style="list-style-type: none"> We want to ensure that the Master Plan is consistent with the policies of the Niagara Escarpment Plan and that any proposed road improvements/ new roads have minimal environmental impact. 	<ul style="list-style-type: none"> Will remain on mailing list for future notification
<p>Warren Harris Manager of Parks and Open Space Town of Halton Hills – Recreation and Parks warrenh@haltonhills.ca</p>	<p>Notice of Study Commencement (Dec. 3, 2010)</p> <p>Attended TAG 1 (March 30, 11)</p> <p>Attended TAG 2 (June 8, 11)</p>	<ul style="list-style-type: none"> Interested in participating as part of TAG as required Comments – interested in integration with trails and cycling routes 	
<p>Tina Detaramani Planner Region of Peel 10 Peel Centre Drive Suite A, 6th Floor Brampton, ON L6T 4B9</p> <p>Other contacts: Wayne Chan, Manager</p>	<p>Notice of Study Commencement (Dec. 3, 2010)</p> <p>Attended TAG 1 (March 30, 11)</p> <p>Attended TAG 2 (June 8, 11)</p>	<ul style="list-style-type: none"> Keep on mailing list 	
<p>Maureen VanRavens Manager Transportation Planning and Road Operation Halton Region Maureen.vanravens@halton.ca</p>	<p>Notice of Study Commencement (Dec. 3, 2010)</p> <p>Attended TAG 1 (March 30, 11)</p> <p>Attended TAG 2 (June 8, 11)</p>	<ul style="list-style-type: none"> Halton Region looks forward to participating as part of the TAG Halton is currently completing a TMP for 2031. Our plan will feed into the Halton Hills TMP 	
<p>Scott McMillan, Manager Engineering and Construction Traffic Engineering Town of Oakville</p>	<p>Notice of Study Commencement (Dec. 3, 2010)</p>	<ul style="list-style-type: none"> Please keep us advised of key events and information, however not interested in stakeholder participation. Please provide a copy of the scope of work, terms of reference for the study, including work program tasks/ activities and schedules (i.e., PICs, draft TMP, notice of filing of TMP etc.) 	<ul style="list-style-type: none"> Keep on mailing list for future notification
<p>Sally Stull Planner Town of Erin Sally.stull@erin.ca</p>	<p>Notice of Study Commencement (Dec. 3, 2010)</p>	<ul style="list-style-type: none"> Interested in north/south links to North Caledon and directly into Erin 	
<p>John Brophy, P.Eng. Senior Manager, Infrastructure Town of Milton Milton, ON L9T 6Z5 John.Brophy@milton.ca</p> <p>Other: Heide Schlegl</p>	<p>Notice of Study Commencement (Dec. 3, 2010)</p> <p>Comments regarding TAG 2</p>	<ul style="list-style-type: none"> Main contact Email (Aug. 18, 2011) – The Town of Milton has no concerns with information provided related to Town of Halton Hills TMP Study 	
<p>Gary Cousins</p>	<p>Notice of Study Commencement</p>	<ul style="list-style-type: none"> Email (Aug. 22, 2011) – Our question relates to Erin-Halton Townline and to 	<ul style="list-style-type: none"> Response (August 24, 2011) - At this point in time, we are only

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Director of Planning County of Wellington garyc@wellington.ca	(Dec. 3, 2010) Comments regarding TAG 2	Winston Churchill Blvd. What is involved in going from a minor arterial to a major arterial? Is this a four-laning?	recommending road jurisdiction and road classification changes. Our recommendations are based on an analysis which assumed a two-lane roadway. We do not envision Sideroad 32 and Winston Churchill Boulevard to become four-lane roadways rather maintain them as two lanes. It is probable that if the roadways become Regional Roads, then recommendations could be to four-lane the roadways; however this is not something that we are recommending for the future horizon year of the TMP.
Jevito Marchese, B.B.A., C.Tech. City of Mississauga P.U.C.C. Chair/ Permit Technologist jevito.marchese@mississauga.ca	Following TAG Meeting	<ul style="list-style-type: none"> Email to Town - We could not attend the TAG – please let us know if you require information from us. 	<ul style="list-style-type: none"> Added to contact list for future notification.
Drew Cherry Resource Planner Grand River Conservation Authority 400 Clyde Road, Box 729 dcherry@grandriver.ca	Notice of Study Commencement (Dec. 3, 2010)	<ul style="list-style-type: none"> Comments - Resource mapping, natural heritage information, natural hazards, floodplains, steep slopes, regulated areas etc. Copy of our GIS resource based mapping for the study area within our watershed boundary provided. Comments Re: TAG 2 – It would appear that none of the routes identified as Significant or Moderate Congestion are located within the GRCA Watershed. Thanks for keeping me informed 	<ul style="list-style-type: none"> Response Letter (March 25, 2011) - Thank you for providing a copy of the GIS resource based mapping for the study area. This information will be considered, where appropriate, when considering alternative ways to solve the identified problems. Should we need additional information related to this study, we will be sure to contact you. We look forward working with you.
Liam Marray Manager Planning – Ecology Credit Valley Conservation 1255 Old Derry Road Mississauga, ON L5N 6R4	Notice of Study Commencement (Dec. 3, 2010)	<ul style="list-style-type: none"> Natural hazard land management, flooding, erosion, wetlands, natural heritage protection, stormwater management, safe access and egress particularly in emergency events, fisheries 	<ul style="list-style-type: none"> Response Letter (March 25, 2011) - The project team will document existing conditions within the Town of Halton Hills and ensure that natural hazard land management, flooding, erosion, wetlands, natural heritage protection, fisheries, SWM, and issues of safe access and egress are considered where appropriate. This information will assist when determining the potential level of environmental study that will be required for future Class EA projects. This information, where appropriate, will be documented in the TMP to ensure that future projects are in compliance with the TMP recommendations.
Jennifer Lawrence Manager, Environmental Planning Conservation Halton 2596 Britannia Rd. W Burlington, ON L7P 0G3 jlawrence@hrca.on.ca	Notice of Study Commencement (Dec. 3, 2010) Attended TAG 1 (March 30, 11)	Main contact	Response Letter (March 25, 2011)
		1. TDM and alternative modes of transportation should be considered over expansions to existing roadways/ new roadways wherever possible.	1. Alternative modes of transportation and Transportation Demand Management are a significant part of this undertaking. These alternative modes will be considered where appropriate.
		2. The project should seek to reduce new watercourse and wetland crossings. New crossings have many impacts on watercourses and wildlife corridors. Furthermore, the construction impacts to steep valley slopes often persist long after construction is completed.	2. Your recommendation to reduce new watercourse and wetland crossings will be incorporated and considered where appropriate. Should new watercourse and wetland crossings be recommended, appropriate mitigation measures will be incorporated in future Schedule B and C Class EA projects, to minimize the impact of the recommendation.
		3. The need for new watercourse crossings and expansions to existing crossing must be justified in the Master Plan. It must also be demonstrated that there is no reasonable alternative. Ultimately, new crossings within regulated areas will require a Permit from Conservation Halton. Please review the requirements of Policy 3.51 of Conservation Halton's Policies Procedures and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning Policy Document	3. In the event that a new watercourse crossing or expansion is recommended, we understand that the appropriate permits will be required. This TMP will recommend the level of Class EA required for future projects, including a list of recommended permits that may be required. The requirements of Policy 3.51 have been reviewed and will be considered as the study moves forward.
		4. A map was not included that identified whether there are specific roads/ corridors that are being reviewed as part of this study. Additional information would be beneficial.	4. We are currently in the process of identifying alternative ways to solve the identified problems. PIC No. 2 will present those alternative ways being considered, and the information will be uploaded onto the project website following the PIC. We anticipate that the alternatives being considered will be presented on a map. (www.haltonhills.ca/tmp).
		5. We request that the long term implications of the infrastructure location with	5. The alternative ways to solve the identified problems will be compared

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		respect to natural hazards (such as flooding, steep slopes and watercourse meanders), be considered as part of the evaluation matrix. At a minimum, a proposed alternative must have no negative impacts on flooding and erosion hazards in order for Conservation Halton to issue a future approval under Ontario Regulation 162/06, nor is staff able to support alternatives that increase the flooding and/or erosion hazard on upstream or downstream landowners. Opportunities to improve any deficiencies with respect to flooding and erosion should be investigated. We recognize that some of this work would take place during subsequent EA stages.	to existing environmental conditions. Such information will be of greater consideration in future Schedule B and C Class EA projects. The TMP will consider the location of future infrastructure with respect to natural hazards, and will ensure that this is documented in the TMP report in order to be carried forward in future Class EA projects.
		6. Conservation Halton recommends that the TMP consider emergency route planning consultation with the Region of Halton since several roadways within Halton Hills are predicted to overtop under Regional Storm conditions as well as more frequent rainfall events.	6. We will discuss emergency route planning with the Region of Halton, and this information will be considered as we move forward.
		7. In areas where existing roads create unnatural backwater conditions/ large flood plains due to culvert/ bridge size, staff recommends that the structure be replaced with a larger structure to reduce flood plain areas. This is critical for areas in which private lands are at risk of flooding. The Town of Halton Hills' GIS Department has access to all of Conservation Halton's floor plain mapping however, if there are specific areas that the Study Team would like to review/ discuss, please contact the undersigned.	7. We will be sure to review the GIS information, and document such areas of concern in the TMP, where appropriate to be considered in future Schedule B and C Class EA projects.
		8. It would be helpful if the listing of Capital Projects indicated the level of Class EA approval required for the project (i.e. Schedule A, A+, B, C) and whether or not the project has already been approved under an earlier Class EA.	8. Upon completion of the Halton Hills TMP, the Capital Projects identified will indicate the level of Class EA approval required for the project, and which ones have already been approved under an earlier Class EA.
		9. Project phasing must address watercourse realignments that are planned within development areas that are adjacent to the proposed road project.	9. As new developments are approved we will ensure that all watercourse realignments planned within development areas are addressed when proposing new road projects.
		10. Project planning must incorporate approval timelines, particularly for those areas in which endangered species are found.	10. As individual projects identified in the TMP are carried forward and the appropriate Class EA schedule is undertaken approval timelines will be included.
		11. All proposed road works must demonstrate no negative impacts to natural heritage features – valleylands, wetlands, significant woodlands, ANSI's, fish habitat, endangered and threatened species and significant wildlife habitat as per the Provincial Policy Statement. The Master Plan should include an overlay of the natural heritage system in order to provide an understanding of which projects will require significant additional environmental study as part of future EA stages.	11. As part of the TMP, we will overlay existing natural heritage information, to assist in predicting which future Class EA projects will require additional environmental study, such as fisheries and natural science assessments. This will assist in documenting recommendations to be carried forward into future Class EA projects. Should proposed road works be required, appropriate mitigation measures will be included in the planning and design process (of future Class EA projects) to ensure that any impacts from construction or operational activities are mitigated, as part of the proposed undertaking.
		12. The impacts of roads on wildlife (including plants) are many and varied, and there is substantial literature available. The following summary is from a literature review on ecological impacts of roads and traffic by Ian Spellberg (1998): <ul style="list-style-type: none"> • Effects during construction (loss of habitat and biota, effects of construction activities etc.); • Short term effects (of a new road) (plant mortality along road edge etc.); • Long term effects (road kill, loss of habitat, fragmentation etc.) Where there is no other reasonable alternative, except to build new roads or expansions of existing roads, projects should incorporate terrestrial ecopassages and/or other measures to reduce road mortality, promote safe	12. Should new roads or road expansions be identified as a recommended Class EA project to be carried forward, terrestrial ecopassages may be considered where appropriate, based on the recommendations (i.e., natural environmental study undertaken as part of future Class EA study). Based on an overlay of the natural heritage system, we will be able to identify areas where roads should not be located (i.e. natural features), unless those are the only feasible locations based on other criteria. In such situations, we will be sure to document any potential impacts in the TMP, to provide guidance to future Class EA projects.

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		wildlife passage and minimize other ecological impacts such as noise. Roads should be located as far as possible from natural features and consider the seasonal habitat requirements of wildlife in the vicinity. Road crossings in or adjacent to wetlands are particularly problematic given the life history of many wildlife species (e.g. amphibians and waterfowl) and their use of several habitat types throughout the year. Mitigation for the ecological impacts of road works should be factored into project budgets.	
		13. From an aquatic ecology perspective, some of the general impacts of transportation crossings on creeks include but are not limited to the following: reduced channel sinuosity; fewer meander bends; less channel diversity and complexity; lower channel stability and more stream bank erosion; smaller pool volumes; lower frequency of pools present in the creek channels; reduced amounts of large woody debris; and less gravel bar sediment storage.	13. Transportation crossing Impacts on creeks will be incorporated and considered where appropriate. When transportation projects are identified in the TMP, we will recommend the appropriate Class EA required.
		14. Consider all relevant Watershed/ Subwatershed study recommendations. Existing studies include Sixteen Mile Creek Watershed Study and the Halton Hills 401 Scoped Watershed Study.	14. Recommendations from Sixteen Mile Creek Watershed Study and the Halton Hills 401 Scoped Watershed Study will be incorporated and considered where appropriate.
		<p>15. Where new crossings/expansions cannot be avoided, be mindful of general guidelines, to be considered now, as they may impact budget estimates:</p> <ul style="list-style-type: none"> • New crossings should be located where the watercourse channel is relatively straight. • Align new crossings so the outlet of the crossing does not direct water flows into a watercourse bank. • Locate new crossings perpendicular to the direction of flow of the watercourse. • Crossings should be constructed to ensure the slope of the channel inside the crossing is the same as the overall slope of the channel in the vicinity of the crossing. • Any replacement structures should span at a minimum the bankfull channel width of all water crossings, however a larger opening with is requested in all feasible circumstances. For example, an opening width that would pass a 25 year return flow is highly preferable to an opening that will only pass a 2 year return flow. • All crossings should include an open bottom design to facilitate infiltration of seepage between creek inverts and the soil zone beneath the creek channel. • Crossing should be designed to reduce bank armouring as much as possible; bioengineering to stabilize crossing structures whenever possible. • Where extensions to crossings over watercourse are unavoidable, it is requested that these extensions be kept to a minimum to reduce cumulative impacts on fish and other aquatic communities. • Crossing replacements preferred over extensions as provide opportunity to improve groundwater interactions and fish passage at the crossing structures. • Incorporate appropriately sized resting pools on the downstream end of crossing structures if feasible. • Terrestrial ecopassages should be incorporated where demonstrated as necessary through the environmental evaluation. 	15. Thank you for your recommended general guidelines regarding new crossings and expansions. We will incorporate and consider these recommendations where appropriate. They will be documented in the TMP, in order to be carried forward in future Class EA projects where appropriate.

Halton Hills Transportation Master Plan Agency Consultation Summary 2011

Contact Information	Points of Contact	Comments	Actions Taken
	TAG No. 2 Comments	<ul style="list-style-type: none"> Comments (July 4, 2011) – Based on the figure “Proposed Road Jurisdiction and Classification Changes” it would appear that no additional roadways are being proposed within Conservation Halton’s (CH) watershed as part of this Master Plan. Rather, the Plan appears to recommend changes to jurisdiction and classification for a few roads including 22 Side Road, 15 Side Road, 10 Side Road and 5 Side Road. Such a classification would likely result in road widening in the future. Please confirm this assumption is correct as previous figures had identified improvements to north-south roads as well (i.e., 8th Line). Staff recommend that the TMP should include discussion and direction related to the following issues: Consideration for existing Natural Heritage System adjacent to roads, including Provincially Significant Wetlands, Areas of Natural and Scientific Interest, Significant Woodlands, habitat of species at risk, Significant Wildlife Habitat, regulated wetland features, Environmentally Sensitive Areas and lands adjacent to these features. All efforts should be made to ensure impacts to NHS does not occur and when unavoidable, mitigation measures developed Field surveys needed during subsequent EAs, including ELCs, breeding bird surveys, amphibian surveys, incidental wildlife observations, vegetation inventories and species at risk surveys depending on adjacent surrounding natural environment. All field data should be submitted for review. Consultation with MNR may be required if SAR observed. Commitments to undertake surveys during subsequent EAs should be included in TMP At Detail Design, permits will be required from CH for all proposed road widening within regulated areas. Please include commitment in TMP Please clarify within TMP whether intent of Plan is to cover all Schedule A and B Municipal Class EA projects. In the event Schedule B projects are intended to be approved as part of this TMP, staff would like to meet with Project Team in advance of finalizing report. 	<ul style="list-style-type: none"> Response (July 28, 2011) – the issues including consideration for the existing Natural Heritage System adjacent to roads in the TMP, the necessary field surveys to be undertaken as part of subsequent EA’s, and the requirement for permits from Conservation Halton for all proposed road widening within regulated areas have been taken into consideration as part of the TMP study and will be reflected in the TMP Report. The TMP is being conducted to fulfill the requirements of Phases 1 and 2 of the Municipal Class EA process. As such, it will be used to support subsequent work carried out for Schedule B and C projects. Your assumption is correct that no additional roadways are being proposed within Conservation Halton’s watershed. The likelihood of road widening resulting from road reclassification and changes in jurisdiction, the reclassification of roads within the jurisdiction of the Town of Halton Hills does not reflect the specific intent to widen these roads by adding lanes. The reclassification of roads will allow the Town to structure roads to accommodate their current use, creating a safer and more efficient transportation system. Through subsequent EA and design processes, it will be determined if this requires widening of the right-of-way.
Domenico Renzella Manager of Planning Halton District School Board PO Box 5005 Stn. LCD 1 Burlington, ON L7R 3Z2	Notice of Study Commencement (Dec. 3, 2010)	<ul style="list-style-type: none"> Our agency is not interested in participating. 	<ul style="list-style-type: none"> Remove from contact list for all future notifications.
TransCanada Pipelines Ltd. C/O Project Manager Lehman & Associates 97 Collier Street Barrie, ON	Notice of Study Commencement (Dec. 3, 2010)	<ul style="list-style-type: none"> Main contact for TransCanada Pipelines Ltd. 	
Holcim Canada Inc. (previously known as Dufferin Aggregates) Planning Representative 2300 Steeles Avenue West Concord, ON L4K 5X6	Notice of Study Commencement (Dec. 3, 2010)	<ul style="list-style-type: none"> Dec. 21, 2010 - main contact for stakeholder and interested in participating as part of Focus Group 	
Dufferin Aggregates C/O MHBC Planning, Urban Design and Landscape Architecture 13 Poyntz Street Barrie, ON L4M 3N6	Notice of Study Commencement (Dec. 3, 2010)	<ul style="list-style-type: none"> Dec. 6, 2010 - Please update contact information and change Dufferin Aggregates to MHBC (we are a planning consulting firm that represents Dufferin Aggregates) 	<ul style="list-style-type: none"> Added MHBC as planning firm representing Dufferin Aggregates (now known as Holcim Canada).
Deanna Pagnan Policy and Communications Officer	Notice of Study Commencement (Dec. 3, 2010)	<ul style="list-style-type: none"> Main contact for OTA. Do not have information pertaining to TMP, but would 	

Halton Hills Transportation Master Plan Agency Consultation Summary 2011

Contact Information	Points of Contact	Comments	Actions Taken
Canadian Trucking Alliance Ontario Trucking Association Deanna.pagnan@cantruck.ca		like to continue to receive information and will provide feedback if aspects of plan affect our members. Some members may plan to attend PIC	
Bell Canada C/O Ms. Shaylagh McClaren MMM Group Limited	Notice of Study Commencement (Dec. 3, 2010)	<ul style="list-style-type: none"> No comments at this time, but keep us informed of future meetings, reports, decisions etc. Please contact Bell directly - Municipal Relations, Access Network Provisioning 	
Glen Williams Community Association	Notice of Study Commencement (Dec. 3, 2010)	<ul style="list-style-type: none"> Please update stakeholder contact information for GWCA (two people) and a representative from the GWCA would be interested in participating in the Focus Group 	<ul style="list-style-type: none"> Added to mailing list
Hornby Area Rate Payers (HARP) President & Board Members	Notice of Study Commencement (Dec. 3, 2010)	<ul style="list-style-type: none"> Main contact for Stakeholder Group We have a number of roads in this study and have been working with the Town and Halton Region regarding traffic and road issues for some time. 	
Lisa Seiler Executive Director Halton Environmental Network	Stakeholder Workshop Comment Sheet (March 30, 2011)	<ul style="list-style-type: none"> Please add me to the mailing list for future notification Presentation on other projects (Metrolinx, GTA West, etc.) for full background was missing from today's presentation. Transportation improvements should be considered in order to improve current and future conditions: <ul style="list-style-type: none"> On-road cycling lanes Improvement of Hwy. 7 streetscape with sidewalks and cycling lanes – more friendly. Transit within Georgetown and between Georgetown and Acton Need to meet GO trains and busses with local public transit 	<ul style="list-style-type: none"> Forwarded copy of Study Commencement (Jan. 6, 2011) and comment request form
Best Western Inn on the Hill 365 Guelph Street, Georgetown ON 905-877-6986	Halton Hills TMP website inquiry	<ul style="list-style-type: none"> Comment (March 9, 2011) - If alternate routes and/or bypasses are discussed or proposed; be cognizant of existing businesses especially tourist operations on these routes. Guelph Street (Hwy. 7) is a good example of the importance of retaining this route to support the many establishments that depend on this accessible convenience to our customers. Businesses must be considered and protected in any proposed road plan. 	<ul style="list-style-type: none"> Response Letter (March 25, 2011) - Thank you for your comments regarding potential impacts to businesses, tourism and the importance of convenience to customers. As we consider alternative ways to address the identified problems, we will be cognoscente of how the alternatives may impact the natural, socio-economic and cultural environment. We are aware of Guelph St. and its importance within the Town of Halton Hills.
Town of Halton Hills Environmental Advisory Committee	Notice of Study Commencement (Dec. 3, 2010)	<ul style="list-style-type: none"> Comments (April 7, 2011) - Please keep the Town Environmental Advisory Committees informed throughout the study 	<ul style="list-style-type: none"> Added to contact list for future notification
Halton Hills Chamber of Commerce 328 Guelph Street Halton Hills, ON	Notice of Study Commencement (Dec. 3, 2010)	<ul style="list-style-type: none"> The moving of goods and services in a timely manner has an impact on local business. 	<ul style="list-style-type: none"> Added to contact list for future notification
Georgetown BIA	Notice of Study Commencement (Dec. 3, 2010)	<ul style="list-style-type: none"> Main contact provided. 	<ul style="list-style-type: none"> Added to contact list for future notification

**INFORMATION REQUEST FORM
Halton Hills Transportation Master Plan
Study Commencement
December 2010**

In order to ensure that the appropriate agencies are consulted throughout the study and to ensure that transportation issues are recognized and addressed, please complete the information below and return (by December 22, 2010) to:

Wanda Richardson, Senior Planner
Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
Fax: 519-772-7501
Email: Wanda.Richardson@hatchmott.com

- I am the main contact from this Agency.
- Our agency is NOT interested in participating.
- Please remove us from the mailing list for all future notification.

We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

Name: Mei Ling Chen

Title: Environment Officer

Agency/Group: Indian and Northern Affairs Canada

Address: 25 St. Clair Ave, 8th Floor, Toronto, Ontario, M4T 1M2

Tel.: 416-954-3224

E-mail: EACoordination_ON@inac-ainc.gc.ca

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.

Alexander, Melissa

From: Alexander, Melissa
Sent: Wednesday, December 15, 2010 2:55 PM
To: Alexander, Melissa
Subject: FW: Town of Halton Hills Transportation Master Plan - Notice of Study Commencement & Information Request

P Please consider the environment before printing this e-mail -----Original Message-----
From: Don Boswell [mailto:Don.Boswell@ainc-inac.gc.ca]
Sent: Tuesday, December 14, 2010 11:41 AM
To: Richardson, Wanda
Cc: Ralph Vachon
Subject: Town of Halton Hills Transportation Master Plan - Notice of Study Commencement & Information Request

I am writing in response to your letter of December 3, 2010 inquiring about claims in the above noted area.

In determining your duty to consult, you may wish to contact the First Nations in the vicinity of your area of interest to advise them of your intentions. To do this you may:

find the Reserves in your area of interest by consulting a map of the region such as the Province of Ontario Ministry of Aboriginal Affairs online map at <http://www.aboriginalaffairs.gov.on.ca/english/services/firstnations.asp>; then search for the First Nations located on those Reserves by using the INAC Search by Reserve site at <http://pse5-esd5.ainc-inac.gc.ca/fnp/Main/Search/SearchRV.aspx?lang=eng>.

To determine the First Nations in your area of interest who have submitted claims please consult the Reporting Centre on Specific Claims at <http://pse4-esd4.ainc-inac.gc.ca/SCBRI/Main/ReportingCentre/External/ExternalReporting.aspx?lang=eng>.

It should be noted that the reports available on the INAC website are updated regularly and therefore, you may want to check this site often for updates. In accordance with legislative requirements, confidential information has not been disclosed.

Please rest assured that it is the policy of the Government of Canada as expressed in The Specific Claims Policy and Process Guide that:

"in any settlement of specific native claims the government will take third party interests into account. As a general rule, the government will not accept any settlement which will lead to third parties being dispossessed."

We can only speak directly to claims filed under the Specific Claims Policy in the Province of Ontario. We cannot make any comments regarding potential or future claims, or claims filed under other departmental policies. This includes claims under Canada's Comprehensive Claims Policy or legal action by a First Nation against the Crown. You may wish to contact the Assessment and Historical Research Directorate at (819) 994-6453, the Consultation and Accommodation Unit at (613) 944-9313 and Litigation Management and Resolution Branch at (819) 934-2185 directly for more information.

You may also wish to visit
<http://www.ainc-inac.gc.ca/ai/mr/is/acp/acp-eng.asp> on the INAC
website for information regarding the Federal Action Plan on Aboriginal
Consultation and Accommodation.

