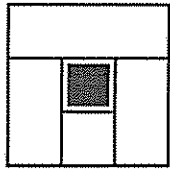




Regional Municipality of Halton

New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek

**Appendix B-3.5: TAC Meeting #5 -
January 26, 2006**



TSH
engineers
architects
planners

Project: New Burnhamthorpe Road
Transportation Corridor and
Potential Future Bridge Crossing of
16 Mile Creek
Class Environmental Assessment

TSH No. 42-80377

Meeting Date: Thursday January 26, 2006

Meeting Time: 2:30 p.m. to 3:30 p.m.

Report Date: Friday February 3, 2006

Recorder: Brenda Jamieson

**TECHNICAL AGENCIES COMMITTEE
MEETING #5**

Page 1 of 3

Note: If any of the contents of this meeting report differ in any respect from your own recollection of the points discussed or decisions reached, please notify us immediately. In the meantime, we will proceed in accordance with the understanding described herein.

LOCATION: Region of Halton – Halton Room

PRESENT:

Rob Thun	Town of Oakville
Dave Bloomer	Town of Oakville
Joseph Lai	Ministry of Transportation
Michael Coakley	Ontario Realty Corporation
Jane Clohecy	Halton Region
Doug Corbett	Halton Region
Joseph Choi	Halton Region
Edward Soldo	Halton Region
Chris Duyvestyn	Halton Region
Christen Audet	Gartner Lee Limited
Mike Delsey	TSH
Brenda Jamieson	TSH

REGRETS Conservation Halton

PURPOSE: To provide an update on the status of the project and to review the short-listed route alternatives and the approach for the Stakeholder Meeting

Action By

1.0 Project Overview

Mike Delsey provided an overview of the study activities to date and reviewed the short list of route alternatives, the 16 Mile Creek crossing alternatives and bridge options, and the issues requiring resolution, specifically the Highway 407/Transitway crossing and the ORC Land Assembly and Green Space Protection Area.

Info

2.0 Discussion

- Completion of the assessment and evaluation of alternatives is dependent on the completion of the detailed environmental field work for the 16 Mile Creek Valley scheduled for this spring. The Town of Oakville advised that additional

Town/
Halton/
TSH

Action By

environmental field work was undertaken for the 16 Mile Creek Valley as part of their Secondary Plan Study and that this information could likely be provided to the Region (eg. migratory bird inventories, etc.).

Depending upon the extent of the information available and its compatibility with Conservation Halton's requirements, it may be possible to advance the completion date for the assessment and evaluation of alternatives and the selection of the preferred alternative. The Town of Oakville will provide available environmental documentation to the Project Team as soon as possible. The Project Team will review the implications on the project schedule. It was recommended that the natural environment specialists from GLL, the Town and Conservation Halton meet to review and discuss the data.

- Conservation Halton has reviewed and provided comments on the detailed work plan for the environmental field work. The detail work plan will be finalized to address Conservation Halton's comments, taking into consideration environmental documentation to be provided by the Town of Oakville. TSH/GLL
- The OMB hearing regarding the Oakville Secondary Plan (pertaining to the lands east of 16 Mile Creek) has been set to commence on August 9, 2006. A 9-month period has been allocated for the hearing. In the meantime, the Board ordered both parties to meet and work towards achieving agreement on disputed issues on an issue by issue basis. Info
- At an advance presentation of the short-listed route alternatives to landowners on January 25, 2006, several landowners raised a concern about Alternative E3 (southerly route alignment between Neyawaga Boulevard and Ninth Line) due to land impacts. Info
- A right-of-way width of 35 m to 42 m is planned for the new transportation corridor. The final width will be dependent on the roadside development and the corridor amenities (e.g. bike lanes, paths, median, etc.)
- The cross section of the roadway will be defined at the next stage of the study. The new transportation corridor is proposed as a four lane arterial roadway with cycling and pedestrian amenities, similar to Upper Middle Road. Options to be considered include providing a 3 m multi-use path in the boulevard on either side of the corridor and / or 1.5 m dedicated bike lanes adjacent to the through lanes. Info
- There is uncertainty associated with the north crossing of 16 Mile Creek in the vicinity of Highway 407 due to the requirements of the 407 Legal Agreement (eg. 407ETR has the right to "quiet enjoyment" of the 407 corridor; i.e. no development is permitted within the Highway 407 controlled access corridor). Info
- The Ministry of Transportation advised Halton Region that the Draft 407 Transitway Functional Planning Study Report can be released for public review. Info

