



Regional Municipality of Halton

New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek

**Appendix B-3.1: TAC Meeting #1 -
December 1, 2004**

HALTON REGION



**REGIONAL MUNICIPALITY OF HALTON
NEW BURNHAMTHORPE ROAD (REGIONAL
ROAD 27) TRANSPORTATION CORRIDOR AND
POTENTIAL FUTURE BRIDGE CROSSING OF
SIXTEEN MILE CREEK**

CLASS EA

**TECHNICAL AGENCIES COMMITTEE MEETING #1
MEETING SUMMARY**

DECEMBER 1, 2004
REGION OF HALTON CORPORATE OFFICE
OAKVILLE, ON

This meeting summary was prepared by Lura Consulting. It presents the key discussion points and outcomes from the December 1st, 2004 Burnhamthorpe Road Technical Agencies Committee meeting #1 hosted by The Regional Municipality of Halton and is subject to review by meeting participants. If you have any questions or comments regarding the report, please contact either:

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1. ABOUT THE NEW BURNHAMTHORPE ROAD CORRIDOR AND POTENTIAL FUTURE CROSSING OF SIXTEEN MILE CREEK MEETING

The New Burnhamthorpe Road (Regional Road 27) Transportation Corridor And Potential Future Bridge Crossing Of Sixteen Mile Creek Technical Agencies Committee meeting was hosted by The Regional Municipality of Halton to obtain feedback technical agencies that had interest in the process.

The Region of Halton has initiated a Class Environmental Assessment for a new transportation corridor in the vicinity of Burnhamthorpe Road to satisfy east-west travel demands in the Town of Oakville. A wide range of road improvement alternatives will be examined as part of the study including roadway widening on the existing alignment, roadway construction on a new alignment, potential future crossing of Sixteen Mile Creek, replacement/rehabilitation of existing watercourse crossings and intersection improvements that will meet the long-term needs of residents and businesses. This study is being developed as a Municipal Class Environmental Assessment (Class EA) under Ontario's Environmental Assessment Act and follows the Schedule C provisions as set out in the June 2000 MEA Municipal Class EA document.

The purpose of the meeting was to introduce the objectives of the study, outline the rationale and process for the study, highlight key findings to date and obtain feedback from technical agencies regarding issues, opportunities and evaluation criteria to be addressed through the study.

Seventeen people attended the meeting, including representatives from municipal, transit, conservation and hydro organizations. The meeting agenda is attached as Appendix A. The list of participants is included in Appendix B.

2. Background Information

2.1 Welcome and Introductions

Sally Leppard, Lura Consulting welcomed the group, acknowledged Edward Soldo from the Region of Halton who is managing the project for the Region of Halton and Mike Delsey from TSH who is the Consultant Project Manager working on the study.

Edward Soldo discussed the Burnhamthorpe Corridor EA study process and the roles and expectations of the Technical Agencies Committee (TAC) and the Stakeholder Group.

Sally Leppard provided an overview of the consultation process and potential timetable for the public consultation component of the study.

Mike Delsey discussed the selection process for TAC members which included the distribution of an invitation letter to all relevant agencies in regard to the study process. Mike indicated that many agencies declined the invitation to participate in the project on the basis that the project was outside their mandate.

John Smith from Lura Consulting provided the TAC members with an overview of issues and comments raised through the Stakeholder Scan completed in December 2004. John indicated that Stakeholder interviews revealed concerns that centered on environmental issues regarding justification of need for the road and bridge, the potential crossing of Sixteen Mile Creek, the

impact of more traffic on the area and concern for property impacts and property values depending on the potential alignment of a new corridor.

2.2 Study Area Characteristics, Issues and Concerns

Mike Delsey presented an overview of the project to the TAC members. Mike discussed the study approach including:

- organization of the process including the public consultation component;
- scope of the study and study area characteristics;
- preliminary identification of study issues;
- preliminary alternatives; and
- preliminary assessment criteria.

The Committee raised a number of questions in response to the presentation and the Study. Committee questions and corresponding answers were as follows:

Question	Response
Where does the needs analysis fit into the process?	<p>TSH indicated that population forecasting and other parallel work including modelling and travel needs will re-confirm whether there is a need for additional capacity and a potential new crossing of 16 Mile Creek. Once that is complete, a needs statement will be prepared. The needs statement will be in a Progress Report, which should be completed by the spring of 2005.</p> <p>Edward Soldo also indicated that a lot of work has been completed in the study area. The Region's Transportation Master Plan identified a need to further study the potential for a new Burnhamthorpe Road corridor and potential crossing of Sixteen Mile Creek.</p>
Is the North Oakville Secondary Plan study compatible with the Halton Burnhamthorpe Road study?	Representatives from the Region and the Town of Oakville stated that the two studies are linked, a co-ordinated, parallel and iterative process is required.
City of Mississauga asked if the study considered select link analysis.	TSH said this is currently being completed and that this analysis will be included in the needs statement.
Mississauga asked for clarification regarding existing transit in the study area and suggested that it would be helpful to both parties if the study identified the amount of traffic flowing into Mississauga.	<p>Currently in the study area there is no transit service. Transit options will be incorporated into the future plan.</p> <p>Transit will be implemented in the North Oakville Planning process as a transportation alternative to automobiles.</p> <p>Traffic projections will be identified in the needs statement.</p>