To the best of our knowledge, the information we have provided you is
current and up-to-date. However, this information may not be exhaustive
with regard to your needs and you may wish to consider seeking
information from other government and private sources (including
Aboriginal groups). In addition, please note that Canada does not act as
a representative for any Aboriginal group for the purpose of any claim
or the purpose of consultation.

I hope this information will be of assistance to you. I trust that this
satisfactorily addresses your concerns.

Sincerely,

Don Boswell
Senior Claims Analyst
Ontario Research Team
Specific Claims Branch

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March 25, 2011

Don Boswell
Senior Claims Analyst, Ontario Research Team
INAC Canada, Specific Claims Branch
10 Wellington Street, Room 1310
Gatineau, QC K1A 0H4

Dear Mr. Boswell,

This letter is in response to your comments provided during study commencement for the Town of Halton Hills Transportation Master Plan Study. We appreciate your interest in the study, and the input that you have provided us with.

We have notified the following First Nations contacts of the ongoing Transportation Master Plan Study. These contacts have also been added to the project contact list to ensure that they are provided with project information and notices of consultation activities as they become available.

- Chief William K. Montour, Six Nations of the Grand River Territory
- Chief Allen MacNaughton, Haudenosaunee Confederacy of Chiefs Council
- Chief Bryan LaForme, Mississaugas of the New Credit First Nation

We will search the websites that you have provided to ensure that all those who have submitted claims are added to the project contact list.

First Nations in the vicinity of the area of interest will remain on our project contact list for the duration of this study and will be recommended to be included in future Class EA projects.

We look forward to your continued involvement in this study. We will continue to provide you with study information and notice of additional consultation groups and meetings as it becomes available.

Thank you for your interest in the future transportation needs for the Town of Halton Hills. You are encouraged to forward any comments or concerns that you may have at any point in the study to the undersigned.

Sincerely yours,

Wanda Richardson, MAES, MCIP, RPP
Senior Planner
(519)772-7591

Wanda.Richardson@hatchmott.com

Cc: T. Drewlo, C. Mills – Town of Halton Hills
J. McGill – HMM

INFORMATION REQUEST FORM

Halton Hills Transportation Master Plan Study Commencement December 2010

In order to ensure that the appropriate agencies are consulted throughout the study and to ensure that transportation issues are recognized and addressed, please complete the information below and return (by December 22, 2010) to:

Wanda Richardson, Senior Planner
 Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
 Fax: 519-772-7501
 Email: Wanda.Richardson@hatchmott.com

- I am the main contact from this Agency.
- Our agency is NOT interested in participating.
- Please remove us from the mailing list for all future notification.

We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

WE WOULD JUST LIKE TO BE KEPT AWARE
OF THINGS AS THE PROCESS CONTINUES

Name: Jim SMITH
 Title: ASSISTANT TO
 Agency/Group: HON. MICHAEL CHONG, M.P.
 Address: 205-16 MOUNTAINVIEW RD S GEORGETOWN
 Tel.: 1-866-878-5556
 E-mail: chongm1a@parl.gc.ca

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.

Ridgway, Daniel

From: Ridgway, Daniel
Sent: Tuesday, August 23, 2011 1:37 PM
To: Ridgway, Daniel
Subject: FW: Town of Halton Hills Transportation Master Plan (NEATS 28324)
Attachments: NWP_App_Guide_EN.pdf

From: EnviroOnt <EnviroOnt@tc.gc.ca>
To: Richardson, Wanda
Sent: Tue Feb 15 15:12:05 2011
Subject: Town of Halton Hills Transportation Master Plan (NEATS 28324)

Hello,

Thank you for the information regarding the above referenced project. Please in future forward correspondence on this project to the undersigned.

We have reviewed the information, and note the following:

Transport Canada is responsible for the administration of the *Navigable Waters Protection Act* (NWPA), which prohibits the construction or placement of any “works” in navigable waters without first obtaining approval. If any of the related project undertakings cross or affect a potentially navigable waterway, the proponent should prepare and submit an application in accordance with the requirements as outlined in the attached Application Guide. Any questions about the NWPA application process should be directed to the Navigable Waters Protection Program at **1-866-821-6631** or NWPontario-PENontario@tc.gc.ca.

Transport Canada is also responsible for the administration of the *Railway Safety Act* to ensure the safe operation of railways. The Act addresses the construction and alteration of railway works, the operation and maintenance of railway equipment and certain non-railway operations affecting railway safety. Pursuant to the Notice of Railway Works Regulations, the project proponent will be required to give notice of the proposed project to the following: the railway whose line is to be crossed, the municipality in which the crossing works are to be located and the authority having responsibility for the road in question. An approval may be required for certain railway works that depart from engineering standards set under the regulations or where an objection has been filed against the work.

The Act and Regulations are available at the following Internet sites:

Railway Safety Act: <http://www.tc.gc.ca/acts-regulations/acts/1985s4-32/menu.htm>

Notice of Railway Works Regulations: <http://laws.justice.gc.ca/en/SOR-91-103/>

Any questions about the Railway Safety Act and the Notice of Railway Works Regulations should be directed to **Scott Lee**, Acting Manager of Engineering, at **(416) 973-5525** or scott.lee@tc.gc.ca.

Please note that certain approvals under the *Navigable Waters Protection Act* and the *Railway Safety Act* trigger the requirement for a federal environmental assessment under the *Canadian Environmental Assessment Act* (CEAA). The proponent may therefore wish to consider incorporating CEAA requirements into the project.

Please contact us if there are any questions or concerns.

Thank you,

Environmental Assessment Coordinator
Transport Canada, Ontario Region

Environment & Engineering (PHE)
4900 Yonge St., 4th Fl., Toronto, ON M2N 6A5
Email: EnviroOnt@tc.gc.ca

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Ministry of the Environment

Ministère de l'Environnement

Central Region
Technical Support Section

Région du Centre
Section d'appui technique

5775 Yonge Street, 8th Floor
North York, Ontario M2M 4J1

5775, rue Yonge, 8^{ième} étage
North York, Ontario M2M 4J1

Tel.: (416) 326-6700
Fax: (416) 325-6347

Tél. : (416) 326-6700
Télééc. : (416) 325-6347

January 18, 2011

File: EA 03-02-05

Wanda Richardson, MAES, MCIP, RPP
Hatch Mott MacDonald
55 King Street West, 7th Floor
Kitchener, ON N2G 4W1

**RE: TSS Comments:
Town of Halton Hills Transportation Master Plan
Town of Halton Hills
Class Environmental Assessment
Response to Notice of Commencement**

Dear Ms Richardson:

This letter is our response to your Notice of Study Commencement for the above noted project. This response acknowledges that Town of Halton Hills has indicated that its study is following the approved environmental planning process for a Master Plan project under the *Municipal Engineers Association Municipal Class Environmental Assessment (Class EA)*.

Based on the information submitted, we have identified the following issues of concern with respect to the proposed undertaking:

- Ecosystem Protection and Restoration
- Surface Water
- Groundwater
- Air Quality
- Dust and Noise
- Contaminated Soils
- Mitigation and Monitoring
- Planning and Policy
- Class EA Process
- First Nations Consultation

We are providing the following general comments to assist you and your project team members in effectively addressing these issues:

Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible. The ESR should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. Our records confirm that the following sensitive environmental features are located within or adjacent to the Study Area:
 - Areas of Natural and Scientific Interest (ANSIs)
 - Environmentally Sensitive Areas (ESAs)

- Rare Species of flora or fauna
- Watercourses
- Wetlands
- Woodlots

We recommend consulting with the Ministry of Natural Resources (MNR), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional study will be necessary to preserve and protect these sensitive features

Surface Water

- The ESR must include a sufficient level of information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the Study Area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking. The MOE Guideline B-6, *Evaluating Construction Activities Impacting on Water Resources* should be used to plan and construct this project.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. MOE's *Stormwater Management Planning and Design Manual (2003)* should be referenced in the ESR and utilized when designing stormwater control methods. We recommend that a Stormwater Management Plan should be prepared as part of the Class EA process that includes:
 - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
 - Watershed information, drainage conditions, and other relevant background information
 - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
 - Information on maintenance and monitoring commitments

Groundwater

- The status of, and potential impacts to, any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the ESR.
- If the potential construction or decommissioning of water wells is identified as an issue, the ESR should refer to Ontario Regulation 903, Wells, under the *Ontario Water Resources Act*.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in

the ESR. In particular, a Permit to Take Water (PTTW) under the *Ontario Water Resources Act* will be required for any water takings that exceed 50,000 litres per day. A PTTW application must be accompanied by an assessment of potential effects as noted above, and may require a higher level of detail than what is provided in the ESR. Please note that when significant long-term water taking is proposed, the maximum rate identified in the ESR must not be exceeded in any subsequent PTTW applications. For more information on the application and approval process, we suggest you refer to the MOE *Permit to Take Water Manual* (April 2005).

Air Quality

- An air quality or odour impact assessment may be required for this project to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment should be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization, a quantification of air quality impacts by determining emission rates and conducting dispersion modelling, and an assessment of effects. This assessment should compare to all available standards for any contaminants of concern. We recommend that you contact this office during the scoping process to confirm the appropriate level of assessment.

Dust and Noise

- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the Study Area are not adversely affected during construction activities. If dust suppressants are proposed to be used, we recommend the use of non-chloride based compounds to protect water quality.
- The ESR should consider the potential impacts of increased noise levels during the operation of the undertaking, given the potentially higher traffic volumes resulting from this project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

Contaminated Soils

- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act (EPA)* and Ontario Regulation 153/04, *Records of Site Condition*, which details the new requirements related to site assessment and clean up. We recommend contacting the MOE Halton Peel District Office in Burlington for further consultation if contaminated sites are present.
- The location of any underground storage tanks should be included in the ESR. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The MOE Spills Action Centre must be contacted in such an event.
- Any current or historical waste disposal sites should be identified in the ESR. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the *Environmental Protection Act* may be required for land uses on former disposal sites.
- The ESR should identify any underground transmission lines in the Study Area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

Mitigation and Monitoring

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- All waste generated in construction must be disposed of in accordance with MOE requirements.
- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the ESR and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly. The proponent's construction and post-construction monitoring plans should be documented in the ESR.

Planning and Policy

- The *Niagara Escarpment Plan* contains policies that provide for the maintenance of the Niagara Escarpment and land in its vicinity as a continuous natural environment. Since part of the Study Area is within the Niagara Escarpment plan area, applicable policies should be referenced in the ESR for this proposed project, and the Town of Halton Hills should demonstrate how this proposed project is consistent with these policies, including describing measures that prevent and minimize potential impacts. You may wish to consider consulting with the Ministry of Municipal Affairs & Housing in this matter.
- The *Greenbelt Plan* contains policies that protect the Greenbelt's agricultural land base and the ecological features and functions occurring on this landscape. Since the Study Area is within the Greenbelt planning area, the ESR should demonstrate how the project adheres to the relevant sections of the *Greenbelt Plan*, including Section 4.2.1 - General Infrastructure Policies. A description of measures that prevent and minimize potential impacts should also be included. You may wish to consider consulting with the Ministry of Municipal Affairs & Housing in this matter.
- The 2005 *Provincial Policy Statement* contains policies that protect Ontario's Natural Heritage. Applicable policies should be referenced in the ESR, and the proponent should demonstrate how this proposed project is consistent with these policies. You may wish to consider consulting with the Ministry of Municipal Affairs & Housing in this matter.
- The *Places to Grow Plan* contains policies which guide decisions on a range of issues such as infrastructure planning and land-use planning to ensure that stronger and more prosperous communities are built in the Greater Golden Horseshoe. The ESR should demonstrate how this project adheres to the relevant policies of the *Places to Grow Plan*, including Section 3, which contain policies for Infrastructure to Support Growth.

Class EA Process

- There are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. The ESR should clearly indicate the selected approach for conducting the plan, in particular by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the *Environmental Assessment Act*, although the plan itself

would not be.

- The ESR should provide clear and complete documentation of the planning process in order to allow traceability of decision-making. It must also demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all public consultation efforts undertaken during the planning process. Additionally, it should identify all concerns that were raised and how they have been addressed throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The ESR should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the ESR.
- Please include in the ESR a list of all subsequent permits or other approvals that may be required for the implementation of the preferred alternative, including Permits to Take Water, Certificates of Approval or other ministerial approvals, approval under the *Canadian Environmental Assessment Act* (CEAA), and conservation authority permits.
- Please note that MOE guidelines and other information related to the issues noted above are available at www.ene.gov.on.ca under the publications link. We encourage the proponent to review all the available guides and to reference any relevant information in the ESR.

First Nations Consultation

- Please note that as part of the required stakeholder and agency consultation, proponents are advised to contact the Ministry of Aboriginal Affairs and the Department of Indian and Northern Affairs to determine potentially affected Aboriginal peoples in the project area. Please refer to the website <http://www.ene.gov.on.ca/en/eaab/aboriginal-resources.php> for a list of appropriate government contacts.
- Once identified, you are advised to provide notification directly to the Aboriginal peoples who may be affected by the project and provide them with an opportunity to participate in any planned public consultation sessions and comment on the project.

Thank you for the opportunity to comment on this project. Please ensure that Dan Minkin, MOE Central Region **EA and Planning Coordinator**, is placed on the project mailing list. We recommend a draft copy of the ESR be circulated to this office prior to the filing of the final draft, allowing approximately 30 days review time for the ministry's technical reviewers to provide comments. Please also forward our office the Notice of Completion and ESR when completed. Should you or any members of your project team have any questions regarding the above, please feel free to contact me at (416) 325-6966; I would be pleased to assist you.

Yours sincerely,



Dan Minkin
Environmental Resource Planner and EA Coordinator
Air, Pesticides and Environmental Planning

- c. Ted Drewlo, Town of Halton Hills
John McGill, Hatch Mott MacDonald
Tina Dufresne, Halton Peel District Office, MOE
Central Region EA File
A & P File



March 25, 2011

Dan Minkin
Environmental Resource Planner and EA Coordinator
Central Region, Technical Support Section
Ministry of the Environment
5775 Yonge Street, 8th Floor
North York, ON M2M 4J1

Dear Mr. Minkin,

This letter is in response to your comments provided during study commencement for the Town of Halton Hills Transportation Master Plan Study. We appreciate your interest in the study, and the input that you have provided us with.

The Transportation Master Plan (TMP) will incorporate and consider your recommendations where appropriate. The TMP will summarize the recommendations to provide guidance for future Schedule B and C projects.

We will document the sensitive environmental features mentioned, which will be used to evaluate alternatives as we move forward with this undertaking. This will help to determine the extent of environmental work required in future Schedule B and C Class EAs that may be undertaken.

The local Ministry of Natural Resources, Fisheries and Oceans Canada and Conservation Authorities are on our project contact list and will continue to be consulted throughout this project.

Information pertaining to surface water will be incorporated into the TMP and considered where appropriate. Impacts to watercourses from construction and operational activities will be documented for consideration in future Schedule B and C Class EA projects.

A Stormwater Management Plan will be prepared in future Schedule B and C Class EA projects where appropriate, to ensure that quality and quantity control measures to treat stormwater runoff are incorporated.

Information related to groundwater conditions and potential impacts will be documented in the TMP report in order to be carried forward into future Schedule B and C Class EA projects. Mitigation measures will be discussed in future Schedule B and C Class EA projects, as appropriate.

We will ensure that air quality is considered when developing guiding principles to develop a vision for Halton Hills. Impact to Air Quality will be documented in the TMP, to provide guidance for future Schedule B and C Class EA projects, if required.

The recommendations pertaining to dust and noise will be incorporated and considered where appropriate and will be used as guiding principles to assist in developing a vision for the Town of Halton Hills. In addition, this information will be documented in the TMP to provide guidance for future Schedule B and C Class EA projects, where appropriate.



Recommendations for the management of the removal or movement of soil will be included in the TMP to provide guidance for future Schedule B and C Class EA projects.

Information related to mitigation and monitoring will be documented in the Environmental Protection sections of the TMP to provide guidance for future Schedule B and C Class EA projects where appropriate.

We are currently in the process of documenting the policies that are relevant to this project based on the location of the Study Area. Documenting these policies in our TMP will provide guidance for future Schedule B and C Class EA projects, where appropriate.

The Transportation Master Plan is being undertaken following Approach No. 1, such that it is a broad level of assessment, requiring more detailed investigations at the project-specific level to fulfill the requirements of the Municipal Class EA documentation for the projects identified in the Master Plan

The TMP Report will document the consultation undertaken throughout the study.

Alternative solutions the identified problems will give recognition to the existing environment.

We will be sure to include a list in the TMP of permits and approvals that may be required to undertake the recommended transportation projects identified.

Through our consultation with the Ministry of Aboriginal Affairs and Indian and Northern Affairs Canada a list of recommended First Nations that may be potentially affected by the undertaking were contacted. They will remain on our project contact list and continue to receive updates throughout the project as it proceeds.

We look forward to your continued involvement in this study. We will continue to provide you with study information and notice of additional consultation groups and meetings as it becomes available.

Thank you for your interest in the future transportation needs for the Town of Halton Hills. You are encouraged to forward any comments or concerns that you may have at any point in the study to the undersigned.

Sincerely yours,

A handwritten signature in purple ink that reads "Wanda Richardson".

Wanda Richardson, MAES, MCIP, RPP
Senior Planner
(519)772-7591

Wanda.Richardson@hatchmott.com

Cc: T. Drewlo, C. Mills – Town of Halton Hills
J. McGill – HMM

Ministry of Tourism and Culture

Culture Services Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7

Tel. 416 314-7159
Fax: 416 314 7175

Ministère du Tourisme et de la Culture

Unité des services culturels
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél. : 416 314-7265
Télééc. : 416 314 7175



April 5, 2011

Ms. Wanda Richardson, Senior Planner (by email only)
Hatch Mott MacDonald
55 King Street, 7th floor
Kitchener, ON

Dear Ms. Richardson

Project: Halton Hills Transportation Master Plan Study
Location: Town of Halton Hills
MTC File:24EA035

The Ministry of Tourism and Culture (MTC) has received Notices regarding the above mentioned project.

As part of the Environmental Assessment (EA) Act process, MTC has an interest in conserving cultural heritage resources including:

- archaeological resources;
- built heritage resources; and
- cultural heritage landscapes.

MTC would, therefore, be interested in remaining on the circulation list and being informed of the study as it proceeds through the EA process. We would ask that you update your circulation list and send future notices to **Rosi Zirger, Heritage Planner** at the address above.

MTC has no specific comments at this time, however, we recommend that the Transportation Master Planning study identify cultural heritage resources which may exist in the area(s) under study and propose means to protect and enhance any heritage resources that might be impacted by future improvements. For your information and future consideration attached are the following checklists used by MTC:

Archaeology:

- *Checklist for Determining Archaeological Potential* which identifies characteristics of the property that indicate whether archaeological resources might be present and/or impacted. The completed checklist should be returned to me in order to determine whether an archaeological assessment by an archaeologist licensed under the Ontario Heritage Act will be necessary for this project; and

Built Heritage and Cultural Heritage Landscape:

- *Checklist for Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* which is used in order to determine the existing cultural conditions, and to help identify known and potential built heritage resources and cultural heritage landscapes. As part of the screening it is suggested that the City Clerk or Planning department be contacted to determine if there are any properties that have been listed or designated under the *Ontario Heritage Act*.

Regarding built heritage and cultural heritage landscapes, we further recommend consultation with established municipal heritage groups such as Municipal Heritage Committees (previously known as LACACs) and other key local heritage stakeholders.

MTC's advice on any cultural heritage assessment work that may be indicated will be based on the information provided in the completed checklist as well as any additional relevant information, including photographs and site plans.

We hope that you will find this information helpful. We look forward to the opportunity to review the results of the environmental assessment.

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

Best Regards

Rosi Zirger
Heritage Planner
416-314-7159
rosi.zirger@ontario.ca

Ministry of Tourism and Culture

Criteria for Determining Archaeological Potential

A Checklist for the Non-Specialist

Feature of Archaeological Potential	Yes	No	Unknown
1. Known archaeological sites within 300 m of property	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Physical Features			
2. Water on or near the property If yes, what kind of water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Primary water source (lake, river, large creek, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▪ within 300 m, OR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▪ 50 m for properties in northern Ontario and Canadian Shield terrain*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Secondary water source (stream, spring, marsh, swamp, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▪ within 300 m, OR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▪ 50 m for properties in northern Ontario and Canadian Shield terrain*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Past water source (beach ridge, river bed, relic creek, ancient shoreline, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▪ within 300 m, OR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▪ 150 m for properties in northern Ontario and Canadian Shield terrain*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Elevated topography on property (knolls, drumlins, eskers, plateaus, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Pockets of sandy soil in a clay or rocky area on property	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Distinctive land formations on property (mounds, caverns, waterfalls, peninsulas, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cultural Features			
6. Known burial site or cemetery on or adjacent to the property (cemetery is registered with the Cemeteries Regulation Unit)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Food or scarce resource harvest areas on property (traditional fishing locations, agricultural/berry extraction areas, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Indications of early Euro-Canadian settlement within 300 m of property (monuments, cemeteries, structures, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Early historic transportation routes within 100 m of property (historic road, trail, portage, rail corridor, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Property-specific Information			
10. Property is designated and/or listed under the <i>Ontario Heritage Act</i> (municipal register and lands described in Reg. 875 of the <i>Ontario Heritage Act</i>)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Local knowledge of archaeological potential of property (from aboriginal communities, heritage organisations, municipal heritage committees, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Recent ground disturbance [†] (post-1960, extensive and deep land alterations)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The entire property should be screened for archaeological potential, not only the footprint where work is proposed.

*Northern Ontario is defined as Manitoulin Island, the Districts of Muskoka, Haliburton and Nipissing, and areas to the north. The Canadian Shield is defined as the area of Ontario underlain by the Precambrian Shield.

[†] Archaeological potential can be determined not to be present for either the entire property or a part(s) of it when the area under consideration has been subject to extensive and deep land alterations that have severely damaged the integrity of any archaeological resources. This is commonly referred to as 'disturbed' or 'disturbance', and may include: quarrying, major landscaping involving grading below topsoil, building footprints, sewage and infrastructure development. Activities such as agricultural cultivation, gardening, minor grading and landscaping do not necessarily affect archaeological potential.

Scoring the results:

If **Yes** to any of 1, 2a-c, 6 or 11

→ archaeological potential is **determined** – assessment is required

If **Yes** to two or more of 3 to 5 or 7-10

→ archaeological potential is **determined** – assessment is required

If **Yes** to 12 or **No** to 1 to 10

→ **low** archaeological potential is **determined** – assessment may or may not be required (depending on answers from 1-11)

If 3 or more **Unknown**

→ more research is required (**See note below for more information**)

Note: If archaeological potential features are unknown, a professional archaeologist licensed under the *Ontario Heritage Act* should be retained to carry out a minimum Stage 1 archaeological assessment report confirming potential or low potential. All reports are to be in compliance with provincial archaeological assessment standards and guidelines.

Screening for Impacts to Built Heritage and Cultural Heritage Landscapes

This checklist is intended to help proponents determine whether their project could affect known or potential cultural heritage resources. The completed checklist should be returned to the appropriate Heritage Planner or Heritage Advisor at the Ministry of Tourism and Culture.

Step 1 – Screening for Recognized Cultural Heritage Value

YES	NO	Unknown	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1. Is the subject property designated or adjacent* to a property designated under the <i>Ontario Heritage Act</i> ?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2. Is the subject property listed on the municipal heritage register or a provincial register/list? (e.g. Ontario Heritage Bridge List)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3. Is the subject property within or adjacent to a Heritage Conservation District?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4. Does the subject property have an Ontario Heritage Trust easement or is it adjacent to such a property?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5. Is there a provincial or federal plaque on or near the subject property?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6. Is the subject property a National Historic Site?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	7. Is the subject property recognized or valued by an Aboriginal community?

Step 2 – Screening Potential Resources

YES	NO	Unknown	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Built heritage resources
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1. Does the subject property or an adjacent property contain any buildings or structures over forty years old[†] that are:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Residential structures (e.g. house, apartment building, shanty or trap line shelter)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Farm buildings (e.g. barns, outbuildings, silos, windmills)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Industrial, commercial or institutional buildings (e.g. a factory, school, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Engineering works (e.g. bridges, water or communications towers, roads, water/sewer systems, dams, earthworks, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Monuments or Landmark Features (e.g. cairns, statues, obelisks, fountains, reflecting pools, retaining walls, boundary or claim markers, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2. Is the subject property or an adjacent property associated with a known architect or builder?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3. Is the subject property or an adjacent property associated with a person or event of historic interest?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4. When the municipal heritage planner was contacted regarding potential cultural heritage value of the subject property, did they express interest or concern?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Cultural heritage landscapes
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5. Does the subject property contain landscape features such as:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Burial sites and/or cemeteries
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Parks or gardens
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Quarries, mining, industrial or farming operations
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Canals
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Prominent natural features that could have special value to people (such as waterfalls, rocky outcrops, large specimen trees, caves, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Evidence of other human-made alterations to the natural landscape (such as trails, boundary or way-finding markers, mounds, earthworks, cultivation, non-native species, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6. Is the subject property within a Canadian Heritage River watershed?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	7. Is the subject property near the Rideau Canal Corridor UNESCO World Heritage Site?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8. Is there any evidence from documentary sources (e.g., local histories, a local recognition program, research studies, previous heritage impact assessment reports, etc.) or local knowledge or Aboriginal oral history, associating the subject property/ area with historic events, activities or persons?

Note:

If the answer is "yes" to any question in Step 1, proceed to Step 3.

The following resources can assist in answering questions in Step 1:

Municipal Clerk or Planning Department – Information on properties designated under the Ontario Heritage Act (individual properties or Heritage Conservation Districts) and properties listed on a Municipal Heritage register.

Ontario Heritage Trust – Contact the OHT directly regarding easement properties. A list of OHT plaques can be found on the website: [Ontario Heritage Trust](#)

Parks Canada – A list of National Historic Sites can be found on the website: [Parks Canada](#)

Ministry of Tourism and Culture – The Ontario Heritage Properties Database includes close to 8000 identified heritage properties. Note while this database is a valuable resource, it has not been updated since 2005, and therefore is not comprehensive or exhaustive. [Ontario Heritage Properties Database](#)

Local or Provincial archives

Local heritage organizations, such as the municipal heritage committee, historical society, local branch of the Architectural Conservancy of Ontario, etc.