	Action By
<ul style="list-style-type: none">The bridge type for the 16 Mile Creek crossing has not yet been defined. A range of options have been considered at a conceptual level of detail to allow for a comparison of route alternatives. During the next stage of the study, further consideration will be given to the bridge requirements, with particular emphasis on the work in the valley to allow for an assessment of environmental impacts. Joseph Choi recommended that the bridge type not be specified in the Class EA to allow for more flexibility in detail design.	Info
<ul style="list-style-type: none">The Class EA Study currently being undertaken by ORC pertains to the disposal of lands adjacent to the Dundas Street corridor. The lands to be disposed of are currently being confirmed by ORC and will be disposed of through a tendering process. ORC would like to dispose of the lands prior to January 2007 (i.e. prior to the completion of the New Burnhamthorpe Road Transportation Corridor EA). <p>It was noted that the lands to be disposed of will likely be designated as employment lands. Access to the lands would preferably be via the new Burnhamthorpe corridor since opportunities to provide direct access to the lands from Dundas Street will be limited. Shifting Alternative E3 northerly to skirt along the north edge of the parcels slated to be disposed of was discussed but is not preferable since it results in a single side loaded roadway and would also impact the woodlot at Bronte Road.</p>	ORC
<ul style="list-style-type: none">The south crossing of 16 Mile Creek impacts the cemetery lands on the east side of 16 Mile Creek (i.e. planned expansion area at the north end of the site). TSH will contact Chris Mark, Director of Parks for the Town of Oakville, to discuss future plans for the cemetery and the potential impacts associated with the south route alignment alternative.	TSH
<ul style="list-style-type: none">No comments or concerns were raised about the presentation material for the January 26th Stakeholder Meeting.	Info
3.0 Next Steps / Planned Meetings	
<ul style="list-style-type: none">A meeting has been scheduled with stakeholders for the evening of January 26, 2006.	Info
<ul style="list-style-type: none">Following the Stakeholder Meeting, the short list of alternatives will be finalized and the assessment and evaluation of the short listed alternatives will be undertaken to identify a preferred alternative.	Info
<ul style="list-style-type: none">The next TAC meeting will be scheduled for late May 2006.	Info
<ul style="list-style-type: none">The next PIC for the project is planned for the Spring of 2006, likely June. A stakeholder meeting will be held prior to the PIC.	Info
<ul style="list-style-type: none">Following the PIC, the functional design plan will be finalized and the Draft ESR prepared and circulated for review prior to filing.	Info
<ul style="list-style-type: none">The study is scheduled to be completed in early 2007.	Info