Mike Delsey provided an overview of the list of issues identified to date and asked the TAC members if the issues identified were relevant and for other relevant issues that should be added to the list. The following is a list of issues identified by the TAC members:

- Impact of the traffic on air quality and health.
- Potential impact of a crossing of Highway 407.
- Coordination of the Burnhamthorpe Road study process with the Oakville Secondary Plan process.
- Consideration of potential utilities associated with a rural or urban area and planning a new corridor to accommodate an appropriate right of way.
- Consideration of the geotechnical aspects of steep slopes in regard to a future crossing.
- Consideration of natural heritage policies.
- When evaluating alternatives consider cumulative impacts on ecology, communities, air quality, etc.
- Fluvial Geomorphology.
- Interior habitats as an impact on the natural habitat.
- Consideration of carpool lots and other transit facilities.
- Consideration of environmental function and features.

Mike Delsey asked the TAC members to review P. 16 of the presentation handout regarding the list of preliminary alternatives and asked if they had any alternatives to add to the list. TAC members indicated they had nothing to add at this time.

3. Screening Criteria

Mike Delsey provided an overview of the assessment criteria and asked the TAC members for their comments regarding the list of criteria identified. The following table reflects the assessment criteria added by the TAC members:

Category	Additional Criteria
Transportation	<ul style="list-style-type: none"> • Accommodation of pedestrians and cyclists
Social	<ul style="list-style-type: none"> • Preservation of rural heritage character • Assessment of economic feasibility of the "do nothing" alternative • Community integration as well as connectivity. • Recreational benefits
Natural Environment	<ul style="list-style-type: none"> • How can we add linkages between natural compatible features <p><i>Would like to see a four season assessment (Project Team replied that a four season assessment will not be undertaken for this study)</i></p>

4. Information Requirements and Timetable for Reviews

Mike Delsey presented the project timeline for information gathering, key reports and input. TAC members indicated their approval of the timetable, but agreed they would require more than one week's time to review materials for comment.

TAC members inquired about the timing for the first PIC and the next TAC meeting. Mike Delsey stated that the date for the next TAC meeting will be sometime in February/March 2005 and will be followed by the first PIC.

Meeting Adjourn

Appendix A
List of Participants

TAC	
Name	Agency/Affiliation
Andy Kwan	City of Mississauga
Ray Guther	Conservation Halton
Jane DeVito	Conservation Halton
David Gale	Halton EEAC
Joseph Lai	MTO
Don Masson	Oakville Hydro
Dave Bloomer	Town of Oakville
Edward Soldo	Halton Region
Lisa Zinkewinch	Halton Region
Nancy Mott-Allen	Halton Region
Paul Attack	Halton Region
Mike Delsey	TSH
Colleen Goodchild	TSH
Sally Leppard	Lura
John Smith	Lura