Consideration should also be given to obtaining oral evidence of CHRs. For example, in many Aboriginal communities, an important means of maintaining knowledge of cultural heritage resources is through oral tradition.

If the answer is "yes" to any question in Step 2, an evaluation of cultural heritage value is required. If cultural heritage resources are identified, proceed to Step 3.

If the answer to any question in Step 1 or to questions 2-4, 6-8 in Step 2, is "unknown", further research is required.

If the answer is "yes" to any of the questions in Step 3, a heritage impact assessment is required.

If uncertainty exists at any point, the services of a qualified person should be retained to assist in completing this checklist. All cultural heritage evaluation reports and heritage impact assessment reports must be prepared by a qualified person. Qualified persons means individuals (professional engineers, architects, archaeologists, etc.) having relevant, recent experience in the identification and conservation of cultural heritage resources. Appropriate evaluation involves gathering and recording information about the property sufficient to understand and substantiate its heritage value; determining cultural heritage value or interest based on the advice of qualified persons and with appropriate community input. If the property meets the criteria in Ontario Regulation 9/06 under the Ontario Heritage Act, it is a cultural heritage resource.

† The 40 year old threshold is an indicator of potential when conducting a preliminary survey for identification of cultural heritage resources. While the presence of a built feature that is 40 or more years old does not automatically signify cultural heritage value, it does make it more likely that the property could have cultural heritage value or interest. Similarly, if all the built features on a property are less than 40 years old, this does not automatically mean the property has no cultural heritage value. Note that age is not a criterion for designation under the *Ontario Heritage Act*.

Step 3 – Screening for Potential Impacts		
YES	NO	Will the proposed undertaking/project involve or result in any of the following potential impacts to the subject property or an adjacent* property?
<input type="checkbox"/>	<input type="checkbox"/>	Destruction, removal or relocation of any, or part of any, heritage attribute or feature.
<input type="checkbox"/>	<input type="checkbox"/>	Alteration (which means a change in any manner and includes restoration, renovation, repair or disturbance).
<input type="checkbox"/>	<input type="checkbox"/>	Shadows created that alter the appearance of a heritage attribute or change the exposure or visibility of a natural feature or plantings, such as a garden.
<input type="checkbox"/>	<input type="checkbox"/>	Isolation of a heritage attribute from its surrounding environment, context or a significant relationship.
<input type="checkbox"/>	<input type="checkbox"/>	Direct or indirect obstruction of significant views or vistas from, within, or to a built or natural heritage feature.
<input type="checkbox"/>	<input type="checkbox"/>	A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces.
<input type="checkbox"/>	<input type="checkbox"/>	Soil disturbance such as a change in grade, or an alteration of the drainage pattern, or excavation, etc.

* For the purposes of evaluating potential impacts of development and site alteration "adjacent" means: contiguous properties as well as properties that are separated from a heritage property by narrow strip of land used as a public or private road, highway, street, lane, trail, right-of way, walkway, green space, park, and/or easement or as otherwise defined in the municipal official plan.

Ridgway, Daniel

From: Alexander, Melissa
Sent: Wednesday, August 17, 2011 3:06 PM
To: Ridgway, Daniel
Subject: FW: Town of Halton Hills Transportation Master Plan Study

Melissa Alexander
Hatch Mott MacDonald
T. 519-772-1201 ext. 5904
C. 226-750-1465

From: Alexander, Melissa
Sent: Tuesday, August 16, 2011 4:37 PM
To: 'Rosi.Zirger@ontario.ca'
Cc: 'Ted Drewlo'; Richardson, Wanda; McGill, John
Subject: FW: Town of Halton Hills Transportation Master Plan Study

Ms. Zirger,

Thank you for your comments regarding the Town of Halton Hills Transportation Master Plan (TMP). The issues noted in your letter, including the conservation of cultural heritage resources within the Town of Halton Hills study area are important. As part of the TMP, we have documented the existing cultural heritage resources that exist in the study area to ensure that subsequent Class Environmental Assessments (Class EAs) consider this information where appropriate. Subsequent Class EAs are required to undertake the necessary studies to identify methods to protect and enhance heritage resources that may be impacted by future undertakings.

The TMP is being conducted as a Schedule B and will fulfill the requirements of Phases 1 and 2 of the Municipal Class EA Planning Process. As such, it will be used to support subsequent work carried out for Schedule B and Schedule C projects.

Thank you for providing us with the Archaeology, Built Heritage and Cultural Heritage Landscape checklists to assist in identifying potential resources within our study area. We will ensure that Municipal Heritage Committees (i.e., Heritage Halton Hills Committee) and other key heritage stakeholders are on the contact list for future notification. This will allow future projects identified in our TMP an appropriate opportunity to consult with these key stakeholders to ensure proper documentation and background review of the study area is undertaken.

Should you require additional information please feel free to contact the undersigned.

Melissa Alexander, B.Sc. (Hons.)
Environmental Planner
Hatch Mott MacDonald | Consulting Engineers
30 Duke Street West, Suite 701
Kitchener, ON N2H 3W5
melissa.alexander@hatchmott.com
www.hatchmott.com



Please consider the environment before printing this e-mail

From: Zirger, Rosi (MTC) [<mailto:Rosi.Zirger@ontario.ca>]
Sent: Tuesday, April 05, 2011 8:40 AM
To: Richardson, Wanda
Subject: Town of Halton Hills Transportation Master Plan Study

Ms Richardson,

Thank you sending the Ministry of Tourism and Culture notice of this project. Attached please find our letter.

Best regards,

Rosi Zirger

A/Heritage Planner | Central and Southeast
Ministry of Tourism and Culture | Culture Services Unit
Tel. 416.314.7159 | Fax. 416.314.7175

Programs and Services Branch
Culture Services Unit
401 Bay Street, 17th Floor
Toronto, Ontario M7A 0A7
T 416-314-7159 | F 416-314-7175
Email: rosi.zirger@ontario.ca

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INFORMATION REQUEST FORM
Halton Hills Transportation Master Plan
Study Commencement
December 2010

In order to ensure that the appropriate agencies are consulted throughout the study and to ensure that transportation issues are recognized and addressed, please complete the information below and return (by December 22, 2010) to:

Wanda Richardson, Senior Planner
Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
Fax: 519-772-7501
Email: Wanda.Richardson@hatchmott.com

- I am the main contact from this Agency.
- Our agency is NOT interested in participating.
- Please remove us from the mailing list for all future notification.

We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

implications for development of the TMP by
- please consider the use of rural roads by farmers ~~using~~ moving
wide and often slow-moving farm machinery from field to
field

Name: Jackie Van de Valk
Title: Rural Planner
Agency/Group: Ontario Ministry of Agriculture, Food and Rural Affairs
Address: 6484 Wellington Rd. 7 - Unit 10, Elera, ON N0B 1S0
Tel.: 519-846-3415
E-mail: jackie.vandevalk@ontario.ca

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.



March 25, 2011

Jackie Van de Valk
Rural Planner
Ontario Ministry of Agriculture, Food and Rural Affairs
6484 Wellington Road 7 – Unit 10
Elora, ON N0B 1S0

Dear Ms. Van de Valk

This letter is in response to your comments provided during study commencement for the Town of Halton Hills Transportation Master Plan (TMP) Study. We appreciate your interest in the study, and the input that you have provided us with.

Thank you for the comment pertaining to wide and slow-moving machinery used by farmers on rural roads. We will ensure that this information is considered as we move forward with the TMP, especially when considering alternative ways to solve the identified problems. We will also ensure that this information is documented in the TMP, in order to be carried forward in future Class EA projects, where appropriate.

We look forward to your continued involvement in this study. We will continue to provide you with study information and notice of additional consultation groups and meetings as it becomes available.

Thank you for your interest in the future transportation needs for the Town of Halton Hills. You are encouraged to forward any comments or concerns that you may have at any point in the study to the undersigned.

Sincerely yours,

A handwritten signature in purple ink that reads "Wanda Richardson".

Wanda Richardson, MAES, MCIP, RPP
Senior Planner
(519)772-7591
Wanda.Richardson@hatchmott.com

Cc: T. Drewlo, C. Mills – Town of Halton Hills
J. McGill – HMM

Ministry of Aboriginal Affairs

160 Bloor St. East, 9th Floor
Toronto, ON M7A 2E6
Tel: (416) 326-4740
Fax: (416) 325-1066
www.aboriginalaffairs.gov.on.ca

Ministère des Affaires Autochtones

160, rue Bloor Est, 9^e étage
Toronto ON M7A 2E6
Tél. : (416) 326-4740
Télééc. : (416) 325-1066
www.aboriginalaffairs.gov.on.ca



FEB - 7 2011

Reference: 771

Ms. Wanda Richardson, MAES, MCIP, RPP
Senior Planner
Hatch Mott MacDonald
55 King Street West, 7th Floor
Kitchener, ON N2G 4W1

**Re: Town of Halton Hills Transportation Master Plan
Notice of Study Commencement & Information Request Form**

Dear Ms. Richardson:

Thank you for your inquiry dated December 3, 2010 regarding the above-noted project.

As a member of the government review team, the Ministry of Aboriginal Affairs (MAA) identifies First Nation and Métis communities who may have the following interests in the area of your project:

- reserves;
- land claims or claims in litigation against Ontario;
- existing or asserted Aboriginal or treaty rights, such as harvesting rights; or
- an interest in your project's potential environmental impacts.

MAA is not the approval or regulatory authority for your project, and receives very limited information about projects in the early stages of their development. In circumstances where a Crown-approved project may negatively impact a claimed Aboriginal or treaty right, the Crown may have a duty to consult the Aboriginal community advancing the claim. The Crown often delegates procedural aspects of its duty to consult to proponents. Please note that the information in this letter should not be relied on as advice about whether the Crown owes a duty to consult in respect of your project, or what consultation may be appropriate. Should you have any questions about your consultation obligations, please contact the appropriate ministry.

You should be aware that many First Nations and Métis communities either have or assert rights to hunt and fish in their traditional territories. For First Nations, these territories typically include lands and waters outside of their reserves.

In some instances, project work may impact aboriginal archaeological resources. If any Aboriginal archaeological resources could be impacted by your project, you should contact your regulating or approving Ministry to inquire about whether any additional Aboriginal communities should be contacted. Aboriginal communities with an interest in archaeological resources may include communities who are not presently located in the vicinity of the proposed project.

With respect to your project, and based on the brief materials you have provided, we can advise that the project appears to be located in an area where the Mississaugas of the New Credit First Nation may have existing or asserted rights or claims in MAA's land claims process or litigation, that could be impacted by your project. Contact information is below:

<p>Six Nations of the Grand River Territory P.O. Box 5000 Ohsweken, Ontario NOA 1M0</p>	<p>Chief William K. Montour (519) 445-2201 (Fax) 445-4208 wkm@sixnations.ca arleenmaracle@sixnations.ca</p>
<p>Haudenosaunee Confederacy Chiefs Council 2634 6th Line Road RR 2 Ohsweken, Ontario NOA 1M0</p>	<p>Chief Allen MacNaughton (519) 755-2769</p>
<p>Mississaugas of the New Credit First Nation 2789 Mississauga Rd., R.R. #6 HAGERSVILLE, Ontario NOA 1H0</p>	<p>Chief Bryan LaForme (905) 768-1133 (Fax) 768-1225 bryanlaforme@newcreditfirstnation.com</p>

The Government of Canada sometimes receives claims that Ontario does not receive, or with which Ontario does not become involved. For information about possible claims in the area, MAA recommends you contact the following federal contacts:

<p>Ms. Janet Townson Claims Analyst, Ontario Team Specific Claims Branch Indian and Northern Affairs Canada 1310-10 Wellington St. Gatineau, QC K1A 0H4 Tel: (819) 953-4667 Fax: (819) 997-9873</p>	<p>Mr. Sean Darcy Manager Assessment and Historical Research Indian and Northern Affairs Canada 10 Wellington St. Gatineau, QC K1A 0H4 Tel: (819) 997-8155 Fax: (819) 997-1366</p>
---	--

For federal information on litigation contact:

Mr. Marc-André Millaire
Litigation Team Leader for Ontario
Litigation Management and Resolutions Branch
Indian and Northern Affairs Canada
10 Wellington St.
Gatineau, QC K1A 0H4
Tel: (819) 994-1947
Fax: (819) 953-1139

Additional details about your project or changes to it that suggest impacts beyond what you have provided to date may necessitate further consideration of which Aboriginal communities may be affected by or interested in your undertaking. If you think that further consideration may be required, please bring your inquiry to whatever government body oversees the regulatory process for your project.

The information upon which the above comments are based is subject to change. First Nation or Métis communities can make claims at any time, and other developments can occur that could result in additional communities being affected by or interested in your undertaking.

Yours truly,

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

Heather Levecque
Manager, Consultation Unit
Aboriginal Relations and Ministry Partnerships Division



INFORMATION REQUEST FORM
Halton Hills Transportation Master Plan
Study Commencement
December 2010

In order to ensure that the appropriate agencies are consulted throughout the study and to ensure that transportation issues are recognized and addressed, please complete the information below and return (by December 22, 2010) to:

Wanda Richardson, Senior Planner
 Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
 Fax: 519-772-7501
 Email: Wanda.Richardson@hatchmott.com

- I am the main contact from this Agency.
- Our agency is NOT interested in participating.
- Please remove us from the mailing list for all future notification.

We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

We want to ensure that the Master Plan is consistent with the policies of the Niagara Escarpment Plan and that any proposed road improvements/new roads have minimal environmental impact

Name: Nancy Mott Allen
 Title: Senior Strategic Advisor
 Agency/Group: NEC
 Address: 232 Guelph St. Georgetown L7G 4B1
 Tel.: 905-877-8363
 E-mail: nancy.mott-allen@ontario.ca

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.

INFORMATION REQUEST FORM
Halton Hills Transportation Master Plan
Study Commencement
December 2010

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Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
Fax: 519-772-7501
Email: Wanda.Richardson@hatchmott.com

- I am the main contact.
- We are interested in participating as part of the Technical Advisory Group. *AS REQUIRED*
- Please remove us from the mailing list for all future notification.

We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

INTERESTED IN INTEGRATION WITH TRAILS AND CYCLING ROUTES

Name: WARREN HARRIS

Title: MANAGER OF PARKS AND OPEN SPACE

Agency/Group: TOWN OF HALTON HILLS - RECREATION PARKS

Address: _____

Tel.: 905 873 2601 EXT 2274

E-mail: WARRENH@haltonhills.ca

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.

INFORMATION REQUEST FORM
Halton Hills Transportation Master Plan
Study Commencement
December 2010

GENERAL ACCOUNTS PAYABLE

DEC 03 2010

6750 - 6TH FL, 1ST FLD
REGION OF PEEL

In order to ensure that the appropriate agencies are consulted throughout the study and to ensure that transportation issues are recognized and addressed, please complete the information below and return (by December 22, 2010) to:

Wanda Richardson, Senior Planner
Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
Fax: 519-772-7501
Email: Wanda.Richardson@hatchmott.com

- I am the main contact from this Agency.
- Our agency is NOT interested in participating.
- Please remove us from the mailing list for all future notification.

We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

Name: TINA DETARAMANI / WAYNE CHAN
Title: PLANNER / MANAGER
Agency/Group: REGION OF PEEL
Address: 10 PEEL CENTRE DRIVE, SUITE A, 6TH FLR, BRAMPTON
Tel.: 905-791-7800 x 4554 / 4405 L6T4K9
E-mail: tina.detaramani@peelregion.ca /
wayne.chan@peelregion.ca

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.



Transportation Services
 The Regional Municipality of Halton
 1151 Bronte Road
 Oakville ON L6M 3L1
 Public Works Department
 Tel: (905) 825-6000 Fax: (905) 847-2192
 Toll free: 1-866-442-5866 (1-866-4HALTON)
 TTY: (905) 827-9833
 www.halton.ca

Fax Transmittal

Please deliver the following:	Date: December 9, 2010	Number of pages with cover: 2
To: Wanda Richardson	From: Maureen Van Ravens	
Company Name: Hatch Mott MacDonald	Division: Transportation Services	
Tel:	Tel: (905) 825-6000	
Fax: (519) 772-7501	Fax: (905) 847-2192	
Re: Halton Hills Transportation Master Plan		

Comments:

Attached is the information request form on the Halton Hills Transportation Master Plan. Halton Region looks forward to participating in the study.

Maureen VanRavens
 Manager
 Transportation Planning and Road Operations

Confidentiality Clause

This message, including any attachments, is privileged and intended only for the person(s) named above. This material may contain confidential or personal information which may be subject to the provisions of the Municipal Freedom of Information & Protection of Privacy Act. Any other distribution, copying or disclosure is strictly prohibited. If you are not the intended recipient or have received this message in error, please notify us immediately by telephone or fax and permanently delete the original transmission from us, including any attachments, without making a copy.

Thank you

INFORMATION REQUEST FORM Halton Hills Transportation Master Plan Study Commencement December 2010

In order to ensure that the appropriate agencies are consulted throughout the study and to ensure that transportation issues are recognized and addressed, please complete the information below and return (by December 22, 2010) to:

Wanda Richardson, Senior Planner
Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
Fax: 519-772-7501
Email: Wanda.Richardson@hatchmott.com

I am the main contact.

We are interested in participating as part of the Technical Advisory Group.

Please remove us from the mailing list for all future notification.

We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

HALTON REGION IS CURRENTLY COMPLETING OUR
TRANSPORTATION MASTER PLAN TO 2031.
OUR PLAN WILL FEED INTO THE HALTON HILLS
MASTER PLAN

Name: MAUREEN VANLAUENS
Title: MANAGER TRANSPORTATION PLANNING AND ROAD OPERATION
Agency/Group: HALTON REGION
Address: 1151 BRONTE ROAD, OAKVILLE, ONT L6M3L1
Tel.: 905 825-6000 X 7327
E-mail: maureen.vanlauens@halton.ca

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.

INFORMATION REQUEST FORM
Halton Hills Transportation Master Plan
Study Commencement
December 2010

In order to ensure that the appropriate agencies are consulted throughout the study and to ensure that transportation issues are recognized and addressed, please complete the information below and return (by December 22, 2010) to:

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Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
Fax: 519-772-7501
Email: Wanda.Richardson@hatchmott.com

- I am the main contact from this Agency.
- Our agency is NOT interested in participating.
- Please remove us from the mailing list for all future notification.

We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

Oakville staff would appreciate being advised of major milestones in the study such as PIC's, draft TMP, notice of filing final TMP

Oakville staff would wish to receive a copy of the proposed scope of work and schedule for the study.

Name: Scott McMillan
Title: Manager - Traffic Engineering
Agency/Group: Town of Oakville
Address: PO Box 310, 1225 Trafalgar Rd, Oakville, ON L6J 5A6
Tel.: 905-845-6601 x 3308
E-mail: smcmillan@oakville.ca

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.

INFORMATION REQUEST FORM
Halton Hills Transportation Master Plan
Study Commencement
December 2010

In order to ensure that the appropriate agencies are consulted throughout the study and to ensure that transportation issues are recognized and addressed, please complete the information below and return (by December 22, 2010) to:

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Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
Fax: 519-772-7501
Email: Wanda.Richardson@hatchmott.com

- I am the main contact from this Agency.
- Our agency is NOT interested in participating.
- Please remove us from the mailing list for all future notification.

We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

INTEREST IN N/S LINKS TO N. CALEDON
A DIRECTLY INTO ERIN

Name: SALLY STULL

Title: PLANNER

Agency/Group: TOWN OF ERIN

Address: RR2 HILLSBURGH ON

Tel.: 519 855-4407 ext 246

E-mail: sally.stull@erin.ca

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.

INFORMATION REQUEST FORM
Halton Hills Transportation Master Plan
Study Commencement
December 2010

In order to ensure that the appropriate agencies are consulted throughout the study and to ensure that transportation issues are recognized and addressed, please complete the information below and return (by December 22, 2010) to:

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Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
Fax: 519-772-7501
Email: Wanda.Richardson@hatchmott.com

- I am the main contact.
- We are interested in participating as part of the Technical Advisory Group.
- Please remove us from the mailing list for all future notification.

We have the following information/comments/c
Transportation Master Plan:



Town of Milton
150 Mary Street
Milton, ON L9T 6Z5
www.milton.ca

JOHN BROPHY, P. Eng.
Senior Manager, Infrastructure

Engineering Services
Telephone: 905-878-7252 Ext. 2516
Fax: 905-876-5029
Email: john.brophy@milton.ca

Name: JOHN P. BROPHY
Title: SENIOR MANAGER, INFRASTRUCTURE
Agency/Group: TOWN OF MILTON
Address: 150 MARY ST., MILTON ON, L9T-6Z5
Tel.: 905 878 7252 X 2516
E-mail: john.brophy@milton.ca

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.

Ridgway, Daniel

From: Ridgway, Daniel
Sent: Tuesday, August 23, 2011 3:44 PM
To: Ridgway, Daniel
Subject: FW: Town of Halton Hills Transportation Master Plan study

From: Heide Schlegl [<mailto:heide.schlegl@milton.ca>]
Sent: Thursday, August 18, 2011 9:42 AM
To: Alexander, Melissa
Cc: McGill, John; Richardson, Wanda
Subject: RE: Town of Halton Hills Transportation Master Plan study

Melissa:

The town of Milton has no concerns with the information forwarded related to the Town of Halton Hills Transportation Master Plan study.

Thanks

Heide Schlegl, C.E.T.
Coordinator, Traffic & Parking
Engineering Services Department
905-878-7252 ext. 2506
heide.schlegl@milton.ca



Please consider the environment before printing this email.

From: Alexander, Melissa [<mailto:Melissa.Alexander@hatchmott.com>]
Sent: Wednesday, August 17, 2011 2:49 PM
To: Heide Schlegl
Cc: McGill, John; Richardson, Wanda
Subject: Town of Halton Hills Transportation Master Plan study

Heide,

As discussed on the phone, please find attached the material which was presented at the second Technical Advisory Group Meeting (June 8, 2011), and subsequently presented to the public and agencies at Public Information Centre No. 2.

As mentioned, we will be submitting the draft report to the Town of Halton Hills next week and would appreciate your comment and feedback.

Please contact myself or John McGill should you have any additional questions.

Thank you,

Melissa Alexander, B.Sc. (Hons.)
Environmental Planner
Hatch Mott MacDonald | Consulting Engineers
30 Duke Street West, Suite 701
Kitchener, ON N2H 3W5
T. 519-772-1201 ext. 5904

Ridgway, Daniel

From: Ridgway, Daniel
Sent: Tuesday, August 23, 2011 4:19 PM
To: Ridgway, Daniel
Subject: FW: Town of Halton Hills TMP - TAG No. 2 - Meeting Overview

From: Drew Cherry [<mailto:dcherry@grandriver.ca>]
Sent: Wednesday, June 15, 2011 8:54 AM
To: Alexander, Melissa
Subject: RE: Town of Halton Hills TMP - TAG No. 2 - Meeting Overview

Hi Melissa,

I have reviewed the minutes from the past meeting and the draft maps which were discussed at the TAG meeting. The minutes look fine to me – lots of questions from participants. I have also reviewed the draft maps. It would appear that none of the routes identified as Significant or Moderate Congestion are located within the GRCA Watershed. I guess we are just lucky.

Thanks for keeping me informed.

Regards,

Drew Cherry
Resource Planner
Grand River Conservation Authority
400 Clyde Rd.
Cambridge, Ontario
N1R 5W6
(519) 621-2763 EXT. 2237

From: Alexander, Melissa [<mailto:Melissa.Alexander@hatchmott.com>]
Sent: Friday, June 10, 2011 12:20 PM
To: sally.stull@erin.ca; donnab@wellington.ca; john.brophy@milton.ca; jlawrence@hrca.on.ca; Drew Cherry; lmarray@creditvalleyca.ca; jackie.vandevalk@ontario.ca; jblakely@uniongas.com
Cc: Ted Drewlo; Chris Mills; Matthew Roj; McGill, John; Richardson, Wanda
Subject: Town of Halton Hills TMP - TAG No. 2 - Meeting Overview

Hello,

Please find attached the Meeting Minutes from the Technical Agency Group Meeting on June 8th, 2011. A copy of the draft maps which were discussed at the TAG meeting are also attached.

We look forward to receiving your input on this material by **June 15th** in advance of the second Public Information Centre on June 22, 2011.

Please let me know if you have any questions or concerns regarding the attached information.

We will be meeting with the Town of Halton Hills Council on Monday June 13th. We look forward to hearing from you.

Thank you,

Melissa Alexander, B.Sc. (Hons.)

INFORMATION REQUEST FORM
Halton Hills Transportation Master Plan
Study Commencement
December 2010

In order to ensure that the appropriate agencies are consulted throughout the study and to ensure that transportation issues are recognized and addressed, please complete the information below and return (by December 22, 2010) to:

Wanda Richardson, Senior Planner

Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1

Fax: 519-772-7501

Email: Wanda.Richardson@hatchmott.com

I am the main contact from this Agency.

Our agency is NOT interested in participating.

Please remove us from the mailing list for all future notification.

We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

Resource mapping, natural heritage information, natural hazards - floodplains, steep slopes, regulated areas etc.

Copy of our GIS resource based mapping for the ^{study} area within our watershed boundary attached.

Name: Drew Cherry
Title: Resource Planner
Agency/Group: Grand River Conservation Authority
Address: 400 Clyde Rd. Box 729
Tel.: 519-621-2763 X 2237
E-mail: dcherry@grandriver.ca

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.