Action By

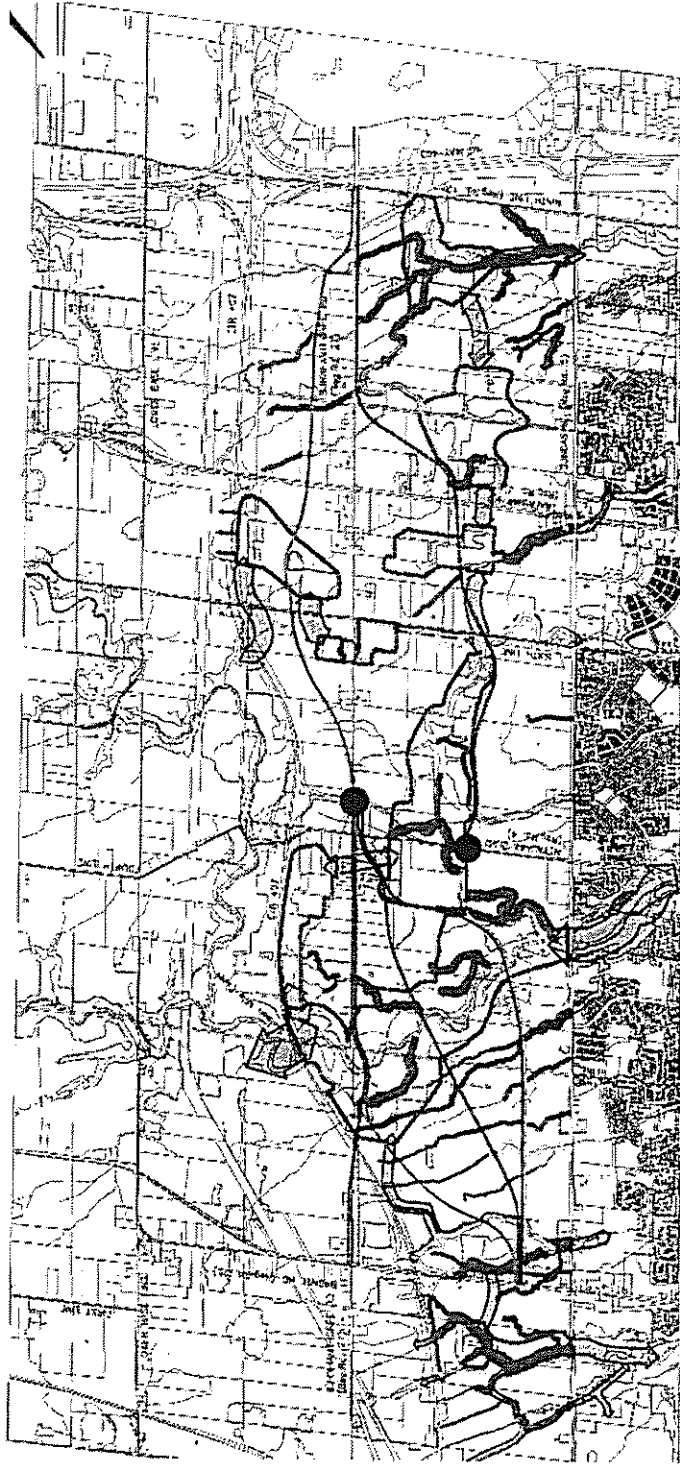
END OF MEETING REPORT

Distribution: Attendees / Invitees

C:\Documents and Settings\bjamieson\My Documents\Burnhamthorpe\Minutes Mtg Jan26-06.doc

Short List Alternatives

Context – Draft Subwatershed Study



SCALE: 1/8" = 1'-0" (AS SHOWN ON SHEET COVER) SUBMITTED: 12/15/07

Reach Level

- 1- High Constraint
- 2A- High Constraint Requiring Rehabilitation
- 2- Medium Constraint
- 3- Low Constraint

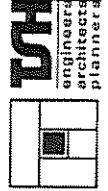
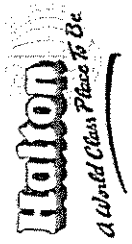
NEVAGAWA BOULEVARD TO NINTH LINE