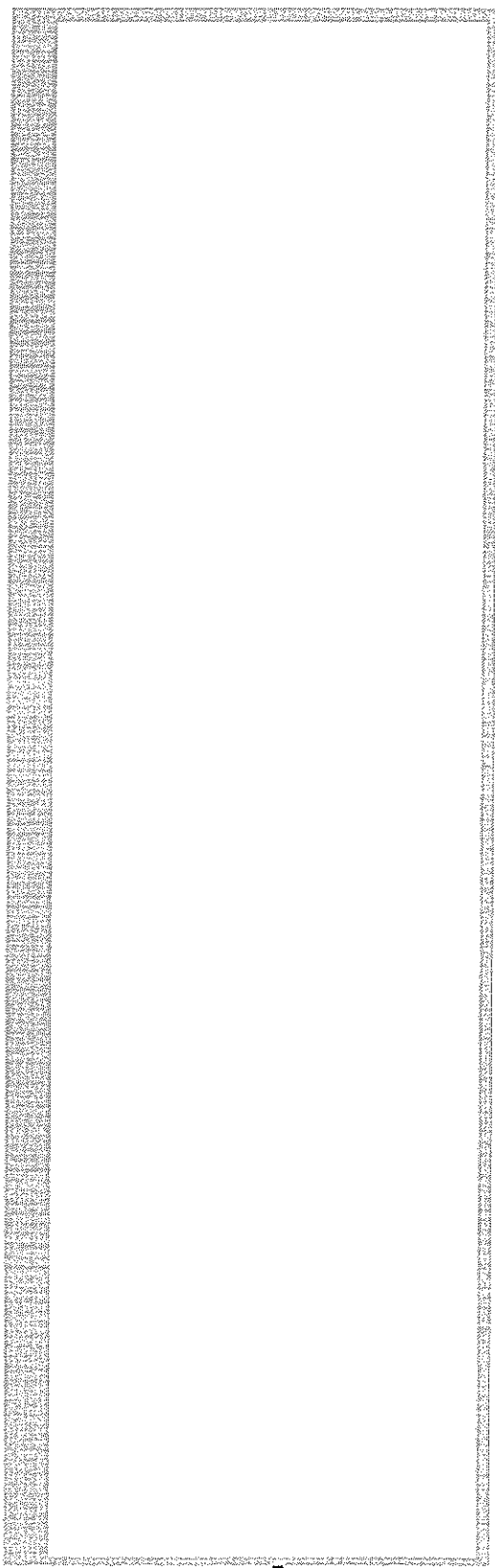
Appendix B
Presentation

NEW BURNHAMTHORPE ROAD

(Regional Road 27) Transportation Corridor
and Potential Future Bridge Crossing of
Sixteen Mile Creek Class EA

TAC Meeting #1
December 1, 2004

Welcome & Introductions



Study Approach

- Municipal Class EA process – Schedule C
- Canadian Environmental Assessment process
- The Region of Halton and Town of Oakville are working together to co-ordinate the Burnhamthorpe Road Class EA and the North Oakville Secondary Planning Process

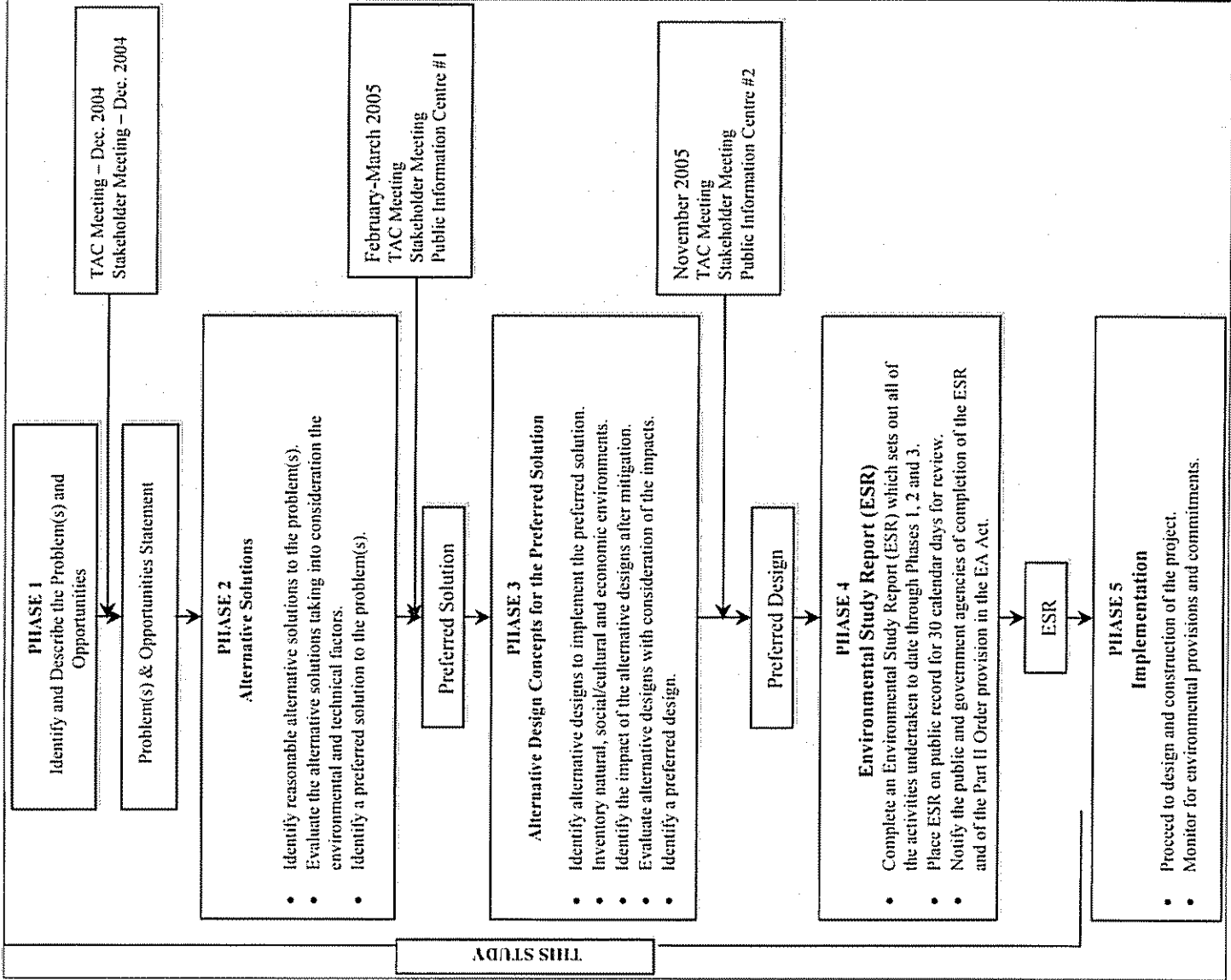
1. Identification of the problem or opportunity