Halton Hills-GRCA Watershed

LEGEND

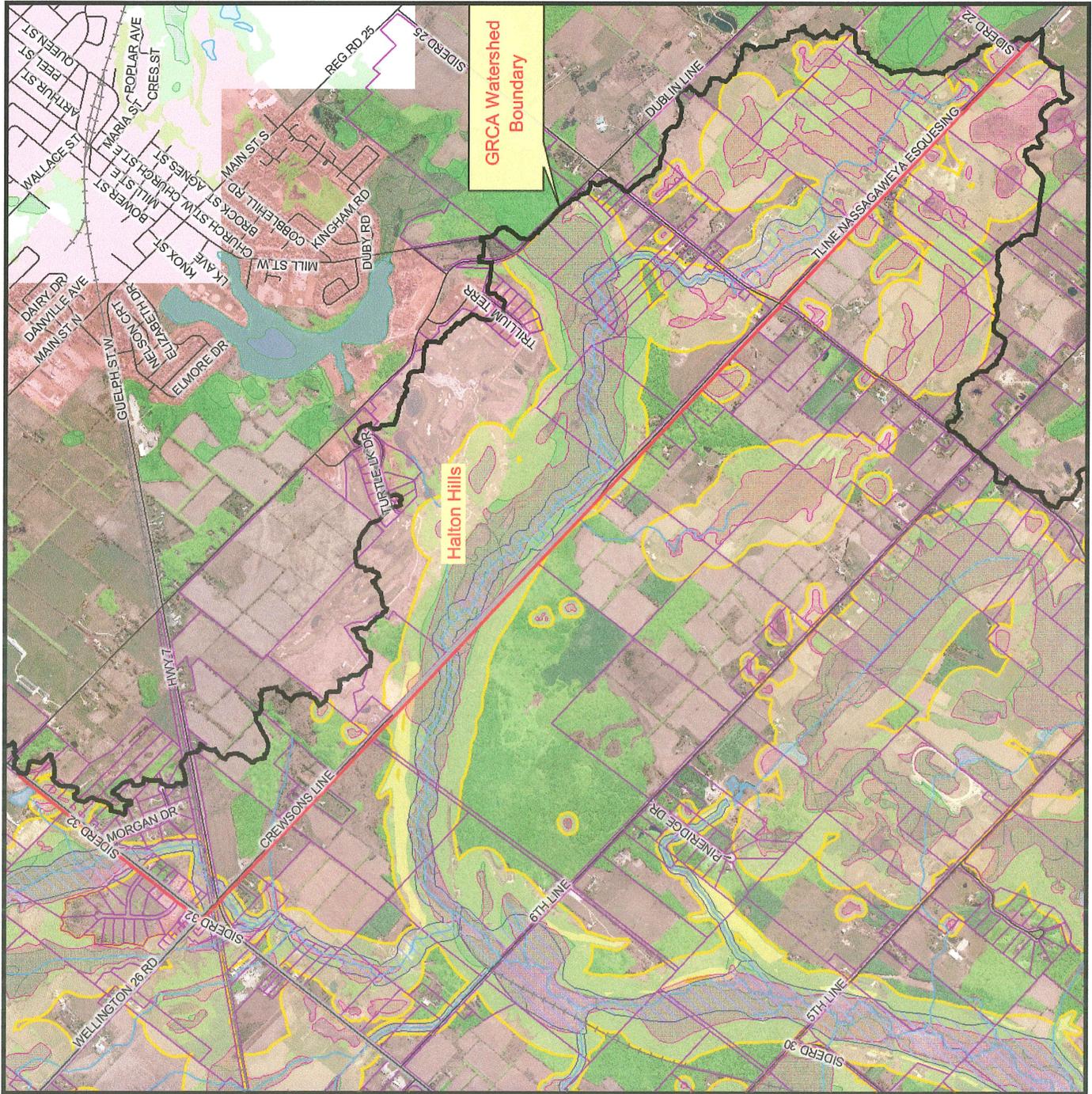
- WATERSHED BOUNDARY (GRCA)
- UTILITY LINE (NRVIS)
- ROADS-ADDRESSED (MNR)
- RAILWAY (NRVIS)
- LAKE FLOOD (GRCA)
- MUNICIPAL BOUNDARY (GRCA)
- DRAINAGE-NETWORK (GRCA)
- PARCELS-ASSESSMENT (MPAC)
- FLOODPLAIN-SPECIAL POLICY AREA (GRCA)
- FLOODPLAIN (GRCA)
- ENGINEERED
- APPROXIMATE
- ESTIMATED
- LAKE EROSION (GRCA)
- WETLAND (GRCA)
- SLOPE VALLEY (GRCA)
- STEEP
- OVERSTEEP
- WETLAND (NRVIS)
- PROVINCIAL SIGNIFICANT
- OTHER
- PARKS (GRCA)
- REGULATION LIMIT (GRCA)
- DRAINAGE-POLY (NRVIS)
- WOODED AREA (MNR)
- HEDGEROW
- PLANTATION
- TREED
- BUILT-UP (MNR)
- BUILT-UP PERVIOUS
- BUILT-UP IMPERVIOUS

GRCA Disclaimer

This map is for illustrative purposes only. Information contained hereon is not a substitute for professional review or a site survey and is subject to change without notice. The Grand River Conservation Authority takes no responsibility for, nor guarantees, the accuracy of the information contained on this map. Any interpretations or conclusions drawn from this map are the sole responsibility of the user.

The source for each data layer is shown in parentheses in the map legend. For a complete listing of sources and citations go to:

<http://grims.grandriver.ca/docs/SourcesCitations1.htm>



THIS MAP IS NOT TO BE USED FOR NAVIGATION



**Hatch Mott
MacDonald**

Hatch Mott MacDonald
55 King Street West, 7th Floor
Kitchener, ON N2G 4W1
www.hatchmott.com

March 25, 2011

Drew Cherry
Resource Planner
Grand River Conservation Authority
400 Clyde Road, Box 729
Cambridge, ON N1R 5W6

Dear Mr. Cherry,

This letter is in response to your comments provided during study commencement for the Town of Halton Hills Transportation Master Plan Study. We appreciate your interest in the study, and the input that you have provided us with.

Thank you for providing a copy of the Geographic Information System resource based mapping for the study area. This information will be considered, where appropriate, when considering alternative ways to solve the identified problems. Should we need additional information related to this study, we will be sure to contact you. We look forward working with you.

We will continue to provide you with study information and notice of additional consultation groups and meetings as it becomes available.

Thank you for your interest in the future transportation needs for the Town of Halton Hills. You are encouraged to forward any comments or concerns that you may have at any point in the study to the undersigned.

Sincerely yours,

A handwritten signature in purple ink that reads "Wanda Richardson".

Wanda Richardson, MAES, MCIP, RPP
Senior Planner
(519)772-7591
Wanda.Richardson@hatchmott.com

Cc: T. Drewlo, C. Mills – Town of Halton Hills
J. McGill – HMM

INFORMATION REQUEST FORM
Halton Hills Transportation Master Plan
Study Commencement
December 2010

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Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
Fax: 519-772-7501
Email: Wanda.Richardson@hatchmott.com

- I am the main contact from this Agency.
- Our agency is NOT interested in participating.
- Please remove us from the mailing list for all future notification.

We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

- natural hazard land management flooding erosion wetlands
- natural heritage protection
- SWM
- safe access and egress particularly in emergency events
- fisheries

Name: LIAM MARRAY
Title: MANAGER Planning - Ecology
Agency/Group: CREDIT VALLEY CONSERVATION
Address: 1255 Old Derry Road MISSISSAUGA, ON L5N 6R4
Tel.: 905 670-1615 ext 239
E-mail: lmurray@creditvalley.ca

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.



March 25, 2011

Liam Marray
Manager, Planning - Ecology
Credit Valley Conservation
1255 Old Derry Road
Mississauga, ON L5N 6R4

Dear Mr. Marray,

This letter is in response to your comments provided during study commencement for the Town of Halton Hills Transportation Master Plan Study. We appreciate your interest in the study, and the input that you have provided us with.

The project team will document existing conditions within the Town of Halton Hills and ensure that natural hazard land management, flooding, erosion, wetlands, natural heritage protection, fisheries, SWM, and issues of safe access and egress are considered where appropriate. This information will assist when determining the potential level of environmental study that will be required for future Class EA projects. This information, where appropriate, will be documented in the Transportation Master Plan Study to ensure that future projects are in compliance with the TMP recommendations.

We look forward to your continued involvement in this study. We will continue to provide you with study information and notice of additional consultation groups and meetings as it becomes available.

Thank you for your interest in the future transportation needs for the Town of Halton Hills. You are encouraged to forward any comments or concerns that you may have at any point in the study to the undersigned.

Sincerely yours,

A handwritten signature in purple ink that reads "Wanda Richardson".

Wanda Richardson, MAES, MCIP, RPP
Senior Planner
(519)772-7591
Wanda.Richardson@hatchmott.com

Cc: T. Drewlo, C. Mills – Town of Halton Hills
J. McGill – HMM

INFORMATION REQUEST FORM

Halton Hills Transportation Master Plan Study Commencement December 2010

In order to ensure that the appropriate agencies are consulted throughout the study and to ensure that transportation issues are recognized and addressed, please complete the information below and return (by December 22, 2010) to:

Wanda Richardson, Senior Planner
 Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
 Fax: 519-772-7501
 Email: Wanda.Richardson@hatchmott.com

- I am the main contact from this Agency.
- Our agency is NOT interested in participating.
- Please remove us from the mailing list for all future notification.

We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

A separate letter will be provided.

Name: Jennifer Lawrence

Title: Manager, Environmental Planning

Agency/Group: Conservation Halton

Address: 2596 Britannia Rd. W, Burlington, ON L7P 0G3

Tel.: 905-336-1158 ex 266

E-mail: jlawrence@hrca.on.ca

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.



2596 Britannia Road West
Burlington ON L7P 0G3
905.336.1158 Fax 905.336.7014
conservationhalton.ca

December 17, 2010

Ms Wanda Richardson
Hatch Mott MacDonald
2800 Speakman Drive
Mississauga, ON
L5K 2R7

Dear Ms Richardson:

**Re: Town of Halton Hills Transportation Master Plan
Notice of Study Commencement – Class EA
CH File: MPR 563**

Staff of Conservation Halton have reviewed the Notice of Study Commencement and offer the following comments.

It is our understanding that the study will define existing problems/opportunities, consider and evaluate solutions, and identify an optimum transportation system for the Town of Halton Hills. The Town of Halton Hills is within the watersheds of three Conservation Authorities and, as such, our comments relate specifically to our watershed and we recommend that you contact the CVC and GRCA for their comments. There are numerous tributaries of Sixteen Mile Creek and their associated valley features within the Town of Halton Hills. These valley features consist of natural hazards such as flood plains and erosion (stable top of bank as well as meander belt). In addition to the watercourse systems, there are numerous wetlands within the municipality that are regulated by the various Conservation Authorities. These features need to be considered when developing a Transportation Master Plan to ensure no negative impact to the features and/or their functions as a result of recommended solutions to existing problems.

Based on our experience with Transportation Master Planning, staff offer the following comments:

1. TDM and alternative modes of transportation should be considered over expansions to existing roadways/new roadways wherever possible.
2. The project should seek to reduce new watercourse and wetland crossings. New crossings have many impacts on watercourses and wildlife corridors. Furthermore, the construction impacts to steep valley slopes often persist long after construction is completed.
3. The need for new watercourse crossings and expansions to existing crossings must be justified in the Master Plan. It must also be demonstrated that there is no reasonable alternative. Ultimately, new crossings within regulated areas will require a Permit from Conservation Halton. Please review the requirements of Policy 3.51 (Public Infrastructure – Utilities, Trails and Transportation) of Conservation Halton's *Policies Procedures and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning Policy Document* (available at www.conservationhalton.ca).

4. A map was not included that identified whether there are specific roads/corridors that are being reviewed as part of this study. Additional information would be beneficial.
5. We request that the long term implications of the infrastructure location with respect to natural hazards (such as flooding, steep slopes and watercourse meanders), be considered as part of the evaluation matrix. At a minimum, a proposed alternative must have no negative impacts on flooding and erosion hazards in order for Conservation Halton to issue a future approval under Ontario Regulation 162/06, nor is staff able to support alternatives that increase the flooding and/or erosion hazard on upstream or downstream landowners. Opportunities to improve any deficiencies with respect to flooding and erosion should be investigated. We recognize that some of this work would take place during subsequent EA stages.
6. Conservation Halton recommends that the TMP consider emergency route planning in consultation with the Region of Halton since several roadways within Halton Hills are predicted to overtop under Regional Storm conditions as well as more frequent rainfall events.
7. In areas where existing roads create unnatural backwater conditions/large flood plains due to culvert/bridge size, staff recommends that the structure be replaced with a larger structure to reduce flood plain areas. This is critical for areas in which private lands are at risk of flooding. The Town of Halton Hills' GIS Department has access to all of Conservation Halton's flood plain mapping however, if there are specific areas that the Study Team would like to review/discuss, please contact the undersigned.
8. It would be helpful if the listing of Capital Projects indicated the level of Class EA approval required for the project (i.e. Schedule A, A+, B, C) and whether or not the project has already been approved under an earlier Class EA.
9. Project phasing must address watercourse realignments that are planned within development areas that are adjacent to the proposed road project.
10. Project planning must incorporate approval timelines, particularly for those areas in which endangered species are found.
11. All proposed road works must demonstrate no negative impacts to natural heritage features – valleylands, wetlands, significant woodlands, ANSI's, fish habitat, endangered and threatened species and significant wildlife habitat as per the Provincial Policy Statement. The Master Plan should include an overlay of the natural heritage system in order to provide an understanding of which projects will require significant additional environmental study as part of future EA stages.
12. The impacts of roads on wildlife (including plants) are many and varied, and there is substantial literature available. The following summary is from a literature review on the ecological impacts of roads and traffic by Ian Spellerberg (1998):

Table 1. A summary of ecological effects of roads.**Effects during construction**

There is a direct loss of habitat and biota.

There are effects resulting from the infrastructure and supporting activities for construction.

The impacts may occur beyond the immediate vicinity of the road; for example changes in the hydrology. Mining for aggregates for the road may take place in a different area. It is important therefore to agree on the geographical boundary for an impact assessment.

Short term effects (of a new road)

The new linear surface creates a new microclimate and a change in other physical conditions extends varying distances from the road edge.

The newly created edge provides habitat for edge species.

Plant mortality increases along the edge; and such mortalities may extend from the road edge for varying distances.

The mortality of plants has direct and secondary effects on other organisms.

Some fauna will move from the area of the road as a result of habitat loss and physical disturbance.

Animals are killed by traffic.

Long term effects

Animals continue to be killed by traffic.

The road kills have secondary effects as carrion.

The loss of habitat and change in habitat extends beyond the edge of the road.

The changes in the biological communities may extend for varying distances from the road edge.

There is fragmentation of habitat and this in turn has implications for habitat damage and loss, for dispersal and vagility of organisms, and for isolation of populations.

The edge habitat (or ecotone) and traffic on the road may facilitate dispersal for some taxa, including pest species.

The dispersal of pest species via ecotones or traffic may have secondary effects on biological communities.

Associated structures such as bridges and tunnels may provide habitats for some taxa.

The run-off from the roads affects aquatic communities.

Emissions, litter, noise and other physical disturbances may extend into the roadside vegetation for varying distances and result in changes in species composition.

As with creek crossings, Conservation Halton staff support the consideration of solutions that do not involve new roads or expansions of existing roads. Where there is no other reasonable alternative to new roads or road expansion, projects should incorporate terrestrial ecopassages and/or other measures to reduce road mortality, promote safe wildlife passage and minimize other ecological impacts such as noise. Roads should be located as far as possible from natural features and consider the seasonal habitat requirements of wildlife in the vicinity. Road crossings in or adjacent to wetlands are particularly problematic given the life history of many wildlife species (e.g. amphibians and waterfowl) and their use of several habitat types throughout the year. Mitigation for the ecological impacts of road works should be factored into project budgets.

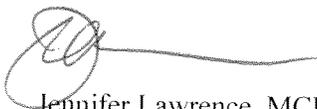
13. From an aquatic ecology perspective, some of the general impacts of transportation crossings on creeks include but are not limited to the following: reduced channel sinuosity; fewer meander bends; less channel diversity and complexity; lower channel stability and more stream bank erosion; smaller pool volumes; lower frequency of pools present in the creek channels; reduced amounts of large woody debris; and, less gravel bar sediment storage.
14. The master plan should consider all relevant Watershed/Subwatershed study recommendations. Existing studies include Sixteen Mile Creek Watershed Study and the Halton Hills 401 Scoped Subwatershed Study;
15. While staff requests that new crossings/expansions are avoided, in situations where these works are required we would like to suggest the following general guidelines. While we recognize that

many of these items will not be addressed until detailed design, staff wanted to make the project team aware of these considerations now as they may impact budget estimates:

- New crossings should be located where the watercourse channel is relatively straight.
- Align crossings so the outlet of the crossing does not direct water flows into a watercourse bank.
- Locate new crossings perpendicular to the direction of the flow of the watercourse.
- Crossings should be constructed to ensure the slope of the channel inside the crossing is the same as the overall slope of the channel in the vicinity of the crossing.
- Any replacement structures should span at a minimum the bankfull channel width of all water crossings, however a larger opening width is requested in all feasible circumstances. For example, an opening width that would pass a 25 year return flow is highly preferable to an opening width that will only pass a 2 year return flow.
- All crossings should include an open bottom design to facilitate infiltration of seepage between creek invert and the soil zone beneath the creek channel.
- Crossings should be designed to reduce bank armoring as much as possible; bioengineering should be used to stabilize crossing structures wherever possible.
- Where extensions to crossings over watercourse are unavoidable, it is requested that these extensions be kept to a minimum to reduce cumulative impacts on fish and other aquatic communities.
- Crossing replacements are preferred over extensions as they provide an opportunity to improve groundwater interactions and fish passage at the crossing structures.
- Incorporate appropriately sized resting pools on the downstream end of crossing structures if feasible.
- Terrestrial ecopassages should be incorporated where demonstrated as necessary through the environmental evaluation.

We look forward to working with the Study Team throughout the process. We trust the above is of assistance. If you require additional information, please contact the undersigned at extension 266.

Yours truly,



Jennifer Lawrence, MCIP, RPP
Manager, Environmental Planning

cc: Ms Shelley Partridge, Region of Halton, Planning, email
Mr. Ted Drewlo, Manager of Engineering Services, Town of Halton Hills, email
(tedd@haltonhills.ca)
Mr. Liam Marray, CVC, email
Mr. Fred Natolochny, GRCA, email

jl/dev\planning\ea\haltonhills\trans master plan\prelim comments.doc

March 25, 2011

Jennifer Lawrence
Manager, Environmental Planning
Conservation Halton
2596 Britannia Road West
Burlington, ON L7P 0G3

Dear Ms. Lawrence,

This letter is in response to your comments provided during study commencement for the Town of Halton Hills Transportation Master Plan Study. We appreciate your interest in the study, and the input that you have provided us with.

For responses to Conservation Halton's specific input please see the table below.

1	TDM and alternative modes of transportation should be considered over expansions to existing roadways/ new roadways wherever possible.	Alternative modes of transportation and Transportation Demand Management are a significant part of this undertaking. These alternative modes will be considered where appropriate.
2	The project should seek to reduce new watercourse and wetland crossings. New crossings have many impacts on watercourses and wildlife corridors. Furthermore, the construction impacts to steep valley slopes often persist long after construction is completed.	Your recommendation to reduce new watercourse and wetland crossings will be incorporated and considered where appropriate. Should new watercourse and wetland crossings be recommended, appropriate mitigation measures will be incorporated in future Schedule B and C Class EA projects, to minimize the impact of the recommendation.
3	The need for new watercourse crossings and expansions to existing crossing must be justified in the Master Plan. It must also be demonstrated that there is no reasonable alternative. Ultimately, new crossings within regulated areas will require a Permit from Conservation Halton. Please review the requirements of Policy 3.51 of Conservation Halton's Policies Procedures and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning Policy Document	In the event that a new watercourse crossing or expansion is recommended, we understand that the appropriate permits will be required. This TMP will recommend the level of Class EA required for future projects, including a list of recommended permits that may be required. The requirements of Policy 3.51 have been reviewed and will be considered as the study moves forward.



4	<p>A map was not included that identified whether there are specific roads/ corridors that are being reviewed as part of this study. Additional information would be beneficial.</p>	<p>We are currently in the process of identifying alternative solutions to the identified problems. Public Information Centre No. 2 will present those alternative ways being considered, and the information will be uploaded onto the project website following the PIC. We anticipate that the alternatives being considered will be presented on a map. (www.haltonhills.ca/tmp).</p>
5	<p>We request that the long term implications of the infrastructure location with respect to natural hazards (such as flooding, steep slopes and watercourse meanders), be considered as part of the evaluation matrix. At a minimum, a proposed alternative must have no negative impacts on flooding and erosion hazards in order for Conservation Halton to issue a future approval under Ontario Regulation 162/06, nor is staff able to support alternatives that increase the flooding and/or erosion hazard on upstream or downstream landowners. Opportunities to improve any deficiencies with respect to flooding and erosion should be investigated. We recognize that some of this work would take place during subsequent EA stages.</p>	<p>The alternative solutions to the identified problems will be compared to existing environmental conditions. Such information will be of greater consideration in future Schedule B and C Class EA projects. The TMP will consider the location of future infrastructure with respect to natural hazards, and will ensure that this it is documented in the TMP report in order to be carried forward in future Class EA projects.</p>
6	<p>Conservation Halton recommends that the TMP consider emergency route planning consultation with the Region of Halton since several roadways within Halton Hills are predicted to overtop under Regional Storm conditions as well as more frequent rainfall events.</p>	<p>We will discuss emergency route planning with the Region of Halton, and this information will be considered as we move forward.</p>
7	<p>In areas where existing roads create unnatural backwater conditions/ large flood plains due to culvert/ bridge size, staff recommends that the structure be replaced with a larger structure to reduce flood plain areas. This is critical for areas in which private lands are at risk of flooding. The Town of Halton Hills' GIS Department has access to all of Conservation Halton's floor plain mapping however, if there are specific</p>	<p>We will be sure to review the GIS information, and document such areas of concern in the TMP, where appropriate to be considered in future Schedule B and C Class EA projects.</p>



	areas that the Study Team would like to review/ discuss, please contact the undersigned.	
8	It would be helpful if the listing of Capital Projects indicated the level of Class EA approval required for the project (i.e. Schedule A, A+, B, C) and whether or not the project has already been approved under an earlier Class EA.	Upon completion of the Halton Hills TMP, the Capital Projects identified will indicate the recommended schedule required for the project, and which ones have already been approved under an earlier Class EA.
9	Project phasing must address watercourse realignments that are planned within development areas that are adjacent to the proposed road project.	As new developments are approved we will ensure that all watercourse realignments planned within development areas are addressed when proposing new road projects.
10	Project planning must incorporate approval timelines, particularly for those areas in which endangered species are found.	As individual projects identified in the TMP are carried forward and the appropriate Class EA schedule is undertaken approval timelines will be included.
11	All proposed road works must demonstrate no negative impacts to natural heritage features – valleylands, wetlands, significant woodlands, ANSI's, fish habitat, endangered and threatened species and significant wildlife habitat as per the Provincial Policy Statement. The Master Plan should include an overlay of the natural heritage system in order to provide an understanding of which projects will require significant additional environmental study as part of future EA stages.	As part of the Transportation Master Plan, we will overlay existing natural heritage information, to assist in predicting which future Class EA projects will require additional environmental study, such as fisheries and natural science assessments. This will assist in documenting recommendations to be carried forward into future Class EA projects. Should proposed road works be required, appropriate mitigation measures will be included in the planning and design process (of future Class EA projects) to ensure that any impacts from construction or operational activities are mitigated, as part of the proposed undertaking.
12	The impacts of roads on wildlife (including plants) are many and varied, and there is substantial literature available. The following summary is from a literature review on ecological impacts of roads and traffic by Ian Spellberg (1998): <ul style="list-style-type: none"> • Effects during construction (loss of habitat and biota, effects of construction activities etc.); • Short term effects (of a new road) 	Should new roads or road expansions be identified as a recommended Class EA project to be carried forward, terrestrial ecopassages may be considered where appropriate, based on the recommendations (i.e., natural environmental study undertaken as part of future Class EA study). Based on an overlay of the natural heritage system, we will be able to identify areas where roads should not be located (i.e. natural features), unless those are the only feasible locations based on other criteria. In such



	<p>(plant mortality along road edge etc.);</p> <ul style="list-style-type: none"> • Long term effects (road kill, loss of habitat, fragmentation etc.) <p>Where there is no other reasonable alternative, except to build new roads or expansions of existing roads, projects should incorporate terrestrial ecopassages and/or other measures to reduce road mortality, promote safe wildlife passage and minimize other ecological impacts such as noise. Roads should be located as far as possible from natural features and consider the seasonal habitat requirements of wildlife in the vicinity. Road crossings in or adjacent to wetlands are particularly problematic given the life history of many wildlife species (e.g. amphibians and waterfowl) and their use of several habitat types throughout the year. Mitigation for the ecological impacts of road works should be factored into project budgets.</p>	<p>situations, we will be sure to document any potential impacts in the TMP, to provide guidance to future Class EA projects.</p>
13	<p>From an aquatic ecology perspective, some of the general impacts of transportation crossings on creeks include but are not limited to the following: reduced channel sinuosity; fewer meander bends; less channel diversity and complexity; lower channel stability and more stream bank erosion; smaller pool volumes; lower frequency of pools present in the creek channels; reduced amounts of large woody debris; and less gravel bar sediment storage.</p>	<p>Transportation crossing impacts on creeks will be incorporated and considered where appropriate. When transportation projects are identified in the TMP, we will recommend the appropriate Class EA schedule required.</p>
14	<p>Consider all relevant Watershed/ Subwatershed study recommendations. Existing studies include Sixteen Mile Creek Watershed Study and the Halton</p>	<p>Recommendations from Sixteen Mile Creek Watershed Study and the Halton Hills 401 Scoped Watershed Study will be incorporated and considered where appropriate.</p>



	Hills 401 Scoped Watershed Study.	
15	<p>In situations where new crossings/expansions cannot be avoided, be mindful of general guidelines, to be considered now, as they may impact budget estimates:</p> <ul style="list-style-type: none">• New crossings should be located where the watercourse channel is relatively straight.• Align new crossings so the outlet of the crossing does not direct water flows into a watercourse bank.• Locate new crossings perpendicular to the direction of flow of the watercourse.• Crossings should be constructed to ensure the slope of the channel inside the crossing is the same as the overall slope of the channel in the vicinity of the crossing.• Any replacement structures should span at a minimum the bankfull channel width of all water crossings, however a larger opening with is requested in all feasible circumstances. For example, an opening width that would pass a 25 year return flow is highly preferable to an opening that will only pass a 2 year return flow.• All crossings should include an open bottom design to facilitate infiltration of seepage between creek inverts and the soil zone beneath the creek channel.• Crossing should be designed to reduce bank armoring as much as possible; bioengineering to stabilize crossing structures whenever possible.• Where extensions to crossings over watercourse are unavoidable, it is requested that these extensions be	<p>Thank you for your recommended general guidelines regarding new crossings and expansions. We will incorporate and consider these recommendations where appropriate. They will be documented in the TMP, in order to be carried forward in future Class EA projects where appropriate.</p>



	<p>kept to a minimum to reduce cumulative impacts on fish and other aquatic communities.</p> <ul style="list-style-type: none">• Crossing replacements preferred over extensions as provide opportunity to improve groundwater interactions and fish passage at the crossing structures.• Incorporate appropriately sized resting pools on the downstream end of crossing structures if feasible. <p>Terrestrial ecopassages should be incorporated where demonstrated as necessary through the environmental evaluation.</p>	
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We look forward to your continued involvement in this study. We will continue to provide you with study information and notice of additional consultation groups and meetings as it becomes available.