2. Assessment and evaluation of alternative solutions

3. Assessment and evaluation of the alternative design concepts for the preferred solution

4. Documentation in an Environmental Study Report

5. Project Implementation



Technical Agencies Committee (TAC)

- Membership
 - Federal agencies
 - Provincial agencies
 - Municipal organizations
 - Utilities
 - Minimum of 3 meetings throughout the Study
-

Stakeholder Group

- Membership
 - Residents
 - Ratepayers groups
 - Community groups
 - Community police officers
 - Business community representatives
 - Local developers
 - Transport groups
 - Environmental groups
- - Minimum of 3 meetings throughout the Study

Stakeholder Group Mandate

- Provide a balanced and inclusive discussion and advisory forum
 - Review and provide comments on draft documents produced through the study process
 - Provide a forum for the discussion of issues, opportunities and solutions
 - Discuss other relevant matters
 - Provide advice to the Project Team
-

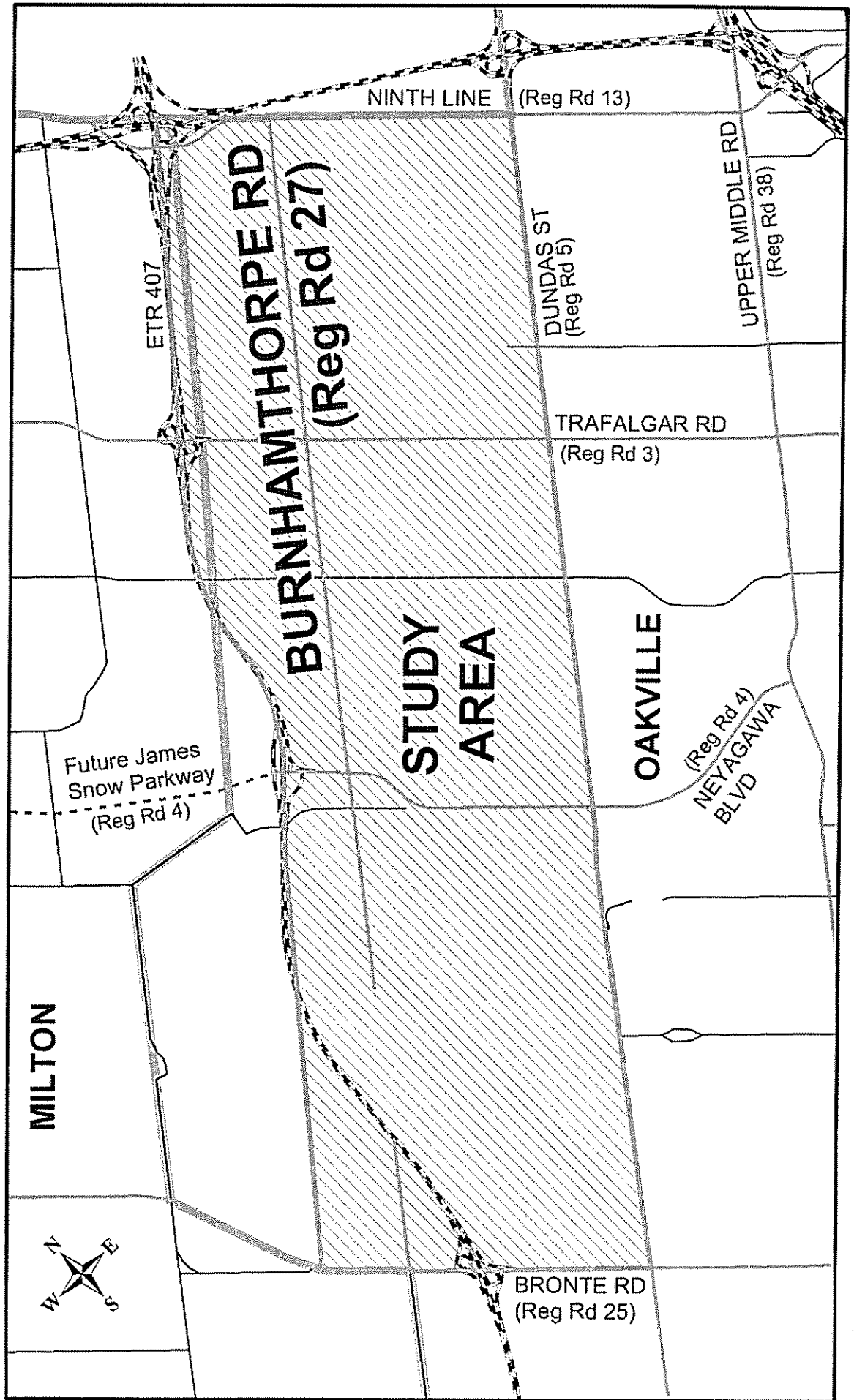
Public Consultation

- Notice of Study Commencement
 - Two Public Information Centres (PICs)
 - Additional meetings with property owners or interests groups, if needed, to resolve any project-specific issues
 - Regional Staff and Consultant staff will be available throughout the Study
 - Participation through information provided on web site
 - Filing of ESR
-

Overview of Existing Conditions

- Study Area
 - Previous Studies
 - Policy and Planning Context
 - Natural Environment
 - Social Environment
 - Cultural Environment
 - Economic Environment
 - Engineering/Technical
-

Study Area



Previous Studies

- Halton Functional Road Network and North Halton Transportation Study, May 1999
 - Halton Region Transportation Master Plan November 1999 and June 2004
 - Making Connections: Transit for Halton, October 2002
 - Region of Halton Road Needs Study, 2003
 - Draft Oakville Transportation Master Plan, February 2004
 - Draft North Oakville East and West Secondary Plans, February 2004
 - Places to Grow Discussion Paper, Province of Ontario, July 2004
 - Draft Greenbelt Plan, Province of Ontario, October 2004
-

Region of Halton Official Plan

- ROPA 8 designated the majority of Study Area as urban (water supply and wastewater treatment services are or will be provided for future urban development).
- Parkway Belt Area northwest of Hwy 407
 - Allows for services and utilities
- Greenlands A and Greenlands B
 - Hazard lands, provincially and regionally significant wetlands, significant woodlands, habitats, etc
- Environmentally Sensitive Area - Sixteen Mile Creek

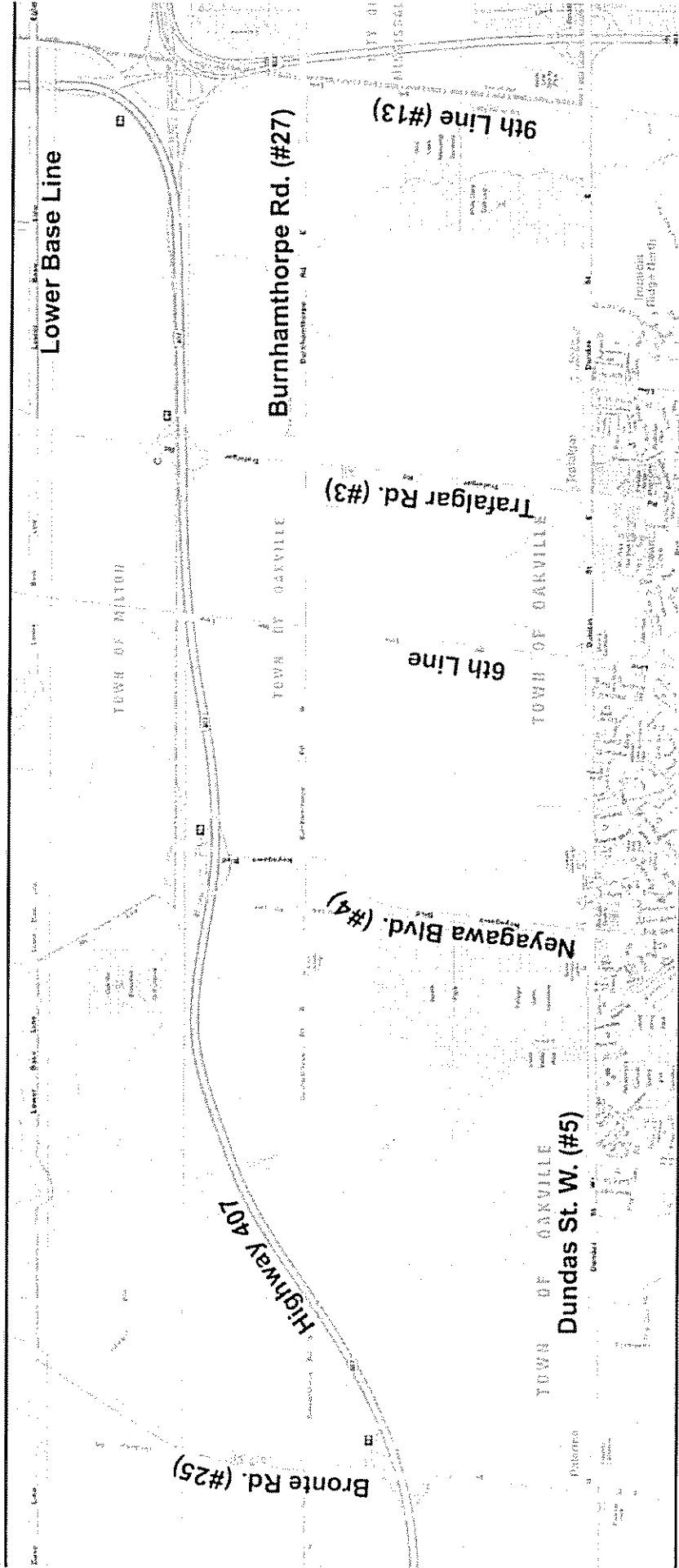
Town of Oakville Official Plan and OPA 198