Thank you for your interest in the future transportation needs for the Town of Halton Hills. You are encouraged to forward any comments or concerns that you may have at any point in the study to the undersigned.

Sincerely yours,

Wanda Richardson, MAES, MCIP, RPP
Senior Planner
(519)772-7591
Wanda.Richardson@hatchmott.com

Cc: T. Drewlo, C. Mills – Town of Halton Hills
J. McGill – HMM



2596 Britannia Road West
Burlington ON L7P 0G3
905.336.1158 Fax 905.336.7014
conservationhalton.ca

July 4, 2011

Ms Melissa Alexander
Hatch Mott MacDonald
55 King Street West
Kitchener, ON
N2G 4W1

Dear Ms Alexander:

**Re: Halton Hills Transportation Master Plan
Technical Advisory Group Meeting #2
Meeting Minutes
CH File: MPR 563**

Thank you for providing a copy of the meeting minutes for the above noted Technical Advisory Group meeting. Staff apologize for being unable to attend. Staff have reviewed the meeting minutes and the draft maps that were discussed at the meeting and offer the following comments.

Based on the Figure entitled “Addressing the Transportation Issues – Proposed Road Jurisdiction and Classification Changes” it would appear that no additional roadways are being proposed within Conservation Halton’s watershed as part of this Master Plan. Rather, the Plan appears to recommend changes to jurisdiction and classification for a few roads including 22 Side Road, 15 Side Road, 10 Side Road and 5 Side Road. Such a reclassification would likely result in road widenings in the future. **Please confirm that this assumption is correct as previous figures had identified improvements to north-south roads as well (i.e., 8th Line).**

Based on the above understanding, and as outlined in our original letter dated December 17, 2010, staff recommend that the Transportation Master Plan should include discussion and direction related to the following issues:

- Consideration for the existing Natural Heritage System adjacent to the roads is required. This includes Provincially Significant Wetlands (PSWs), Areas of Natural and Scientific Interest (ANSI), Significant Woodlands, habitat of species at risk (SAR), Significant Wildlife Habitat, regulated wetland features, Environmentally Sensitive Areas (ESA) and lands adjacent to these features. All efforts should be made to ensure that impacts to the NHS does not occur and, when unavoidable, that mitigation measures be developed accordingly;
- Field surveys will need to be undertaken as part of any subsequent Environmental Assessments (EA). This includes Ecological Land Classification (ELC), breeding bird surveys, amphibian surveys, incidental wildlife observations, vegetation inventories and species at risk surveys depending on the adjacent surrounding natural environment. All

field data information from these surveys should be submitted for review. Consultation with the Ministry of Natural Resources may be required if species at risk are observed during these studies. Surveys must be completed using Provincially accepted methodologies. Commitments to undertake such surveys during the subsequent EA should be included in the Master Plan;

- At detailed design, Permits will be required from Conservation Halton for all proposed road widenings within regulated areas. Please include a commitment to obtain all required Permits from Conservation Halton in the final Master Plan.
- Please clarify within the final Master Plan whether the intent of the Plan is to cover off all Schedule A and B Municipal Class EA projects. If Schedule B projects are intended to be approved as part of the Master Plan staff would like an opportunity to discuss this further with the Town and their consultants prior to the finalization of the Master Plan.

We trust the above is of assistance. If you require additional information, please contact the undersigned at extension 266.

Yours truly,



Jennifer Lawrence, MCIP, RPP
Manager, Environmental Planning

cc: Ms Shelley Partridge, Region of Halton, email
Mr. Ted Drewlo, Manager of Engineering Services, Halton Hills, email
Mr. Liam Marray, CVC, email
Mr. Fred Natolochny, GRCA, email

j\dev\planning\ea\haltonhills\transportation master plan\2nd TAG meeting.doc

Ridgway, Daniel

From: Ridgway, Daniel
Sent: Thursday, July 28, 2011 9:48 AM
To: 'jlawrence@hrca.on.ca'
Cc: 'Ted Drewlo'; McGill, John; Richardson, Wanda; Alexander, Melissa
Subject: Town of Halton Hills Transportation Master Plan

Dear Ms. Lawrence,

Thank you for your response and comments on the minutes of Technical Advisory Group Meeting #2 for the Town of Halton Hills Transportation Master Plan (TMP). The issues noted in your letter, including consideration for the existing Natural Heritage System adjacent to roads in the TMP, the necessary field surveys to be undertaken as part of subsequent EA's, and the requirement for permits from Conservation Halton for all proposed road widenings within regulated areas have been taken into consideration as part of the TMP Study and will be reflected in the TMP report.

To clarify, the TMP is being conducted as a Master Plan to fulfill the requirements of Phases 1 and 2 of the Municipal Class EA Planning and Design Process. As such, it will be used to support subsequent work carried out for Schedule B and Schedule C projects.

You are correct in your assumption that no additional roadways are being proposed within Conservation Halton's watershed as a part of the TMP. With regard to the likelihood of road widenings resulting from road reclassification and changes in jurisdiction, the reclassification of roads within the jurisdiction of the Town of Halton Hills does not reflect the specific intent to widen these roads by adding lanes. The reclassification of roads will allow the Town to structure roads to accommodate their current use, creating a safer and more efficient transportation system. Through subsequent EA and design processes it will be determined if this requires widening of the right of way.

I trust that this response has addressed your questions and concerns. If you require additional information please feel free to contact the undersigned.

Sincerely,

Daniel Ridgway



T519.772.1201 ext.5905
daniel.ridgway@hatchmott.com



Please consider the environment before printing this e-mail

INFORMATION REQUEST FORM Halton Hills Transportation Master Plan Study Commencement December 2010

In order to ensure that the appropriate agencies are consulted throughout the study and to ensure that transportation issues are recognized and addressed, please complete the information below and return (by December 22, 2010) to:

Wanda Richardson, Senior Planner
Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
Fax: 519-772-7501
Email: Wanda.Richardson@hatchmott.com

I am the main contact from this Agency.

Our agency is NOT interested in participating.

Please remove us from the mailing list for all future notification.

We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

Name: DARLENE TRESLEY
Title: PROJECT MANAGER
Agency/Group: LEHMAN & ASSOCIATES ON BEHALF OF TRANSCANADA
Address: 97 COLLIER ST. BARRIE PIPELINES LTD.
Tel.: 705-727-0663
E-mail: darlene@lehmanplan.ca

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.

INFORMATION REQUEST FORM
Halton Hills Transportation Master Plan
Study Commencement
December 2010

In order to ensure that the appropriate agencies are consulted throughout the study and to ensure that transportation issues are recognized and addressed, please complete the information below and return (by December 22, 2010) to:

Wanda Richardson, Senior Planner
Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
Fax: 519-772-7501
Email: Wanda.Richardson@hatchmott.com

- I am the main contact from this Agency.
- Our agency is NOT interested in participating.
- Please remove us from the mailing list for all future notification.

We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

Name: Domenico Renzella
Title: Manager of Planning
Agency/Group: Halton District School Board
Address: P.O. Box 5005 Stn Cld 1 Burlington, Ont L7R 3Z2
Tel.: 905 335-3665 ext 3375
E-mail: renzella@hdsb.ca

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.

INFORMATION REQUEST FORM Halton Hills Transportation Master Plan Study Commencement December 2010

In order to ensure that the appropriate stakeholders are consulted throughout the study and to ensure that transportation issues are recognized and addressed, please complete the information below and return (by December 22, 2010) to:

Wanda Richardson, Senior Planner
Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
Fax: 519-772-7501
Email: Wanda.Richardson@hatchmott.com

- I am the main contact from this Stakeholder Group.
- We are interested in participating as part of the Focus Group.
- Please remove us from the mailing list for all future notification.

We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

Name: JESSICA A. POMPILIO
 Title: PLANNING REPRESENTATIVE
 Agency/Group: HOLCIM (CANADA) INC. / DUFFERIN AGGREGATES
 Address: 2300 STEELES AVE W CONCORD L4K 5X10
 Tel.: 905 532-3230
 E-mail: jessica.pompilio@holcim.com

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.

Ridgway, Daniel

From: Ridgway, Daniel
Sent: Tuesday, August 23, 2011 5:11 PM
To: Ridgway, Daniel
Subject: FW: Correct Contact Information re. Halton Hills Transportation Master Plan Study Commencement
Attachments: Town of Halton Hills Transportation Master Plan - Notice of Study Commencement - 3 Dec 2010.pdf

From: Andrew Palumbo [<mailto:apalumbo@mhbcpplan.com>]
Sent: Monday, December 06, 2010 4:08 PM
To: Richardson, Wanda
Cc: bzeman@mhbcpplan.com
Subject: Correct Contact Information re. Halton Hills Transportation Master Plan Study Commencement

Good afternoon Wanda,

In regards to the attached letter that we received in the mail today regarding the Halton Hills Transportation Master Plan Study Commencement, please ensure to make the following corrections to the contact information on a go-forward basis:

- 1) Please change "Brian Hudson" to "Brian Zeman"
- 2) Please change "Dufferin Aggregates" to "MHBC" (we are a planning consulting firm that represents Dufferin Aggregates)

Otherwise the remainder of the information is correct.

Thank you in advance for addressing this issue.

Regards,

Andrew Palumbo, HBA
Planner

MHBC

Planning, Urban Design & Landscape Architecture

13 Poyntz Street

Barrie, ON, L4M 3N6

T 705 728 0045 x22

F 705 728 2010

C 416 873 1544

E apalumbo@mhbcpplan.com

W www.mhbcpplan.com

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Alexander, Melissa

From: Richardson, Wanda
Sent: Wednesday, December 08, 2010 10:16 AM
To: Alexander, Melissa; Ridgway, Daniel
Subject: Fw: Halton Hill TMP
Follow Up Flag: Follow up
Flag Status: Red

FYI

Wanda Richardson
Director, Regional Business Development
Hatch Mott MacDonald
Cell 519-498-5759

From: Deanna Pagnan <Deanna.Pagnan@cantruck.ca>
To: Richardson, Wanda
Sent: Wed Dec 08 09:41:51 2010
Subject: Halton Hill TMP

Good morning Wanda,

I will serve as the main contact for the Ontario Trucking Association for the Halton Hills Transportation Master Plan. At this point, our organization does not have any information, comments or concerns regarding the TMP but would like to continue to receiving information and will provide feedback if aspects of the plan affect our members. Some of our members may attend PICs so please send me information on those dates as available.

Thanks,
Deanna

Deanna Pagnan
Policy & Communications Officer
Canadian Trucking Alliance
Ontario Trucking Association
555 Dixon Road
Toronto, ON M9W 1H8
Tel: (416) 249-7401 ext. 247
Fax: 1-866-713-4188
deanna.pagnan@cantruck.ca

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INFORMATION REQUEST FORM
Halton Hills Transportation Master Plan
Study Commencement
December 2010

In order to ensure that the appropriate agencies are consulted throughout the study and to ensure that transportation issues are recognized and addressed, please complete the information below and return (by December 22, 2010) to:

Wanda Richardson, Senior Planner
Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
Fax: 519-772-7501
Email: Wanda.Richardson@hatchmott.com

- I am the main contact from this Agency.
- Our agency is NOT interested in participating.
- Please remove us from the mailing list for all future notification.

We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

Bell Canada does not have any comments at this time, however we would like to continue to be advised of any future meetings, reports, decisions, etc., related to this Master Plan Study.

Name: John La Chapelle
Title: Manager, Municipal Relations
Agency/Group: Bell Canada
Address: 444 Millard Avenue, Floor 2, Newmarket, ON L3Y 2A3
Tel.: (905) 853-4044
E-mail: john.lachapelle@bell.ca

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.

INFORMATION REQUEST FORM

Halton Hills Transportation Master Plan Study Commencement December 2010

In order to ensure that the appropriate stakeholders are consulted throughout the study and to ensure that transportation issues are recognized and addressed, please complete the information below and return (by December 22, 2010) to:

Wanda Richardson, Senior Planner
 Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
 Fax: 519-772-7501
 Email: Wanda.Richardson@hatchmott.com

- I am the main contact from this Stakeholder Group.
- We are interested in participating as part of the Focus Group.
- Please remove us from the mailing list for all future notification.

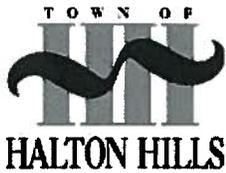
We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

We have a number of roads in this study & have been working with the town & Halton Region on traffic & road issues for some time. Ken & Peter are Board Members.

Name:
 Title:
 Agency/Group:
 Address:
 Tel.:
 E-mail:

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.



Transportation Master Plan Study COMMENT SHEET

Public input is an essential component of the Class Environmental Assessment process. Please provide us with your feedback to the following questions and any other comments that you have pertaining to the Transportation Master Plan. Please complete and return your form to **Transportation Master Plan Study, C/O Hatch Mott MacDonald, 55 King St. W, 7th Floor, Kitchener, ON N2G 4W1** or by Fax: 519-772-7501 or email (John.McGill@hatchmott.com).

1. What transportation issues do you feel were missing from the presentation?

- direct presentation on the other projects
(Metrolinx, GTA West, etc.) for full background

2. What transportation improvements should be considered in order to improve current and future conditions?

- on-road cycling lanes
- improvement of Highway 7 street scope
with sidewalks and cycling lanes - more friendly.
- transit within Georgetown + between G'town + Acton
or

3. Please provide additional comments regarding this study:

Need to meet GO trains and buses with local
public transit.

Would you like a response to any of your questions or concerns noted above?

Yes

No

If you would like to be added to our project mailing list, please provide your contact information:

Name:

Halton Environmental

E-mail:

Network

Mailing Address:

Please visit the pro

www.haltonhills.ca/TMP).

Thank y

icipation and support for this Study

Ridgway, Daniel

From: Ridgway, Daniel
Sent: Wednesday, August 24, 2011 1:08 PM
To: Ridgway, Daniel
Subject: FW: [BULK] This citizen inquiry has been assigned to you

Importance: Low

From: webmaster@haltonhills.ca [<mailto:webmaster@haltonhills.ca>]
Posted At: Wednesday, March 09, 2011 11:38 AM
Posted To: PENDING
Conversation: [BULK] This citizen inquiry has been assigned to you
Subject: [BULK] This citizen inquiry has been assigned to you
Importance: Low

This has been assigned to you. When this issue is resolved please reply to kathyl@haltonhills.ca

Message ID Number: 1471

this message was sent to the Town on 2011-03-09 11:28:00

Citizen Name: Best Western Inn on the Hill

Telephone: 905-877-6986ext

Email Address: bwinn@cogeco.net

Address: 365 Guelph Street, Georgetown

Inquiry: Re: Share Your View (TMP)\r\nIf alternate routes and/or bypasses are discussed or proposed we must be very cognizant of existing businesses especially tourist operations on these routes. Guelph Street (Hwy. 7) is a good example of the importance of retaining this route to support the many establishments that depend on this readily accessabile convenience to our customers. Businesses must be considered and protected in any proposed road plan.

Notes: Please forward comments onto appropriate staff.\r\n\r\nThanks\r\n\r\nKathy

Would Best Western Inn on the Hill like to be contacted? no

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INFORMATION REQUEST FORM
Halton Hills Transportation Master Plan
Study Commencement
December 2010

In order to ensure that the appropriate stakeholders are consulted throughout the study and to ensure that transportation issues are recognized and addressed, please complete the information below and return (by December 22, 2010) to:

Wanda Richardson, Senior Planner
Address: 55 King Street West, 7th Floor, Kitchener, ON N2G 4W1
Fax: 519-772-7501
Email: Wanda.Richardson@hatchmott.com

- I am the main contact from this Stakeholder Group.
- We are interested in participating as part of the Focus Group.
- Please remove us from the mailing list for all future notification.

We have the following information/comments/concerns to provide regarding the Transportation Master Plan:

The moving of goods + services in a timely manner has an impact on local business

Name: *Sue Walker*
Title: *President*
Agency/Group: *Halton Hills Chamber of Commerce*
Address: *328 Guelph St.*
Tel.: *905-877-7119*
E-mail: *sue@haltonhillschamber.on.ca*

Thank you for taking the time to provide us with your comments.

Please return by December 22, 2010.

Alexander, Melissa

From: Richardson, Wanda
Sent: Friday, December 10, 2010 5:16 PM
To: Alexander, Melissa; Ridgway, Daniel
Subject: Fw: Halton Hills Transportation Master Plan
FYI

From: Georgetown BIA <georgetownbia@cogeco.net>
To: Richardson, Wanda
Sent: Fri Dec 10 17:11:17 2010
Subject: Halton Hills Transportation Master Plan

I am the main contact from the Georgetown BIA Stakeholder Group.
We are interested in participating as a part of the focus group.

Kay

Kay Matthews
Manager, Georgetown BIA



This email has been scanned by the MessageLabs Email Security System.
For more information please visit <http://www.messagelabs.com/email>

Alexander, Melissa

Subject: FW: Halton Hills TMP - TAG No. 2 - Meeting Overview

Hi Sally,

The draft Halton Hills Transportation Master Plan Study has not been reviewed by staff at Halton Hills. Comments are pending. If a revised draft is available before the meeting, it will be provided to the Town of Erin and Wellington County.

Hatch Mott MacDonald has agreed to provide information to you and by September 19th that will address the questions and comments noted below.

Are you available to meet on Monday September 26th or the morning of Wednesday September 28th?

Ted Drewlo, P. Eng.
Manager of Engineering Services
Infrastructure Services Department
Town of Halton Hills
905-873-2601 ext 2313
tedd@haltonhills.ca

From: Sally Stull [<mailto:Sally.Stull@erin.ca>]
Sent: Thursday, September 01, 2011 2:58 PM
To: Ted Drewlo
Subject: FW: Halton Hills TMP - TAG No. 2 - Meeting Overview

Hi Ted;

In order to make our meeting more informative, could you provide Wellington and Erin with a copy of the draft study? As I mentioned in our conversation, the following questions arose from Wellington and Erin's roads departments

How does the Halton Erin Townline generate so much traffic between 3
If a by pass around Acton is built, will the Halton Erin Town line still need to be an arterial or is it

How would the intersection at Crewson's corner be dealt with;
How recent is the traffic information from Wellington County for the modeling?
Wellington County would only be interested in Halton Erin Townline being upgraded to an arterial if the Road is under the a region/County authority, can you confirm that the Region is interested in taking over authority?
In regard to Winston Churchill Blvd, there is a portion under the authority of the Town of Caledon, is Region of Peel assuming any authority?

Sally Stull, MCIP, RPP
Planner, Town of Erin
519 855-4407 ext. 240
toll free 1 877 818-2888

To	File	Project	Halton Hill TMP
From	Jack Thompson	Project no.	CTLDMP
Date	September 16, 2011	Re	32 Side Road Recommendations

Copy John McGill, Chris Mills, Ted Drewlo

Subject: Response to Town of Erin and County of Wellington Questions Regarding Halton Hills TMP Recommendations

The following discussion provides background to information presented at TAG No. 2 meeting followed with a response to the questions raised by the County of Wellington and the Town of Erin. The Tag No. 2 information package forwarded to the Town of Erin is appended for reference.

1. Halton Region EMME Travel Demand Model Overview

The travel demand analysis undertaken for the Town of Halton Hills TMP utilized the EMME model that was developed and updated for the Region of Halton Transportation Master Plan in order to maintain consistency between the two studies. The EMME model is based on the 2006 Transportation Tomorrow Survey land use, travel patterns and travel characteristics and validated to 2006 travel patterns.

Although the EMME model includes detailed traffic zones and network representation in Halton Region and the Greater Toronto Area, areas outside of the GTA are represented in aggregate format for both traffic zone information (population and employment) and road network coverage.

As part of the Halton Hills TMP process, the study team undertook a validation of the Halton EMME model by reviewing 2006 simulated vehicles to observed traffic count information. The model validation exercise included the comparison of p.m. peak hour vehicle flows on several screenlines including a screenline that captures northbound traffic crossing 32 Side Road as presented on Table 1.

This review for 32 Side Road and other major screenlines in Halton Hills concluded that the Halton EMME model simulated p.m. peak hour peak direction vehicle assignment provides a reasonable correlation (within 5%) of the observed vehicle flows and provides a basis for assessing future demands.

Table 1: EMME Model 32 Side Road Screenline Validation – p.m. Peak Hour Vehicles

32 Side Road Screenline	Observed p.m. Peak Hour Vehicles – NB/WB	Simulated p.m. Peak Hour Vehicles – NB/WB	Simulated / Observed %	Observed p.m. Peak Hour Vehicles – SB/EB	Simulated p.m. Peak Hour Vehicles – SB/EB	Simulated / Observed %
Highway 7 to Winston Churchill Blvd	1,171	1,234	+ 5%	512	677	+ 32%

The model review also included a review of model simulated daily traffic flows on specific roadway links in comparison to the observed daily traffic flows. A comparison of the observed and simulated daily traffic flows presented on Table 2 indicate that the model provides a reasonable estimate of traffic flow on 32 Side Road especially west of Trafalgar Road. The EMME model over-simulates traffic on 32 Side Road east of Trafalgar Road in part due to the lack of network and traffic zone detail north of 32 Side Road.

The EMME model network detail north of 32 Side Road is the extension of RR 25 and Trafalgar Road, thus it is expected that the travel on RR 25 and Trafalgar Road would be over-simulated in comparison to observed traffic flows.

Table 2: EMME Model Validation – Daily Traffic Flows on Roadway Links

Roadway Section	Existing ADT	Simulated Daily Traffic	Simulated / Observed %
32 Side Road West of RR 25	750	700	93%
32 Side Road East of RR 25	1,250	1,300	104%
32 Side Road West of Trafalgar Road	1,450	1,350	93%
32 Side Road East of Trafalgar Road	1,700	2,650	156%
RR 25 South of 32 Side Road	3,900	4,900	125%
Trafalgar Road South of 32 Side Road	8,500	10,100	119%

The EMME model review with respect to 32 Side Road roadway sections indicates that the model provides a reasonable base to assess future travel demands.

2. Land Use Forecasts

The Halton EMME model, as provided, included 2006 and 2031 population and employment estimates for Wellington County (see Table 3) that were used to estimate the 2006 and 2031 p.m. peak hour auto trip table.

Table 3: Wellington County – Population and Employment Forecasts

	2006		2031	
	Population	Employment	Population	Employment
Wellington County	170,000	82,000	321,000	158,000
Percent Increase			88%	93%

Based on the forecast increase in population and employment for the County of Wellington as well as neighbouring municipalities, the road system serving these communities will see increased traffic volumes in the future.

3. Transportation System Analysis – Do Nothing Base Case

A component of the EA process for Transportation Master Plans is to identify the extent of the problem that would result if the planned population and employment proceeded without any improvements to the transportation system.

The information presented at the TAG #2 meeting indicated that there would be increased traffic using 32 Side Road as a result of the significant congestion in Acton with no transportation improvements implemented. The congestion in Acton and increased traffic on 32 Side Road provide the needs and justification for indicating that a Alternative Highway 7 Route Study is required to identify the appropriate alignment in both the Halton Hills TMP and the Region of Halton TMP.

4. Halton Hills TMP – Transportation Plan Formulation

The Halton Hills TMP Transportation Plan Formulation is based on incorporating the proposed transportation infrastructure improvements identified in the Region of Halton TMP – 2031 Transportation Schedule as well as the following transportation policies:

- provide for alternate / bypass routes to encourage truck traffic on arterial roadways at the periphery of the urban areas as opposed to travelling through established communities such as Acton and Norval; and,
- Preference for roadway improvements and / or road widenings as opposed to the construction of new roadways to address both commuter and haul truck travel impacts.

The Halton Hills TMP identified several road corridors, under the jurisdiction of Halton Hills, where the current role and function of these roadways will change in accommodating future travel demands and having regard for the policies noted above. 32 Side Road and Winston Churchill Boulevard are two facilities recommended to be transferred to the Upper Tier with the long term objective of providing alternative routes for inter-regional and truck traffic in order to reduce traffic impacts in Acton and Georgetown.

5. Responses to County of Wellington and Town of Erin Questions

How does the Halton –Erin Townline generate so much traffic between 3rd and 4th line in the forecast?

- Discussed in Section 3 of memorandum.
- If a by-pass around Acton is built, will the Halton Erin Town line still need to be an arterial or is it an option only if no by-pass is built.
- If a Highway 7 - Acton Alternative Route is implemented in the near term the requirement for 32 Side Road (Halton Erin Town Line) to be upgraded to an arterial road standard to

accommodate higher traffic volumes and trucks would become a long term objective.

- How would the intersection at Crewson's corner be dealt with;
 - The Town recognizes that there are engineering issues to be resolved at Crewson's Corners but the details would have to be resolved with further study.
- How recent is the traffic information from Wellington County for the modeling?
 - Section 1 and Section 2 of memorandum indicate that the traffic information is current and that the Halton EMME model provides a reasonable simulation of existing conditions from which an estimate of future travel demands and service issues can be defined.
- Wellington County would only be interested in Halton Erin Townline being upgraded to an arterial if the Road is under the region/County authority, can you confirm that the Region is interested in taking over authority?
 - The Halton Hills TMP is recommending that several roadways, including 32 Side Road, be designated as higher order facilities and as such should come under the Region's jurisdiction. The Region of Halton regularly reviews the transportation system with Local Municipalities as part of their Road Rationalization program and as such the recommendations in the TMP provide a formal basis for these roadways to be included in the Road Rationalization review.
 - The Region of Halton has been informed of TMP recommendations but will not provide a position on jurisdiction change pending further review including the Road Rationalization process.
- In regard to Winston Churchill Blvd, there is a portion under the authority of the Town of Caledon, is Region of Peel assuming any authority?
 - The Region of Peel currently has jurisdiction of Winston Churchill Boulevard and has expressed support that the road become an arterial road under the joint jurisdiction of the Region of Halton and the Region of Peel.

Appendix A-3

Public Information Centre Material

- PIC 1 Panels
- PIC 1 Comment Sheet
- PIC 2 Panels
- PIC 2 Comment Sheet



Public Information Centre #1
February 10, 2011
COMMENT SHEET
Transportation Master Plan Study

Public input is an essential component of the Class Environmental Assessment process. Please provide us with your feedback to the following questions and any other comments that you have pertaining to the Transportation Master Plan. Please complete and return your form (by March 11, 2011) to **Transportation Master Plan Study, C/O Hatch Mott MacDonald, 55 King St. W, 7th Floor, Kitchener, ON N2G 4W1** or by Fax: **519-772-7501** or email (**John.McGill@hatchmott.com**).

1. What transportation issues do you feel were missing from the presentation?

2. What transportation improvements should be considered in order to improve current and future conditions?

3. Please provide additional comments regarding this study:

Would you like a response to any of your questions or concerns noted above?

Yes No

If you would like to be added to our project mailing list, please provide your contact information:

Name: _____
E-mail: _____
Mailing Address: _____

Please visit the project website for updates and complete the Online Survey available (www.haltonhills.ca/TMP).

Thank you for your continued participation and support for this Study

Comments and information regarding this project are collected in accordance with the Freedom of Information and Protection of Privacy Act and to assist the project team in meeting the requirements of the Class EA process. With the exception of personal information, all comments will become part of the public record.



Welcome

Public Information Centre No. 1

Town of Halton Hills Transportation Master Plan

February 10, 2011
Mold Masters SportsPlex



Get Involved

Please participate by:

- Signing the attendance register
- Reviewing the display panels
- Attending the presentation at 7 p.m.
- Asking questions and participating in the study
- Completing a Comment Form





Purpose of PIC No. 1

- To introduce the Transportation Master Plan Study
- To provide the progress to date
- To obtain your input to help shape a new plan for Halton Hills



Transportation Master Plan (TMP)

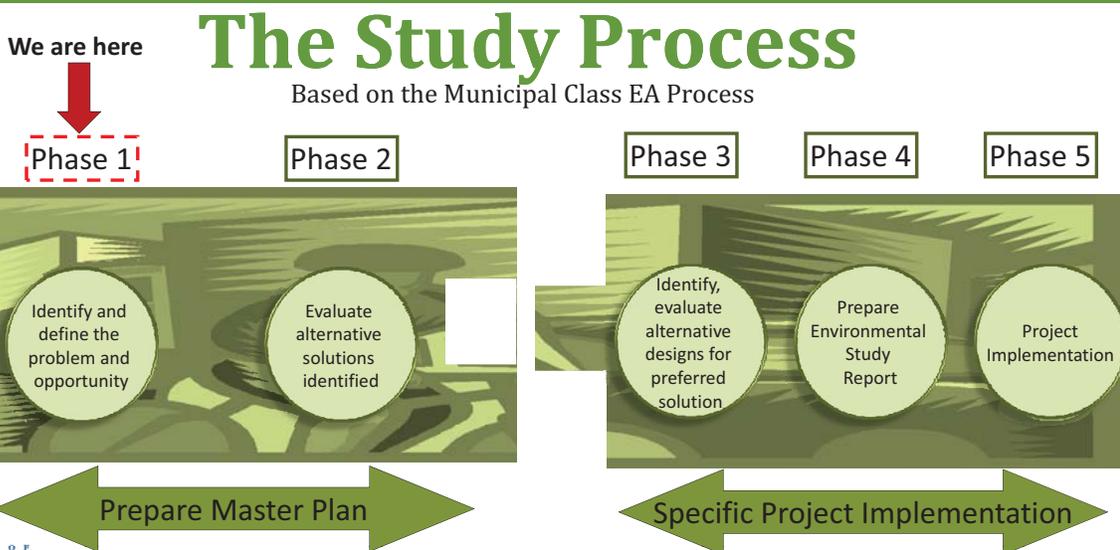
- A study that is a broad and strategic level of assessment
- Identifies transportation improvements over the short term (5 years) and long term (20 to 25 years)
- Integrates municipal transportation planning with environmental assessment objectives and land use planning
- Fulfills the requirement of Phases 1 and 2 of the Municipal Class Environmental Assessment Process
- Makes recommendations for future projects and their staged implementation
- Addresses all modes of transportation
- Provides a transportation system that is sustainable, integrated and encourages a healthy and active lifestyle





Goals and Objectives of TMP Study

- Address existing transportation challenges
- Identify the policies, programs and investments required to support planned growth and development
- Identify and evaluate opportunities to increase / encourage active transportation modes (including cycling and pedestrian facilities)
- Identify required infrastructure improvements
- Provide a transportation system that offers travel choices, encourages walkability, cycling and balances the needs of all users





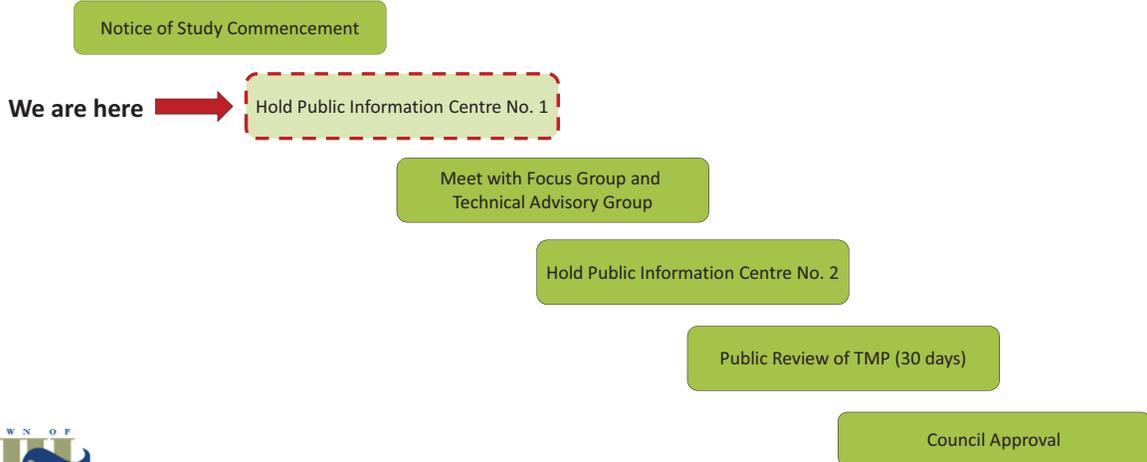
Problem and Opportunities

- Greenfield growth and intensification are anticipated for Halton Hills based on the Region of Halton's *Sustainable Halton Plan*
- The population of the Town of Halton Hills is anticipated to increase by approximately 36,000 people to 94,000 people by 2031
- Employment levels are anticipated to more than double to 43,000 employees
- In parallel to this growth, new road infrastructure and improvements to the existing transportation system will be required
- If changes are not addressed, there will be increased roadway congestion, roadway safety concerns, and an impact on the quality of life



Study Schedule

October 2010  October 2011





Vision and Guiding Principles

Provide a sustainable transportation system that:

- Accommodates a broader range of mode choices in a safe and efficient manner
- Balances the needs of the community
- Accommodates existing and future land uses
- Provides cyclist and pedestrian connectivity to support healthy and active lifestyles
- Supports economic growth while providing appropriate routes for truck and commuter traffic
- Balances social and environmental goals



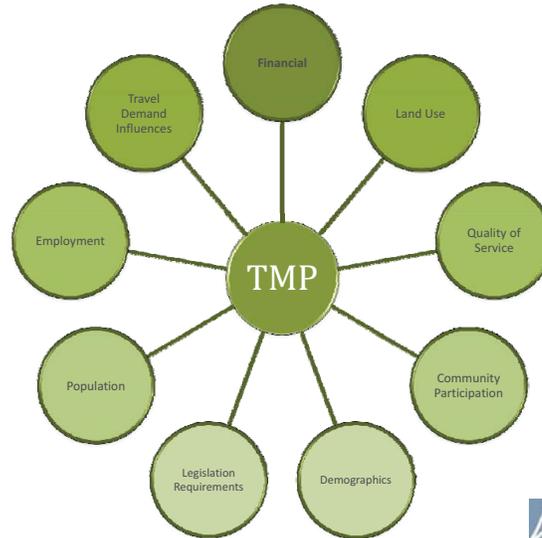
Consultation Process

- Public Information Centre (PIC) No. 1 – February 2011
- Focus Group Workshop – Early Spring
 - Comprised of key stakeholder groups (i.e., Sustainable Halton Hills, Community Associations and others)
- Technical Advisory Group (TAG)
 - Comprised of key agencies (i.e., Conservation Halton, MTO, Niagara Escarpment Commission and others)
- Public Information Centre (PIC) No. 2 – Spring 2011





TMP Foundations

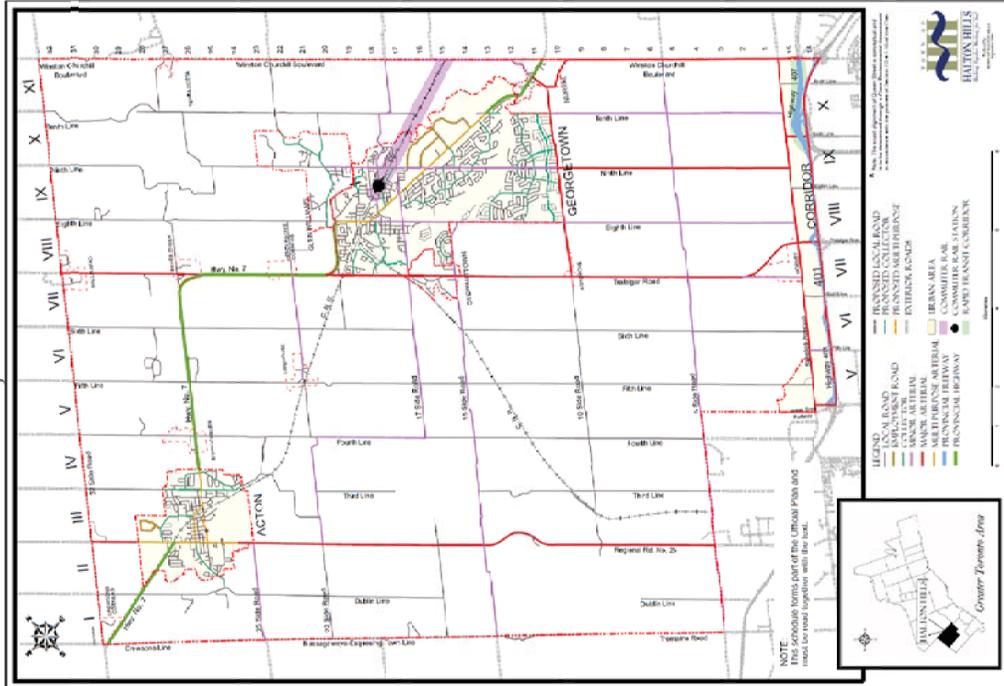


Specific Areas of Focus

- Pedestrian / Cyclist Network Community and Safety
- Truck and Commuter Congestion within Acton
- Guelph Street Commuter Traffic
- Georgetown-Norval Bypass
- Integration with HPBAT Study
- Community Impacts of Haul Routes
- Integration with other transportation initiatives
- Preserving Natural, Socioeconomic and Cultural Environmental Features

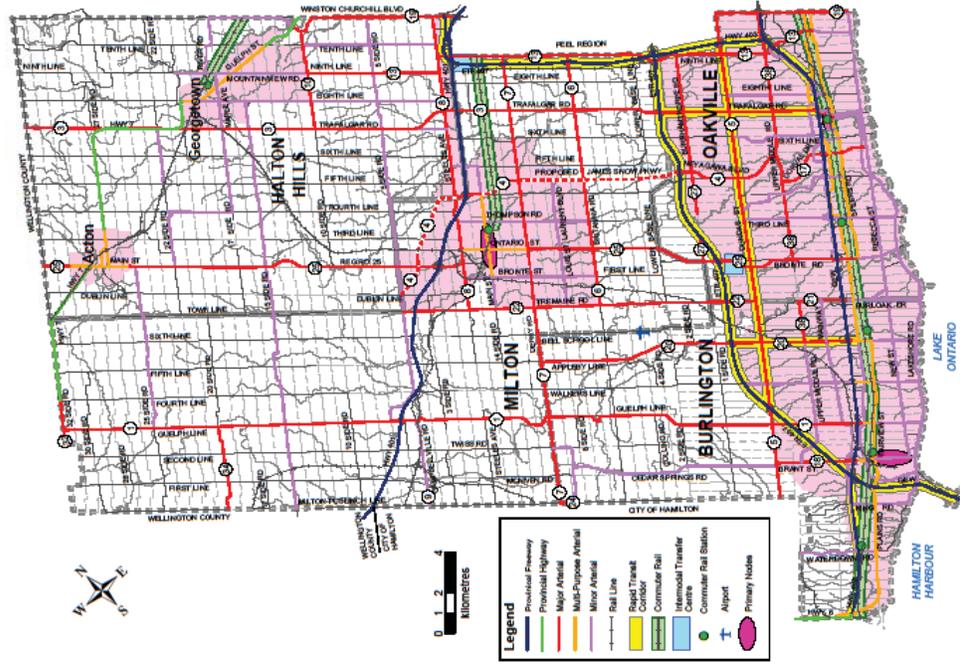
Existing Transportation Network

SCHEDULE B1
TOWNSHIP OF HALTON HILLS OFFICIAL PLAN
FUNCTIONAL PLAN OF MAJOR TRANSPORTATION FACILITIES

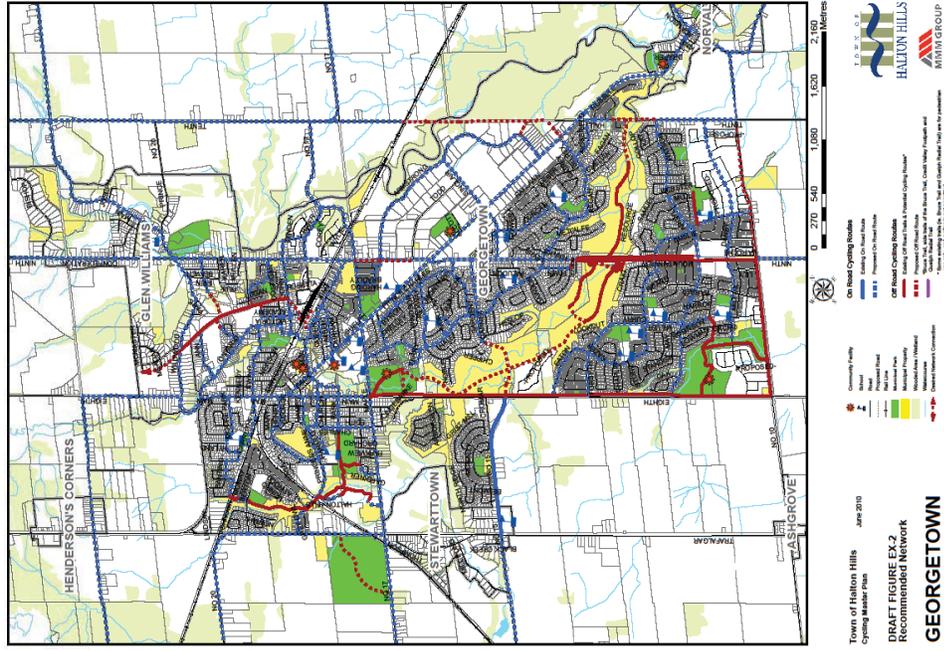


Halton Transportation Network

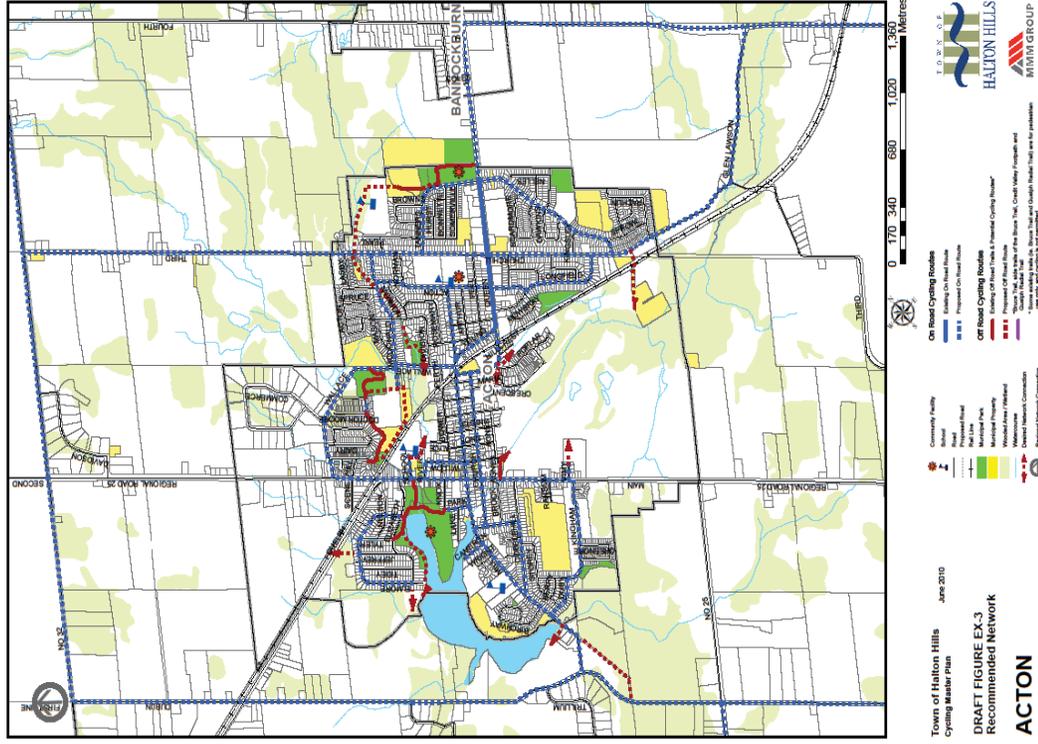
MAP 3
FUNCTIONAL PLAN OF MAJOR TRANSPORTATION FACILITIES



Cycling Master Plan Georgetown



Cycling Master Plan Acton



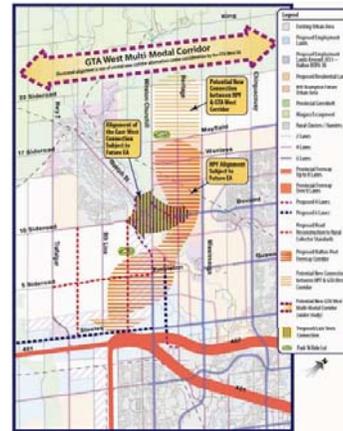


Background Studies



HPBAT Study Area

Source: Halton-Peel Boundary Area Transportation Study Report

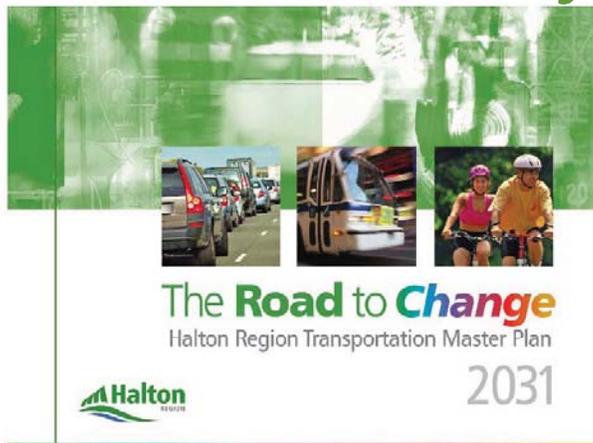


HPBAT Study Recommendations

Source: Halton-Peel Boundary Area Transportation Study Report



Background Studies By Others



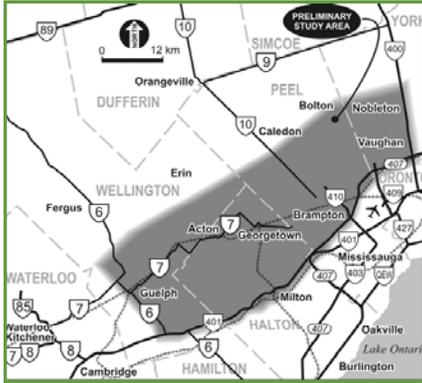
Halton Region Transportation Master Plan

Source: Region of Halton, Website





Background Studies By Others



GTA West Study Area

Source: MTO. GTA West Corridor: Environmental Assessment. Key Map of the Preliminary Study Area



The Big Move: Metrolinx Regional Transportation Plan

Source: Metrolinx. The Big Move: Transforming Transportation in the GTHA. Schedule 2: 25 Year Plan for the Regional Transit and Highway Network



Next Steps

- Review and respond to comments received from PIC No. 1
- Develop Alternative Solutions that address the Problem and Opportunities
- Evaluate the Alternative Solutions based on criteria including Natural Environment, Social Environment, Economic Environment, Transportation and Cost
- Meet with Focus Group and Technical Agency Group
- Present recommended solutions at PIC No. 2
- Develop Draft Policies and Guidelines





How to Stay Involved

You are encouraged to forward any comments or concerns you may have at any point in the study to one of the project team members.

Mr. Ted Drewlo, P. Eng.
Manager of Engineering Services
Town of Halton Hills
1 Halton Hills Drive
Halton Hills, ON L7G 5G2
Phone: 905-873-2601 ext. 2313
Fax: 905-873-2347
Email: tedd@haltonhills.ca

Mr. John McGill, P. Eng., PTOE
Project Manager
Hatch Mott MacDonald
2800 Speakman Drive
Mississauga, ON L5K 2R7
Phone: 905-403-4403
Fax: 905-855-2607
Email: john.mcgill@hatchmott.com

Information received from the Online Survey (which has been available since December) will be addressed at the next PIC. Additional information related to the study and consultation process may be obtained through both the study website: www.haltonhills.ca/tmp and the project Facebook page.

Comments and information regarding this project are collected in accordance with the *Freedom of Information and Protection of Privacy Act* and to assist the project team in meeting the requirements of the Municipal Class EA process. With the exception of personal information, all comments will become part of the public record.





Welcome

Public Information Centre No. 2

Town of Halton Hills Transportation Master Plan

June 22, 2011

Acton Arena and Community Centre

Purpose of PIC No. 2

- Provide an update on the study progress
- Identify a transportation vision for the community
- Present alternative solutions to address these challenges
- Discuss a preliminary assessment of these solutions
- Obtain your ideas on what your transportation system should look like
- Get your thoughts on polices that should guide its development



Hatch Mott
MacDonald





Public Consultation Review

Study Schedule



Public Comments	Future Transportation Vision Considerations
1. Sharing the road is dangerous	1. Need to consider ways to mitigate danger of sharing road, especially on rural roads where large groups of cyclists are common
2. Concern regarding adding bike lanes without widening roads	2. The Town needs more off-road bike paths and better education for all users
3. What about agricultural vehicles on rural roads?	3. Consider existing 10 th Line for truck usage
4. Sideroads in the rural area are residential roads and should be protected	4. Trucks should be rerouted outside residential areas
5. Safety is a big concern	5. Need more off-road paths joined with sidewalks
6. Transportation network improvements should be paid for by developers	6. Improve traffic flow in Georgetown
7. Pollution and safety concerns related to use of Mountainview Road by trucks. Widening would bring road closer to homes	7. Safe walking routes to school
8. Recommend removing GTA West Corridor from the Official Plan	
9. North-south transit service (inter-municipal)	
10. New GO Transit stops do not provide shelter	
11. GO Station in Georgetown is too isolated	

Public Consultation Review

TMP Response to Issues/Visions

Issue / Vision	TMP Response
Trucks on Mountainview Road	Trucks on Mountainview Road cannot be avoided or redirected until other roads are upgraded to encourage traffic to take those new routes.
Transit in Halton Hills	Currently there is not enough ridership to support public transportation, however inter-municipal transit will be discussed across the Region.
Georgetown and Acton Alternate Route	Identify need for further detailed study by others.
Maple Avenue	Trucks on Maple Avenue cannot be avoided or redirected until other roads are upgraded to encourage traffic to take those new routes. Monitor and evaluate traffic calming. Implement improvements to provide alternate truck routes.
Guelph Street	Implement access management in corridor. Improve directional / information signage.
Widen / add shoulders to rural roads	Incorporate paved shoulder treatments into road design standards.
More off-road bike paths & network of multi-use trails	Provide off-road facilities on all higher-order roadways.