- Designated the North Oakville area as 'Urban Special Study Area' - Secondary Planning ongoing
 - Sets out development objectives
 - Natural heritage/open space system
 - Creation of residential communities that complement the existing built form
 - Creation of employment districts providing a range of opportunities
- Other land use designations: Parkway Belt, Parkland and Former Sanitary Landfill Site/Waste Disposal Assessment Area and environmental features

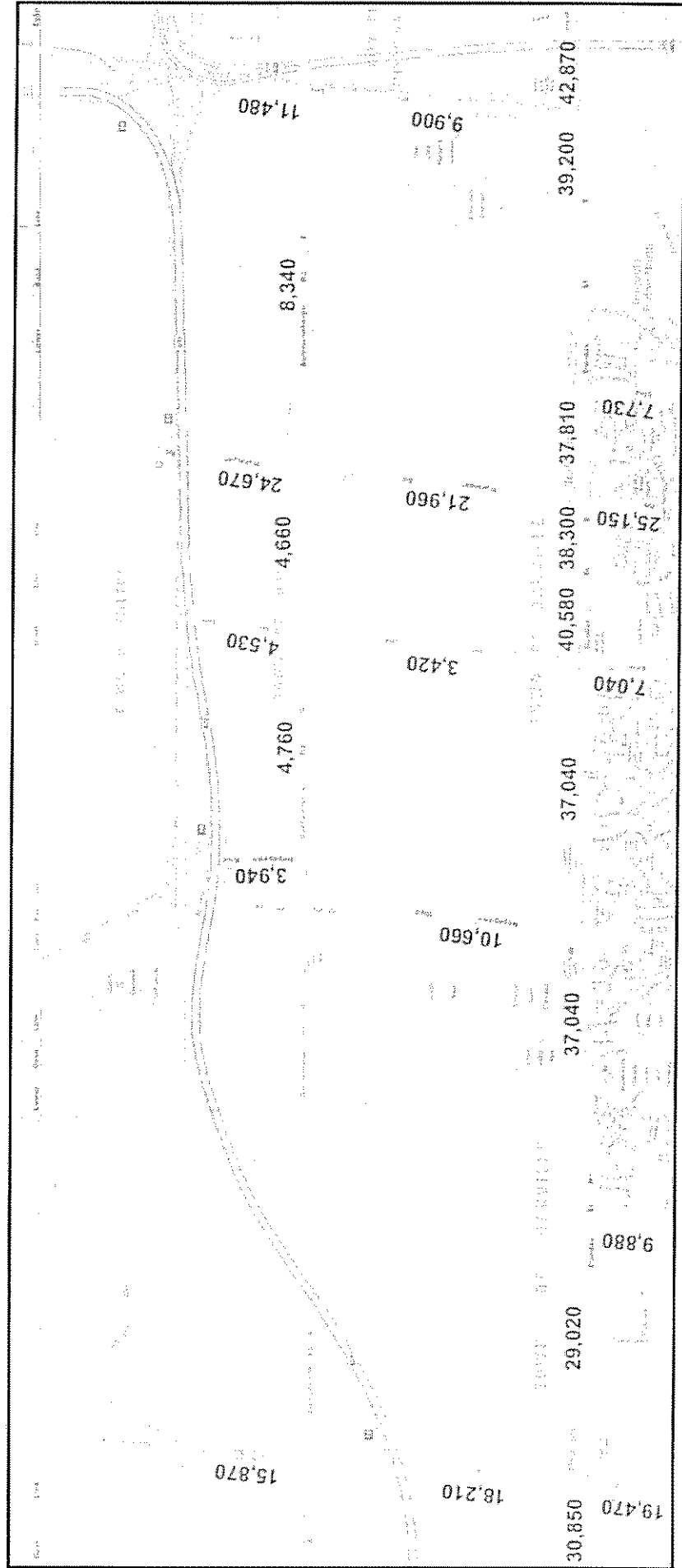
North Oakville Secondary Plan

- Two plans - West of Sixteen Mile Creek and East of Sixteen Mile Creek
 - Current draft of the Secondary Plan provides a land use concept plan including:
 - Urban Core Areas
 - Urban Centre Areas
 - General Urban Areas
 - Sub-Urban Areas
 - Light Employment Districts
 - General Employment Districts
 - Core Preserve, Linkage Preserve and High Constraint Stream Corridor
 - Transitional Areas (buffer between different land uses)
 - Cemetery Areas
 - Village Square Areas
 - Elementary and Secondary School Sites
 - Sixteen Mile Creek Crossing Study Area
-

Existing Road Network



2004 ADT Volumes (24 hr)



Halton Region Road Improvement Plan

(Source: TMP)