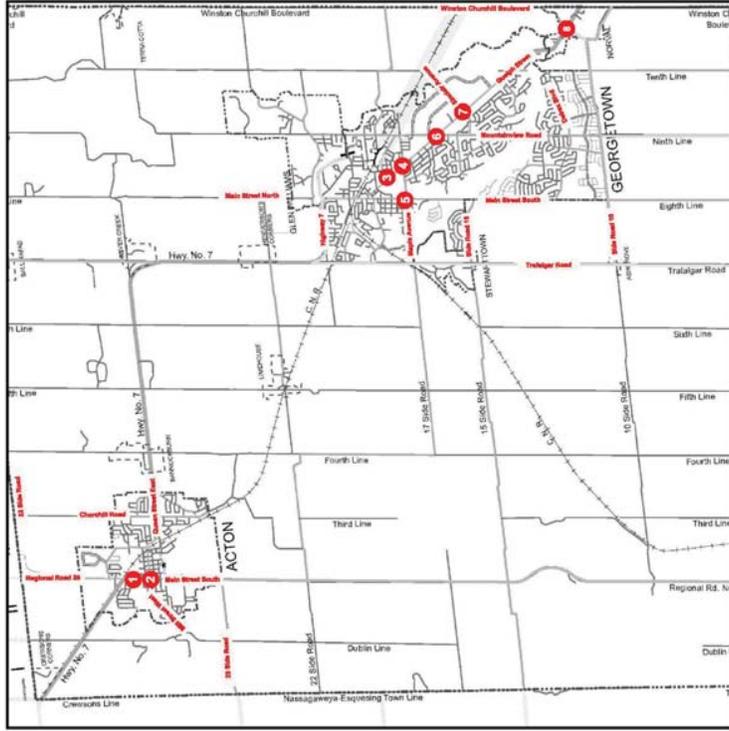
Public Consultation Review

TMP Response to Issues/Visions

Issue / Vision	TMP Response
Sidewalks on all streets	Incorporate sidewalks into proposed street design guidelines. Undertake systematic review of prioritization of existing sidewalk needs on current streets.
Safe walking routes to school	Improve sidewalk connectivity. Implement traffic calming measures near schools.
Educate users on sharing road (cyclists and vehicles) and improve signage	Conduct cycling workshops (with Police support). Improve training/education in schools. Conduct cycling boot camps and implement "Share the Road Signage."
Road safety (drivers and cyclists)	Improve safety awareness, publicity campaigns. Implement "Share the road signage," treatment of safety hazards and traffic calming treatments.
Agricultural Vehicles	Incorporate design treatments into road classes to accommodate agricultural traffic. Improve signage through agricultural areas.
Residential roads (sideroads) should be protected	Ensure availability of hierarchical road system. Improve network connectivity.

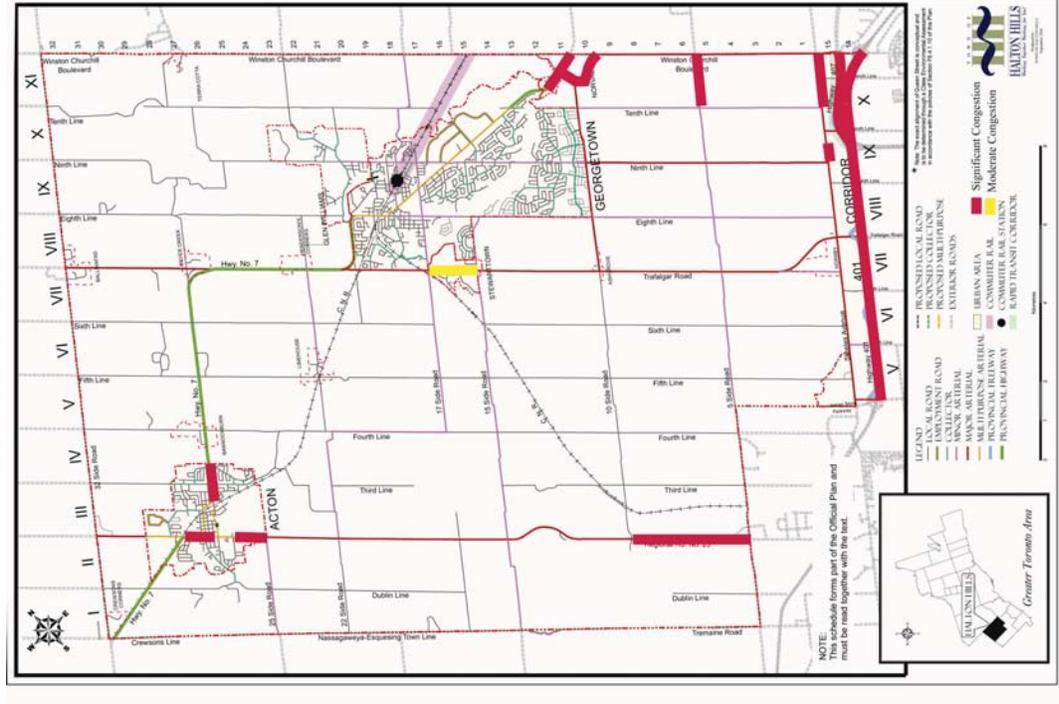
Existing Transportation System Issues

Short Term Improvements



ID	Intersections	Critical Movements/Operational Issues	Improvements Needed
1	School Lane and Main Street North	Safe and Pedestrian Movements	Pedestrian crossing signal
2	Main Street and Main Street	Significant delays at westbound and northbound approaches	Geometric improvements not feasible/Action Alternate Route
3	Geoph Street and Albert Street	Significant delays at westbound left turn and eastbound thru lanes	Separate eastbound right turn lane and westbound thru lane
4	Maple Avenue and Geoph Street	Eastbound thru, westbound left, northbound left and right turn lanes	Southbound right turn lane
5	Maple Avenue and Main Street South	Southbound left turn lane	Northbound right turn lane
6	Geoph Street and Mountainview Road	Westbound thru, northbound and southbound left turn lanes	Dual left turn lanes at north and south approaches and optimized signal timing
7	Geoph Street and Sinclair Avenue	Eastbound, westbound and southbound left turn lanes	Northbound right turn lane
8	Geoph Street and Winston Churchill Boulevard	Eastbound, westbound and northbound approaches	North Alternative Route
Road Section		Operational and Functional Problems	Improvement Needed
Geoph Street from Main Street to Maple Avenue		Congestion, delays and geometric constraints	Optimize school site operations and add a thru lane on both sides of Geoph Street

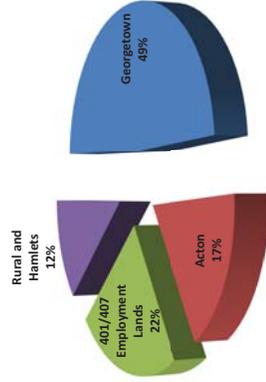
System Deficiencies



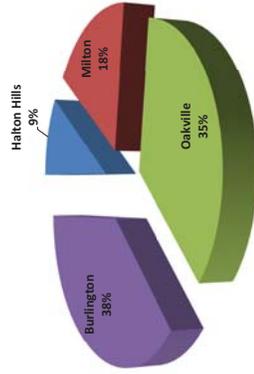
Anticipated Growth

Employment Forecasts

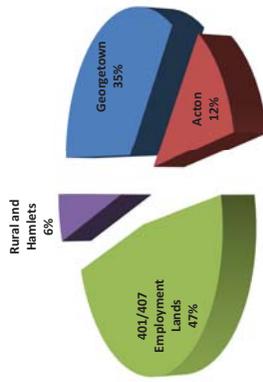
Halton Hills Employment 2011 (24,000)



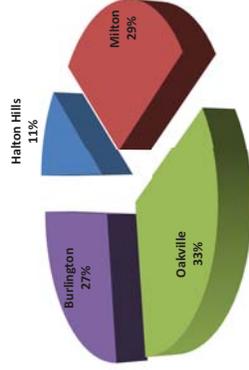
Region of Halton Employment 2011 (251,300)



Halton Hills Employment 2031 (42,100)

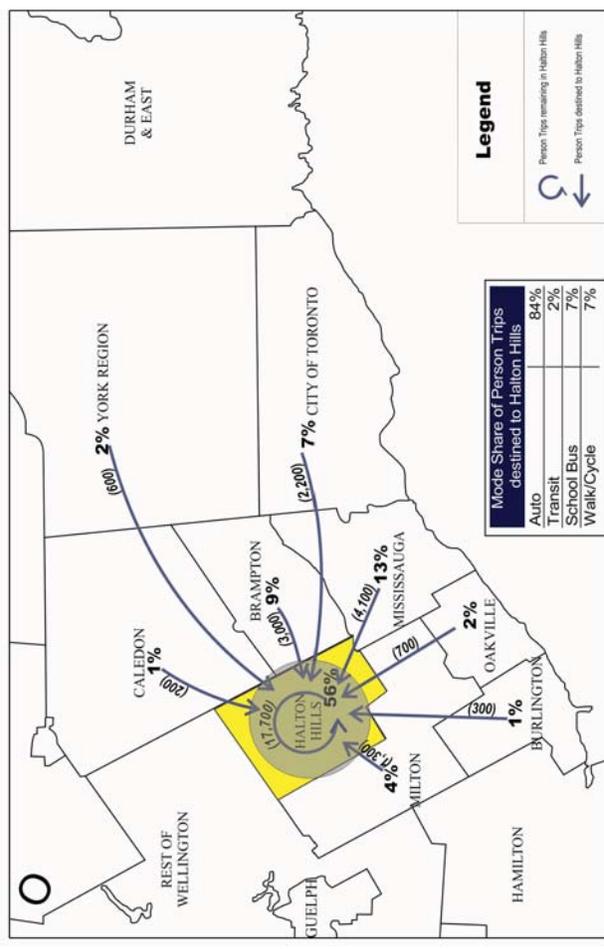


Region of Halton Employment 2031 (390,200)



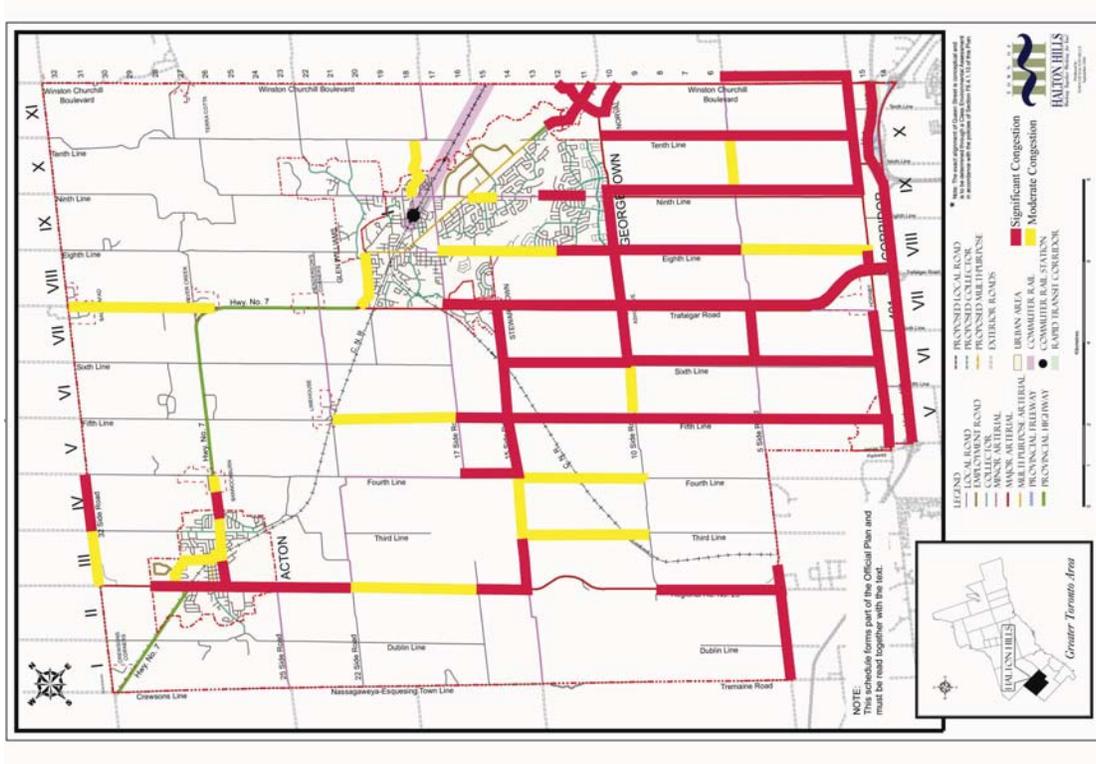
Moving to the Future

Existing (2006 TTS) P.M. Peak Period Total Person Travel Patterns Destined for Halton Hills



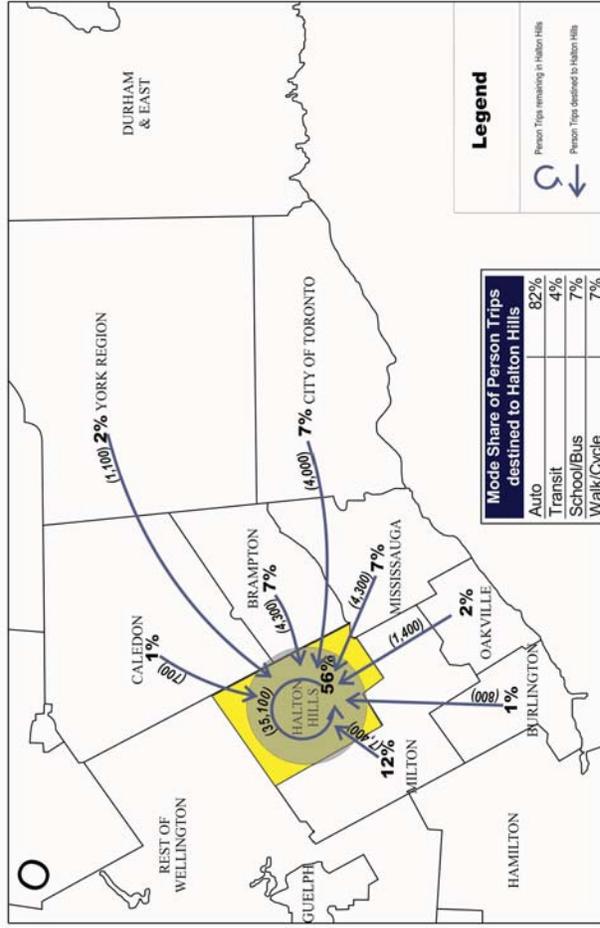
Moving to the Future

Do Nothing Scenario – 2031 Demands Existing Network



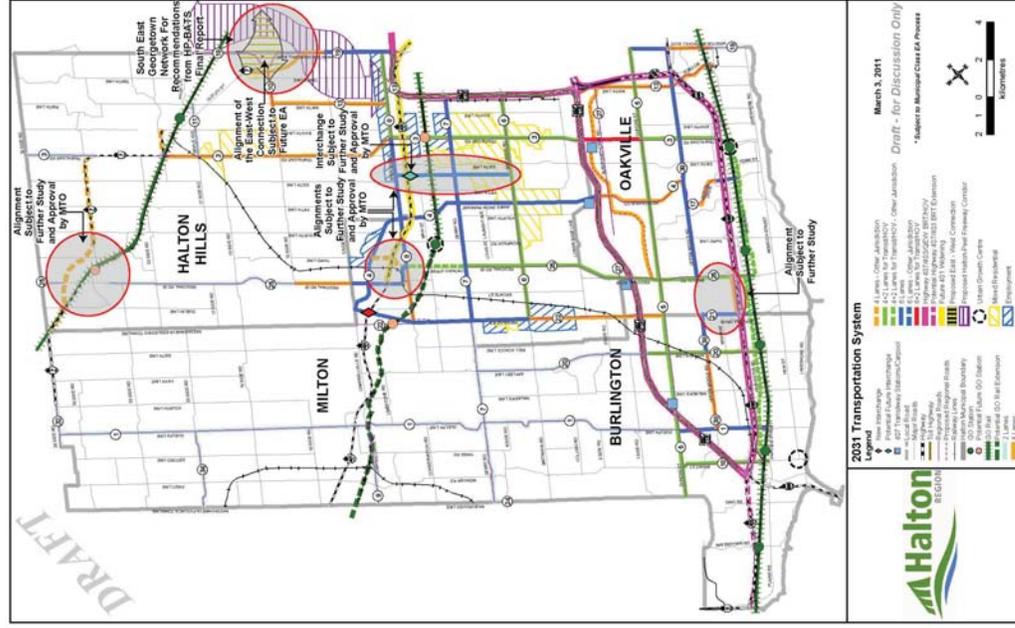
Moving to the Future

Future (2031) P.M. Peak Period Total Person Travel Patterns Destined for Halton Hills



Addressing the Transportation Issues

Region of Halton TMP Improvements



Addressing the Transportation Issues

Halton Hills TMP Vision

The long term transportation system within the Town of Halton Hills is to:

- Complement planned road improvements by other jurisdictions;
- Encourage traffic flow and truck movements to periphery of urban centres utilizing Provincial and Regional Roads;
- Support long term inter-municipal transit services connecting urban areas, employment areas, GO Stations and mobility hubs; and
- Strongly pursue approved Active Transportation recommendations from Cycling Master Plan.



Addressing the Transportation Issues

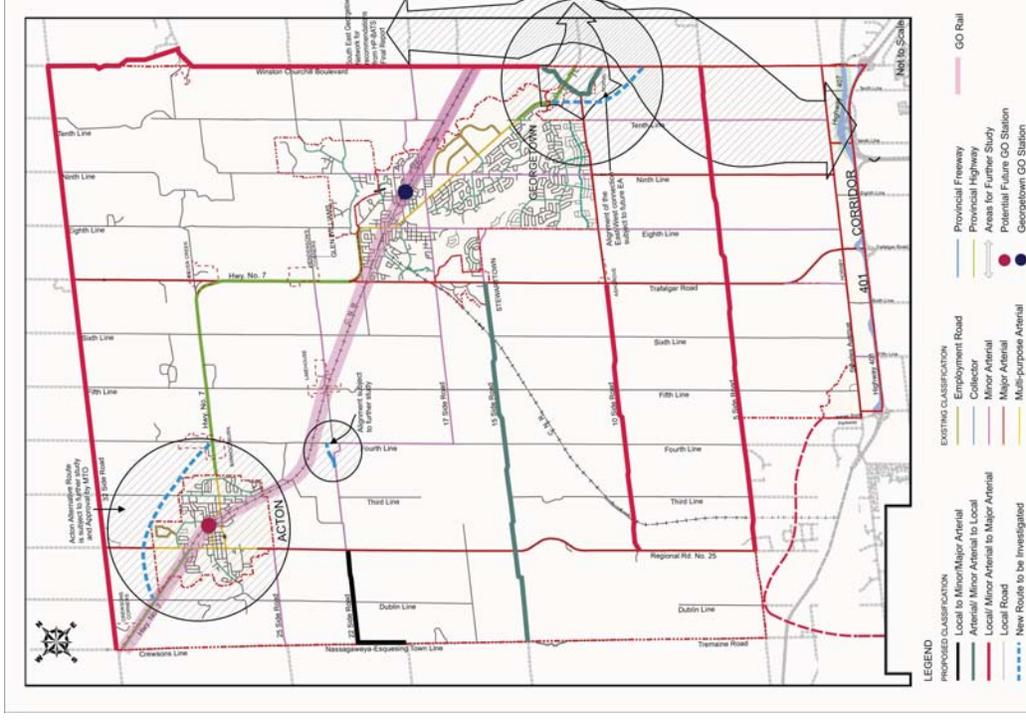
Balanced Transportation Solution

Alternative	Carry Forward?
Do Nothing	Will not accommodate future demand.
Transit	This solution on its own will not provide sufficient ability to accommodate future demand. Support development of inter-municipal transit in the future.
TDM (carpooling)	The Town is part of Smart Commute Halton. This solution on its own does not fully address the demand, but is an important element.
Active Transportation (walking, cycling)	Regional TMP provides support for cycling, walking and transit. Halton Hills is actively supporting implementation of recommendations from Cycling Master Plan.
Road Improvements	This solution will provide capacity to accommodate future demand, but by itself will involve greater impact and is not sustainable.

The Regional TMP evaluated the alternative solutions and identified that the recommended transportation strategy involves a combination of alternatives. The alternatives were evaluated based on their effect on the natural, socio-economic, and transportation environments, as well as cost. Incorporating a balanced approach that includes transit, TDM, Active Transportation and road improvements combined with other solutions to mitigate the impact is the strategy recommended in the Regional Plan and the Town's Plan.

Addressing the Transportation Issues

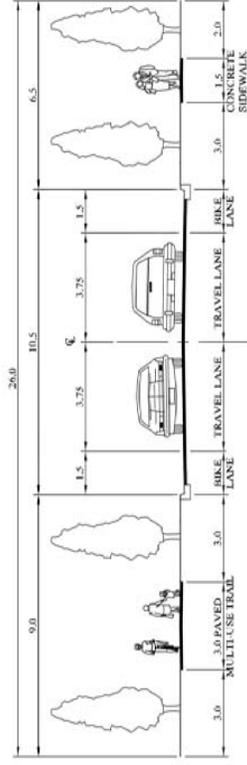
Proposed Road Jurisdiction and Classification Changes



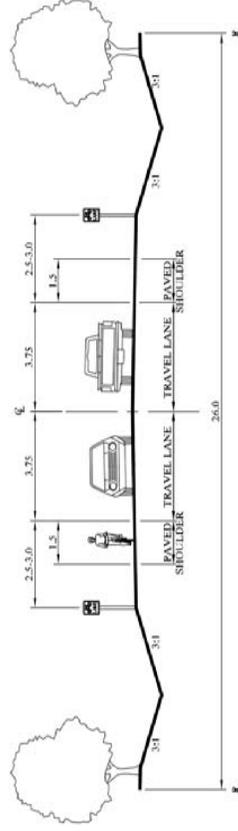
TMP 25 Year Recommendations

Halton Hills Roadway Roadway Design Standards

Minor Arterial Urban



Minor Arterial Rural



Provincial Transportation Initiatives

Highway 401

The Ministry of Transportation (MTO), as part of the Province's GTA West transportation corridor study, recommends widening Highway 401 to 12 lanes between Milton (Trafalgar Road) and Halton Hills (Regional Road 25).

GTA West Corridor Plan

In the event the GTA West Corridor moves ahead, a four-lane multi-modal transportation corridor will connect Highway 401 at Tremaine Road in Milton to Highway 400 north of Vaughan. Preliminary route planning indicates the highway would be located in south Halton Hills and includes a north-south connection to Highway 407/401 interchange at Ninth Line, in a corridor similar to the freeway corridor recommended in the HP-BAT study.

NGTA Corridor Plan

The MTO's Environmental Assessment is analyzing capacity between the Niagara Peninsula and the GTA which, depending on the recommendations, could have an impact on the function and service levels of Highway 6 and Highway 401.



Next Steps

- Review and respond to comments received from PIC No. 2;
- Incorporate feedback on proposed plan;
- Prepare Policies and Guidelines based on proposed plan; and
- Prepare the TMP Report for Council approval.



Thank you for attending

Please provide us with your comments regarding the material presented, by either completing a comment sheet or sending an email to:

Mr. Ted Drewlo, P. Eng.	Mr. John McGill, P. Eng., PTOE
Manager of Engineering Services	Project Manager
Town of Halton Hills	Hatch Mott MacDonald
Phone: 905-873-2601 ext. 2313	Phone: 905-403-4403
Fax: 905-873-2347	Fax: 905-855-2607
Email: tedd@haltonhills.ca	Email: john.mcgill@hatchmott.com

Additional information related to the study and consultation process may be obtained through both the study website (www.haltonhills.ca/tmp) and the project Facebook page.

Comments and information regarding this project are collected in accordance with the *Freedom of Information and Protection of Privacy Act* and to assist the project team in meeting the requirements of the Municipal Class EA process. With the exception of personal information, all comments will become part of the public record.