Horizons	Lanes, Year
4-2008	4-2008
3-2008	3-2008
2-2011	2-2011
4-2011	4-2011
3-2011	3-2011
2-2014	2-2014
4-2014	4-2014
3-2014	3-2014
4-2021	4-2021
3-2021	3-2021

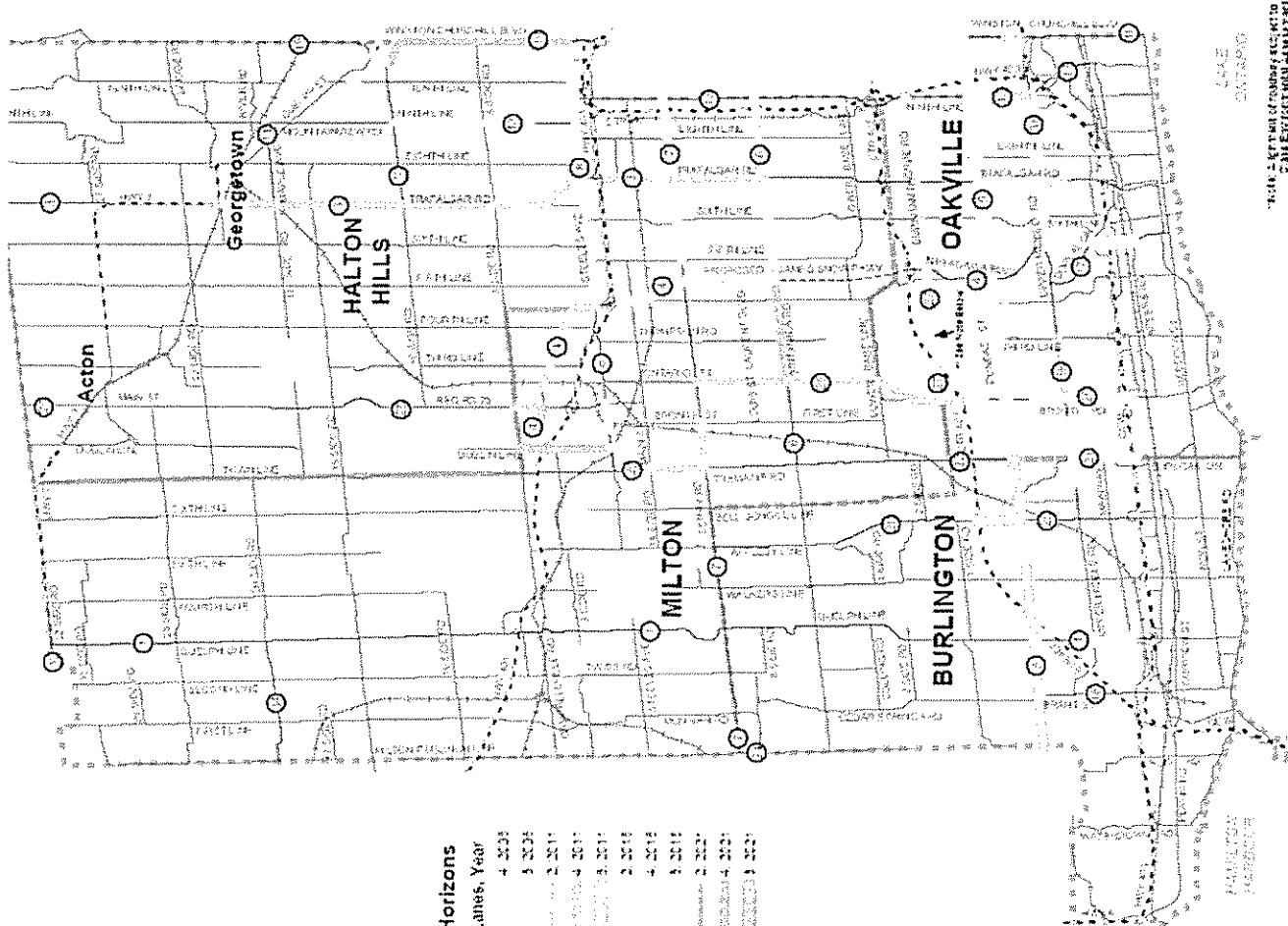


Figure 4
Required Lane Widening by Time Horizon
(2004-2021)

DATE: 2004-07-01
DRAWN BY: J. WILSON
CHECKED BY: M. J. WILSON

Natural Environment – Surface water and Fisheries/Aquatics

- Sixteen Mile Creek
 - Largest watercourse in Study Area
 - Deeply incised warm to coolwater stream supports resident populations of smallmouth bass and migratory runs of rainbow trout, Chinook salmon and coho salmon
 - Joshua's Creek
 - Second largest system in the Study Area
 - Limited fisheries potential
 - Morrison Creek
 - Flow within the Study Area is intermittent
 - Potential coldwater habitat downstream of Study Area
 - Other minor watercourses: McCraney, Taplow, Glen Oaks, Shannon's
-