Appendix A-4

Public Input

- Public Input Table

Halton Hills Transportation Master Plan Public Consultation Summary 2011

Contact Information	Points of Contact	Comments	Actions Taken
Public	PIC No. 1 Comment Sheet (Feb. 10)	<ul style="list-style-type: none"> Traffic Lights, don't want to be like Brampton. Too reactive to individual events. Bypass of Georgetown – don't add bike lanes without widening the roads. Would like to preserve rural lifestyle without fear of expropriating lands for a major roadway. 	<ul style="list-style-type: none"> Response (March 25, 2011) - We are currently in the process of identifying alternative transportation strategies to accommodate anticipated growth within the Town of Halton Hills. While there may be a concern for too many traffic lights, such recommendations may be considered in order to improve traffic safety at intersections. It is unlikely that bike lanes will be considered without first enabling the roads to accommodate ample room for both car and cyclist. Our recommended alternative transportation strategies will be presented at PIC #2. You will be notified of the next PIC in advance. We understand how important the small-town feel is to the Halton Hills community.
Anonymous	PIC No. 1 Comment Sheet (Feb. 10)	<ul style="list-style-type: none"> NO Public Transportation!! Bus perhaps at GO Bus times only to specific drop off area. Brucewood and Prince Charles, east side of Brucewood has NO sidewalk. No four-way stop. Very dangerous. 	<ul style="list-style-type: none"> No response required
Public	PIC No. 1 Comment Sheet (Feb. 10)	<ul style="list-style-type: none"> So upset at seeing "our" road (Mountainview Road S.) designated as a truck route that I never got to look at the plans for public transit. Request an air quality test at Mountainview Road and Delrex Intersection – again! 	<ul style="list-style-type: none"> Response Letter (March 25, 2011) - Truck routes for the Town were identified in a previous study, however we are in the process of identifying alternative transportation strategies to accommodate anticipated growth within the Town of Halton Hills. A specific area of focus for our study pertains to the issue of truck routes therefore it will be of consideration as we move forward. Study information is available online Your request regarding an air quality test to be completed has been forwarded to the town for their consideration, as this request is outside the scope of this study.
Public	PIC No. 1 Comment Sheet (Feb. 10)	<ul style="list-style-type: none"> Did not see any roadway plans for "transportation." Perhaps no need at this time? A couple of people gave very good criticisms of present poor traffic congestion, which may be avoided in future plans. The study showed the vastness and complications involved in such a large area to be covered. Good idea. Make public aware of planning-responsibility. *Long letter attached offering personal anecdotes and offering use of a personal collection of "property plans from 1960 to present." 	<ul style="list-style-type: none"> No response requested
Public	Comment from PIC	<ul style="list-style-type: none"> What does Special Policy Area 1 (west of Winston Churchill Boulevard, near Norval) pertain to 	<ul style="list-style-type: none"> Response Letter (March 25, 2011) - Special Policy Areas apply to those lands within the Agricultural Area that are subject to a land use policy that is specific to that property or area. The following uses shall be permitted on lands designated as Agricultural Area and identified as Special Policy Area 1 as shown on Schedule A1 to this Plan (see attached): a) agricultural activities; b) a place of worship and accessory assembly area c) a private park that includes social, cultural, athletic and/or recreational activities; d) storage facilities necessarily incidental to the place of worship and private park; e) accessory uses excluding a cemetery, a mausoleum, a crematorium, a school, a campground and any residential use other than a rectory accessory to the place of worship. In addition to the above, other restrictions apply. See the attached map for reference to the above. The complete Town Official Plan can be found online.
Public	Halton Hills TMP website inquiry on May 4, 2011	<ul style="list-style-type: none"> Comments (May 4, 2011) - It would be great if we had regular Go Bus service travelling to and from Milton and Oakville. Having more "Go" transportation is essential for our many young adults who are seeking work and cannot afford 	<ul style="list-style-type: none"> Added to contact list for future notification Town Response (May 5, 2011) - Although the provision of GO Transit service is outside the scope of the TMP Study and the authority of the

Halton Hills Transportation Master Plan Public Consultation Summary 2011

Contact Information	Points of Contact	Comments	Actions Taken
		<p>their own vehicle and who still live at home. This is a MUST!! Our population is growing and many need to find work in neighbouring communities – therefore public transportation is needed!!</p>	<p>Town of Halton Hills, we have heard many comments like yours, advocating for expanded transportation options for all residents of Halton Hills. Please be assured that Regional and Inter-Regional transportation options, including transit, are being considered as the study evaluates solutions, and identifies a transportation system that will accommodate the transportation needs of existing and future developments.</p> <ul style="list-style-type: none"> • One of the key communication tools used during the development of the TMP is the Public Information Center (PIC). PICs provide the community the opportunity for input at key stages. Two PICs form part of the development of the Halton Hills TMP. The first PIC was held on February 10th, and the second one is scheduled to occur on June 22, 2011. • A formal notification of this PIC will be advertised in mid June. We encourage your attendance and feedback at this event.
Public	Approached Town of Halton Hills Staff at Home and Leisure Show, to discuss the TMP, and specifically an Acton Bypass.	<ul style="list-style-type: none"> • Acton Bypass – 32 Side Road is logical bypass around Acton. Resident would have more traffic passing his home and is therefore concerned 	<ul style="list-style-type: none"> • Telephone Response (May 4, 2011) - Regional TMP study indicated a need for an Acton Bypass and suggested a northerly route, but not a defined location. The Town's TMP study confirmed the need for an Acton Bypass. Alternatives being reviewed, including the possibility of a south Acton Bypass. It would be some time before a bypass is constructed. The TMP is establishing the need for an Acton Bypass at this time.
Public	<p>Attended PIC No. 1</p> <p>Email to Town Project Manager</p>	<p>Email to Town Project Manager (Feb. 10, 2011)</p> <ul style="list-style-type: none"> • Please add my name to the study mailing list. • Concerned with the Ontario St. and College St. road construction and safety, and would like them to be considered in the TMPT <p>PIC No. 1 Comment Sheet (February 10, 2011)</p> <ul style="list-style-type: none"> • Will existing residential areas be considered for "renovation" when they are increasingly receiving more traffic and not being upgraded accordingly? • The affect of increased traffic and less safety for pedestrians and cyclists due to changes in areas, e.g. GO Station parking area locations. • Bypass created connecting major roads such as Mountainview Road and Guelph Street and the lack of a safe walking area (not a paved ditch). • My major concern is the lack of a sidewalk on College and Ontario Streets, resulting in high risks to walkers and cyclists. 	<ul style="list-style-type: none"> • Added to study mailing list • Town Response (Feb 11, 2011) - As a part of the TMP study, the consultant will look at road design standards for the Town of Halton Hills. Recommendations for sidewalks, bicycle lanes and other features when roads are reconstructed will be considered in the review of the standards. • The TMP study will review the projects in the capital forecast and consider how the Ontario Street and College Street projects may fit into the future road construction plans. A project specifically for sidewalk on Ontario Street will be considered. • As part of the 2011 capital budget Council did approve a project regarding the addition of edge line markings to improve safety on Ontario Street. • Response (March 25, 2011) - We are currently in the process of evaluating traffic analysis and modeling based on existing and future conditions (i.e., population growth). Based on this information, we will be recommending alternative transportation strategies, which will be presented at PIC No. 2. Such recommendations may include upgrading existing facilities to accommodate future growth. Other recommendations may pertain to public safety, specifically for pedestrians and cyclists.
Public	Following distribution of newsletter (June 8, 2011)	<ul style="list-style-type: none"> • Comments (June 8, 2011) - Presumably your study's previous steps should include strategic planning of the foreseeable future. Although discussed at length by several of us in your presentation forums, I don't see anything addressing the future of transportation related to the diminishing supply of oil. We know that oil supply will diminish to a point where transportation, or lack thereof, will be radically different than we see in 2011. This time frame depends on a number of factors, but is in the range of 25 to 35 years. A Master Plan 	<ul style="list-style-type: none"> • Response (June 20, 2011) - Please be assured that the Town of Halton Hills Transportation Master Plan Study (TMP) has involved strategic planning for the future of the Town's transportation system to the year 2031. The TMP is a study conducted at a broad level of assessment to identify improvements to the Town's transportation system both in the short and long term. The TMP addresses all modes of transportation to provide a system that is sustainable, integrated and

Halton Hills Transportation Master Plan Public Consultation Summary 2011

Contact Information	Points of Contact	Comments	Actions Taken
		<p>prepared today must include the prerequisites of this event. This will require agreement by the Town to intensify before we can address where and how transportation will be efficiently implemented. There is no value in proceeding further in your study without it.</p> <ul style="list-style-type: none"> • Comments (June 20, 2011) – A concern to the Georgetown 'intelligentsia' is that, although the town has a Sustainability Committee which is recognizing Intensification, there is almost no political action in that regard. The mayor is the first to explain that he observes that the OMB is 'owned' by these suburban developers rather than developers of intensification. • But in the past year, probably with the election looming, to some extent the OMB has been overridden by the province in thwarting suburbanization. But this has not filtered down to councilors' level. • At the same time, it is evident that the growth of 20,000 in Georgetown can be readily handled by intensification without suburbanization. As an architect/urban designer, I and a few hundred other locals keep explaining that to make intensification enjoyable we need creative design. 	<p>that encourages a healthy, active lifestyle.</p> <ul style="list-style-type: none"> • Greenfield growth and intensification are anticipated for Halton Hills, based on the Region of Halton's Sustainable Halton Plan. It is expected that the Town's population and employment levels will grow by 2031. In parallel to this growth, new road infrastructure and improvements to the Town's transportation system will be necessary. We believe that the recommendations made in the TMP will serve the Town's transportation needs well into the future, and allow for further progress and improvements at the time of scheduled 5-year updates to the plan. • A second Public Information Centre (PIC) is being held on June 22 from 6 – 9pm at the Acton Arena Community Centre to present the preferred option for the Town's transportation system, and receive public feedback. You are welcome and encouraged to attend. • Response (June 28, 2011) - The material presented at the PIC is now available on the study website and your comments are welcome. • Promoting intensification in the Town is outside of the scope of this project. However, it is our goal that the TMP will help shape a transportation system in Halton Hills that accommodates growth by providing a sustainable transportation system, inclusive of all modes.
Public	Following distribution of newsletter (June 8, 2011)	<ul style="list-style-type: none"> • There isn't much in this report, nor much about people's actual comments. Was hoping for some useful suggestions. Is this just a summary and is there a full copy available. 	<ul style="list-style-type: none"> • Response (June 20, 2011) - The newsletter is a summary of the comments that we heard most frequently to keep stakeholders informed. As over 260 responses were received it was not feasible to distribute a complete list of all comments. All comments received were reviewed and given full consideration in the Study • A second PIC is being held on June 22 from 6 – 9pm at the Acton Arena Community Centre to present the preferred option for the Town's transportation system, and receive public feedback. You are welcome and encouraged to attend.
Public	PIC No. 2 Comment Sheet (June 22, 2011)	<ul style="list-style-type: none"> • I would like to receive a hard copy of the PIC No. 2 presentation. 	<ul style="list-style-type: none"> • Copy of PIC Material provided June 27, 2011
Public	PIC No. 2 Comment Sheet (June 22, 2011)	<ul style="list-style-type: none"> • GTA West EAs will have a major impact on Halton Hills TMP • Why aren't we building lots of traffic circles to advance Halton Hills? 	<ul style="list-style-type: none"> • Response (July 28, 2011) –Members of the community have identified that roundabouts, where appropriate are an important tool to improve traffic flow and safety. Improved education in the use of roundabouts for pedestrians, cyclists and drivers is important to ensure safety for all users. This input has been taken into account and a policy on roundabouts has been drafted for inclusion in the TMP. It is expected that the TMP will be available for public review later this fall.
Public	PIC No. 2 Comment Sheet (June 22, 2011)	<ul style="list-style-type: none"> • Questions regarding traffic affecting properties on Church and Bower with the expansion of GO service in Acton. 	

Appendix A-5

Communication and Engagement Techniques

- Public Opinion Survey
- Facebook
- Newsletter
- Website

Town of Halton Hills - Transportation Master Plan - Opinion Survey

1.

As part of the development of the Transportation Master Plan (TMP), the Town of Halton Hills and their consultant Hatch Mott MacDonald would like your thoughts on Halton Hills' current Transportation System. The TMP is an important study to ensure that a balanced, sustainable and cost effective transportation system is developed to meet the travel needs of the community into the future.

The survey includes 14 questions and should take approximately 10 to 15 minutes to complete. Thank you for your interest and participation in completing the online survey for the Town of Halton Hills TMP.

1. How would you be best described?

- Property owner in Halton Hills.
- Resident renting or leasing in Halton Hills.
- Area business representative.
- Interest group representative (please specify below).
- Other (please specify below).

Please provide additional details if required.

2. How many people live in your household?

3. Please indicate your age group from the following:

- 12 to 15
- 16 to 25
- 26 to 35
- 36 to 45
- 46 to 55
- 56 to 65
- 65+

2.

Town of Halton Hills - Transportation Master Plan - Opinion Survey

1. What is the primary mode of transportation used by individuals within the household?

	Person 1	Person 2	Person 3	Person 4
Personal vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
ActiVan	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Personal vehicle + GO Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Carpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify below)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please specify

2. How do you access the following destinations?

	Work	Appointments	Groceries / Shopping	Other Trips
Personal vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
ActiVan	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GO Train	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GO Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

3.

Town of Halton Hills - Transportation Master Plan - Opinion Survey

1. Please rate which of the following features are important to you in the Halton Hills Transportation System from least important (1) to most important (5).

	1	2	3	4	5
GO Train	jn	jn	jn	jn	jn
GO Bus	jn	jn	jn	jn	jn
Trails	jn	jn	jn	jn	jn
Bicycle lanes (on-street)	jn	jn	jn	jn	jn
Off-street bicycle lanes - multi-use pathways	jn	jn	jn	jn	jn
Pedestrian facilities (sidewalks, crossings, multi-use pathways)	jn	jn	jn	jn	jn
Efficient movement of vehicular traffic	jn	jn	jn	jn	jn
Safe movement of vehicular traffic	jn	jn	jn	jn	jn
Availability of on- and off-street parking	jn	jn	jn	jn	jn
Safe routes to school (walking)	jn	jn	jn	jn	jn
Median islands (i.e., Eighth Line/15 Side Road)	jn	jn	jn	jn	jn
Directional signage	jn	jn	jn	jn	jn

4.

Town of Halton Hills - Transportation Master Plan - Opinion Survey

1. Which of the following features should Halton Hills invest in to improve the current Halton Hills Transportation System? Please prioritize the items using '1' Highest Priority, '2' Second highest priority, etc.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Streetscaping / landscaping	<input type="radio"/>														
Alternate truck routes	<input type="radio"/>														
Riding comfort	<input type="radio"/>														
Compliance with traffic controls (i.e., lights, markings etc.)	<input type="radio"/>														
Street furniture for pedestrians	<input type="radio"/>														
Roads for east-west traffic	<input type="radio"/>														
Multi-use trails	<input type="radio"/>														
Roads for north-south traffic	<input type="radio"/>														
Quality of neighbourhoods	<input type="radio"/>														
Speed of traffic	<input type="radio"/>														
Off-street bike lanes - multi-use pathways	<input type="radio"/>														
Bike lanes - on street	<input type="radio"/>														
Improved road safety	<input type="radio"/>														
Congestion / delay	<input type="radio"/>														
Sidewalks	<input type="radio"/>														

5.

1. Recently the Town completed a Cycling Master Plan and implemented bike lanes. Please describe your understanding and interest in using these lanes and other forms of active transportation (walking trails, provision of sidewalks etc.) in Halton Hills.

Town of Halton Hills - Transportation Master Plan - Opinion Survey

2. Which one of the following would be most effective in encouraging you to walk more often? Please check from the following list:

- Improve the sidewalks
- Add more sidewalks
- Add more crosswalks
- Benches, shaded areas
- Locate sidewalks further from other traffic
- Clear sidewalks more often in the winter
- Improve the street lighting
- Nothing

3. Which one of the following would be most effective in encouraging you to use the bicycle more often? Please check from the following list:

- Provide more on-street bike lanes
- Provide more off-street bike lanes
- Provide wider on-street bike lanes
- Provide wider off-street bike lanes
- Educate car drivers to be more courteous
- Provide more accessible bike parking
- Provide bike racks
- Nothing

6.

1. Please indicate which pedestrian facility you prefer the most:

- Multi-use Pathways (asphalt)
- Sidewalks (concrete)

2. Please list the areas of our rural roads where you have concerns with cycling:

3. How would you like the above concerns addressed?

Town of Halton Hills - Transportation Master Plan - Opinion Survey

4. Please list the Town roads and intersections which you think need improvement. Please state why.

5. Additional comments:

6. Future participation opportunities with the Halton Hills TMP include a Public Information Centre scheduled for early 2011. Please complete the information below to be included on the mailing list to receive future notifications for this project. Project updates are available through Facebook and the Halton Hills TMP website (www.haltonhills.ca/tmp).

Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act and the Access to Information Act. With the exception of personal information, all comments will become part of the public record.

Name:	<input type="text"/>
Company:	<input type="text"/>
Address 1:	<input type="text"/>
Address 2:	<input type="text"/>
City/Town:	<input type="text"/>
Province:	<input type="text"/>
Postal Code:	<input type="text"/>
Country:	<input type="text"/>
Email Address:	<input type="text"/>



Wall

- Info
- Photos
- Links
- Notes

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- Share

Halton Hills Transportation Master Plan



Transportation

Wall



Halton Hills Transportation Master Plan

PIC # 2 is scheduled for June 22, 2011 (from 6 – 9pm) at the Acton Arena Community Centre Hall, 415 Queen Street E (Hwy 7).

This PIC will focus on Alternative Solutions based on the Problems and Opportunities discussed at PIC #1.

May 10 at 3:01pm · Share



likes this.



Halton Hills Transportation Master Plan

Thanks to all who attended Public Information Centre #1. If you missed it you can see the information presented and comment at www.haltonhills.ca/tmp

Transportation Master Plan
www.haltonhills.ca

February 28 at 3:59pm · Share



Halton Hills Transportation Master Plan



Notice of Public Information Centre #1

...

February 3 at 12:14pm · Share

RECENT ACTIVITY

Halton Hills Transportation Master Plan edited their Website, Description and Company Overview.

Halton Hills Transportation Master Plan Public Opinion Survey Newsletter

June 2011

Introduction

The purpose of this newsletter is to provide an update on the progress of the Transportation Master Plan for the Town of Halton Hills, and a response to the comments received through the Public Opinion Survey that was undertaken as part of the study.

The Halton Hills Transportation Master Plan (TMP) study is currently being conducted at a broad level of assessment to identify improvements to the Town's transportation system both in the short and long term, to the year 2031. The TMP addresses all modes of transportation to provide a transportation system that is sustainable, integrated and encourages a healthy and active lifestyle. The TMP integrates municipal transportation planning with environmental assessment objectives and land use planning to make recommendations for future projects and their implementation. In doing so it fulfills Phases 1 and 2 of the Municipal Class Environmental Assessment process (October 2000, as amended in 2007).



ActiVan in Downtown Georgetown

Visioning Statement

A visioning statement was developed for the Study based on previous work done by the Town of Halton Hills and refined through the extensive public input received during the study process. The statement as follows embraces the progress the Town has made in terms of applying the principles of environmental sustainability and stewardship:

The Halton Hills Transportation Master Plan will balance social, economic and environmental factors to ensure preservation of the unique character, diversity, lifestyle and heritage of the Town of Halton Hills and its citizens for current and future generations. It will:

- Provide a safe, convenient and sustainable transportation network consistent with the "Environment First" approach envisioned in the Town's Green Plan, and other principles of environmental sustainability and stewardship;
- Maximize the use of existing infrastructure by optimizing capacity and managing demand before constructing new infrastructure;
- Support a strong economy by providing a transportation system that meets the needs of existing businesses and encourages growth and attraction of new businesses; and
- Promote transportation choice for the movement of goods and people in a seamless manner while prioritizing the encouragement and promotion of active transportation modes.

Halton Hills Transportation Master Plan Public Opinion Survey Newsletter

The Public Opinion Survey

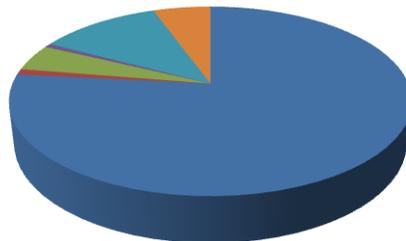
A public opinion survey was conducted to gather feedback and input from the public, interested stakeholders and agencies. In addition to a variety of questions asked, the survey encouraged comments that people felt should be addressed by the project team. The survey was available online from December 2010 through the end of February 2011. The following summarizes the results of the survey and addresses the comments provided.

What you told us through the survey...

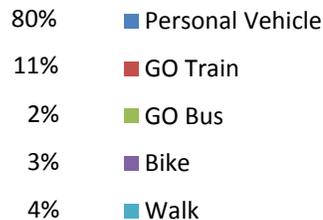
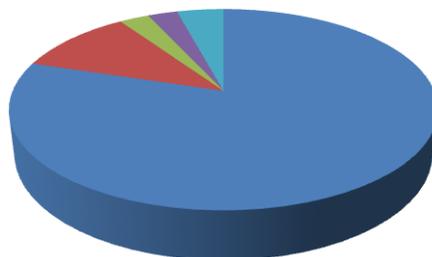


Traffic Circle/ Roundabout in Georgetown South

What is your primary mode of transportation?



How do you get to work?



Halton Hills Transportation Master Plan Public Opinion Survey Newsletter

Some common themes from comments received:





Halton Hills Transportation Master Plan Public Opinion Survey Newsletter

Many comments received through the survey pertained to areas in Halton Hills where people felt there were specific operational issues such as resurfacing a road, adding a bike lane, or adding a turning lane at a specific intersection. The TMP's focus is at a broad, strategic level to ensure that Town-wide issues are addressed. Accordingly, these operational issues will be noted and specific locations of concern will be identified and considered as part of the capital budget process.

Moving Forward

The following are the next steps in the development of the Halton Hills TMP:

- Develop Alternative Solutions that address the Problem and Opportunity Statement;
- Evaluate the Alternative Solutions based on criteria including Natural Environment, Social Environment, Economic Environment, Transportation and Cost;
- Meet with Technical Advisory Group;
- Present recommended solutions at Public Information Centre #2 to be held on June 22, 2011;
- Develop Draft Policies and Guidelines;
- Town of Halton Hills Council Approval.

Thank You

The Halton Hills Transportation Master Plan Study team would like to thank you for taking the time to submit your comments which will be considered during the identification of alternative solutions and throughout the remainder of the study process.

Additional information related to the study and consultation process may be obtained through both the study website: www.haltonhills.ca/tmp and the project Facebook page. You are encouraged to forward any comments or concerns you may have at any point in the study to one of the project team members or online at www.haltonhills.ca/tmp.

Mr. Ted Drewlo, P. Eng.
Manager of Engineering Services, Town of Halton Hills
1 Halton Hills Drive
Halton Hills, ON L7G 5G2
Phone: 905-873-2601 ext. 2313
Fax: 905-873-2347
Email: tedd@haltonhills.ca

Mr. John McGill, P. Eng., PTOE
Project Manager, Hatch Mott MacDonald
2800 Speakman Drive
Mississauga, ON L5K 2R7
Phone: 905-403-4403
Fax: 905-855-2607
Email: john.mcgill@hatchmott.com

Study Website: <http://www.haltonhills.ca/tmp/>

The screenshot displays the Town of Halton Hills website. At the top left is the town logo with the text "TOWN OF HALTON HILLS". A search bar and "Quick Links" dropdown are in the top right. A navigation menu below the header includes "Residents", "Community", "Business", "Departments", "Discover", and "Town Hall". A secondary menu lists "By-laws", "FAQ's", "Forms", "Halton Hills Maps", "Online Services", "Public Notices/Meetings", and "2011 User Fee Review".

The main content area features a sidebar on the left with "Town Initiatives" and a list of links including "Town Hall Initiatives", "Master Plans", "Transportation Master Plan", "Clean Up Initiatives", "Development Areas", "Facility Projects", "Park & Trail Projects", "Road Construction", and "Town Studies".

The central content area is titled "Transportation Master Plan" and includes an "INTRODUCTION" section. The text states: "Town of Halton Hills, through their Consultant Hatch Mott MacDonald, has initiated a Transportation Master Plan (TMP) Study. The TMP Study will provide the strategies, policies and tools required to meet the Town's transportation needs safely, effectively and cost efficiently." It further explains that the study will define existing problems/opportunities, consider and evaluate solutions, and identify an optimum transportation system. A vertical image of green leaves is positioned to the right of the text.

At the bottom of the page, there is a footer with contact information: "Contact Us | Feedback | Home | Terms of Use / Privacy Policy | TTY Telephone 905-873-0644 | Telephone 905-873-2600 © 2011 The Corporation of the Town of Halton Hills, 1 Halton Hills Drive, Halton Hills, Ontario, L7G 5G2".



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Transportation Master Plan

STUDY OVERVIEW

The Town of Halton Hills is an established community of approximately 58,000 persons with residential and industrial lands in the urban areas of Acton, Georgetown, the Hamlets of Glen Williams, Stewarttown, Norval and the Highway 401-407 Gateway Business Park. It is anticipated that the population will increase by approximately 36,000 people over the next 20 years (a 62 percent increase of the existing population) with employment levels anticipated to more than double to 43,000 employees.

This planned population and employment growth along with intensification of land use and greenfield development will change the existing and future travel characteristics for Halton Hills residents and employees travelling within and outside the boundaries of Halton Hills.

In parallel with changing travel characteristics, changes in travel behavior are also anticipated with increased mobility, increased transit use and improved active transportation activities (walking and cycling).

It is important that the anticipated development growth and related transportation changes are balanced with the transportation needs and operations of the existing and future transportation system in order to provide a balanced and sustainable Transportation Master Plan that can be implemented in a cost effective manner.



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 - October 7th, 2011
[Join Us at the Community Open House October 15th!](#)
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Transportation Master Plan

CONSULTATION

One of the key communication tools used during the development of Transportation Master Plan is the Public Information Center (PIC). PIC's provide the community the opportunity for input at key stages. Two PIC's form part of the development of the Halton Hills TMP. The first one was held on February 10th where the following information was presented and discussed:

PIC # 1 – Problems or Opportunities

- Study objectives;
- Problems or opportunities;
- Initial thoughts on transportation visioning and alternative solutions;
- Overview of advantages and disadvantages of alternative solutions; and
- Input on community values, interests and priorities.

PIC Number 2 is scheduled for June 22, 2011 from 6 - 9pm at the Acton Arena Community Centre Hall, 415 Queen Street E (Hwy 7). This PIC will focus on the following:

PIC # 2 – Alternative Solutions

- Overview of preferred transportation solution;
- Information on supporting transportation policies;
- Thoughts on priorities and staging of the transportation plan; and
- Next steps.

A formal notification of this PIC will be advertised in mid June. We encourage your attendance and feedback at this event. It is important to note this will be the last public input event for the study. Input received during the course of the study will be considered in the development of the TMP strategy and policy framework.

- [Public Opinion Survey newsletter](#)



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Transportation Master Plan

STUDY DOCUMENTATION

- [Study Terms of Reference](#)
- [Report to Council for Study Award](#)
- [Notice of Study Commencement](#)

PUBLIC INFORMATION CENTRE #1

- [Notice of Public Information Centre #1](#)
- [Public Information Centre #1 Presentation](#)
- [Public Information Centre #1 Comment Sheet](#)

PUBLIC INFORMATION CENTRE #2

- [Notice of Public Information Centre #2](#)
- [Public Information Centre #2 Presentation](#)
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