Natural Environment - Terrestrial/ Vegetation

- Approximately 10% of Study Area covered by woodlands and wetlands
 - Pasture, hedgerow, pioneer communities and prairie ecosystems associated with agricultural activities
 - 50 species of provincial, regional or local significance were reported based on rarity in the Study Area
-

Natural Environment - Wetlands and Env. Sensitive Areas

- Sixteen Mile Creek Life Science ANSI/Sixteen
Mile Creek Valley ESA
- Oakville-Milton Wetlands and Uplands
Candidate Life Science ANSI
- Trafalgar Moraine Candidate Earth Science
— ANSI

Natural Environment - Property

Waste/Contamination

- Fourth Line Landfill (closed)
- Moore Reservoir (potential)
- Gas stations

Social Environment - Existing

Land Use

- Agriculture
 - Field and cash crops
 - Livestock
 - 6 equestrian ranches
 - Residential
 - Farms
 - Rural Residential
 - Palermo - at Regional Road 5 and 25
-

Social Environment - Existing

Land Use

- Community/Institutional
 - 3 cultural/community facilities
 - 2 schools
 - 2 cemeteries
 - 4 places of worship
- Recreational/open space
 - Golf courses, driving ranges, parks and trails
 - 125 hectares of municipal parkland

Social Environment - Existing

Land Use

- Commercial
 - Restaurants, gas stations/auto service centres and rural commercial uses (assoc. with farms)
 - Utility/service
 - Water treatment plant
 - Hydro transmission corridor/transformer station
 - Communications towers
 - Moore Reservoir/water tower
-

Cultural Environment - Archaeological

- Over 50 archaeological sites within or near Study Area
- Creeks in Study Area have high archaeological potential
- Potential for Aboriginal and Euro-Canadian artifact recovery

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Cultural Environment - Built Heritage

- Active farm complexes and former farmhouses/rural residences
- 19th century historical settlements of Palermo, Munn's Corners and Trafalgar
- Trace remains of the 19th century hamlets of Glenorchy and Snider's Corners
- Numerous buildings and structures and cultural landscape features dating from the nineteenth century and of 40 years of age or older in Study Area

Economic Environment

- Development potential of lands within Study Area
 - Commercial businesses along Burnhamthorpe Road, Dundas Street and other corridors
 - Proximity to 407
-

Engineering - Geotechnical

- Study Area contains south slope of the Oak Ridges Moraine, including a strip south of the Peel Plain
 - Predominantly a moraine till plain, known as the Trafalgar Moraine
 - Soils are clayey silts, sands and gravel
 - Sixteen Mile Creek valley contains infilled bedrock valleys
-

Preliminary Identification of Study Issues

- Provision for all modes of travel (transit, carpooling, autos, cyclists, pedestrians)
- Provision of safe access to adjacent existing and planned developments
- Consideration of impacts on environmental features
- Consideration of:
 - Aesthetics;
 - Streetscaping;
 - Safety;
 - Air Quality
 - Noise; and
 - Other community issues.
- Transit opportunities
- Future travel demand
- Location of potential Sixteen Mile Creek crossing impacts
- Co-ordination and compatibility with the Secondary Planning process
- Consideration of provincial policies/guidelines

Preliminary Identification of Alternatives

- Do nothing
- Upgrade adjacent roads
- Reduce auto usage (TDM)
- Maximize existing road capacities (TSM)
- Increase transit service/facilities
- Upgrade pavement/structural condition of Burnhamthorpe Road
- ■ Upgrade capacity (auto and non-auto) of Burnhamthorpe Road
- Potential new bridge crossing of Sixteen Mile Creek
- Combinations of the above

Preliminary Identification of Assessment Criteria

TRANSPORTATION

- Accommodation of future auto demand
- Accommodation of pedestrians & cyclists
- Travel safety
- Emergency service
- Transportation network compatibility
- Transit network connectivity

- Commercial goods movement

ENGINEERING

- Construction impacts
- Utility/service relocations
- Property Requirements

Preliminary Identification of Assessment Criteria

NATURAL ENVIRONMENT

- Watercourses/fisheries
- Vegetation and woodlots
- Wildlife
- Wetlands/marsh areas
- Fluvial geomorphology conditions
- Groundwater/surface water/drainage
- Natural Heritage system connectivity
- Compatibility with North Oakville subwatershed studies

Preliminary Identification of Assessment Criteria

SOCIAL/CULTURAL/ECONOMIC ENVIRONMENT

- Proximity impacts (noise impacts, aesthetics)
 - Traffic infiltration
 - Residential property impacts
 - Commercial property impacts
 - Compatibility with existing/future land uses/plans
 - Consistency with Official Plan policies
 - Archaeological resources
 - Built Heritage resources & rural character
 - Recreational opportunities
 - Future development/redevelopment potential
 - Accessibility
 - Community Connectivity & Integration
-

Discussion