- ALTERNATIVE 11
- ALTERNATIVE 12
- ALTERNATIVE 13

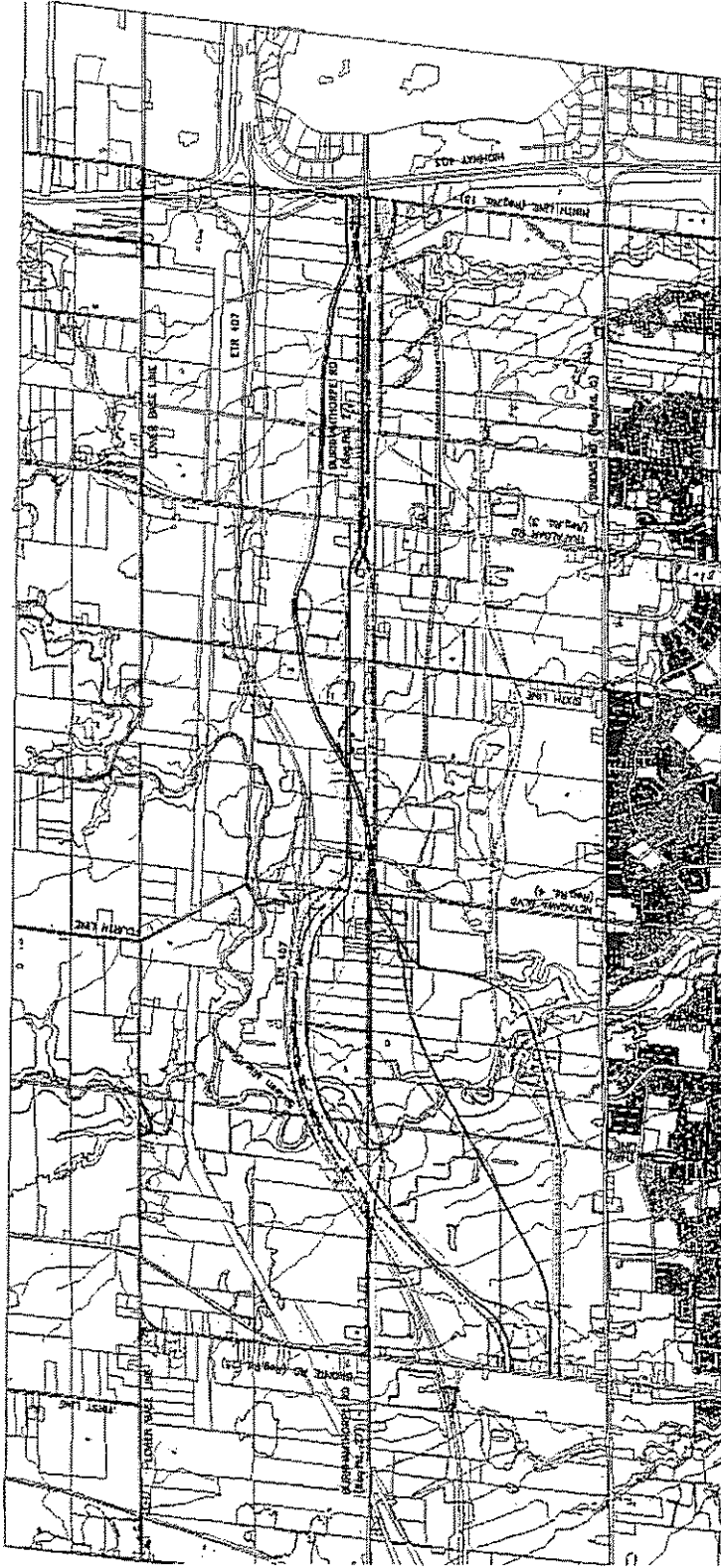
BROOKLYN BOULEVARD

- ALTERNATIVE 14
- ALTERNATIVE 15
- ALTERNATIVE 16
- ALTERNATIVE 17
- ALTERNATIVE 18
- ALTERNATIVE 19

LEGEND

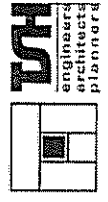
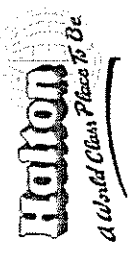


Long List of Route Alternatives



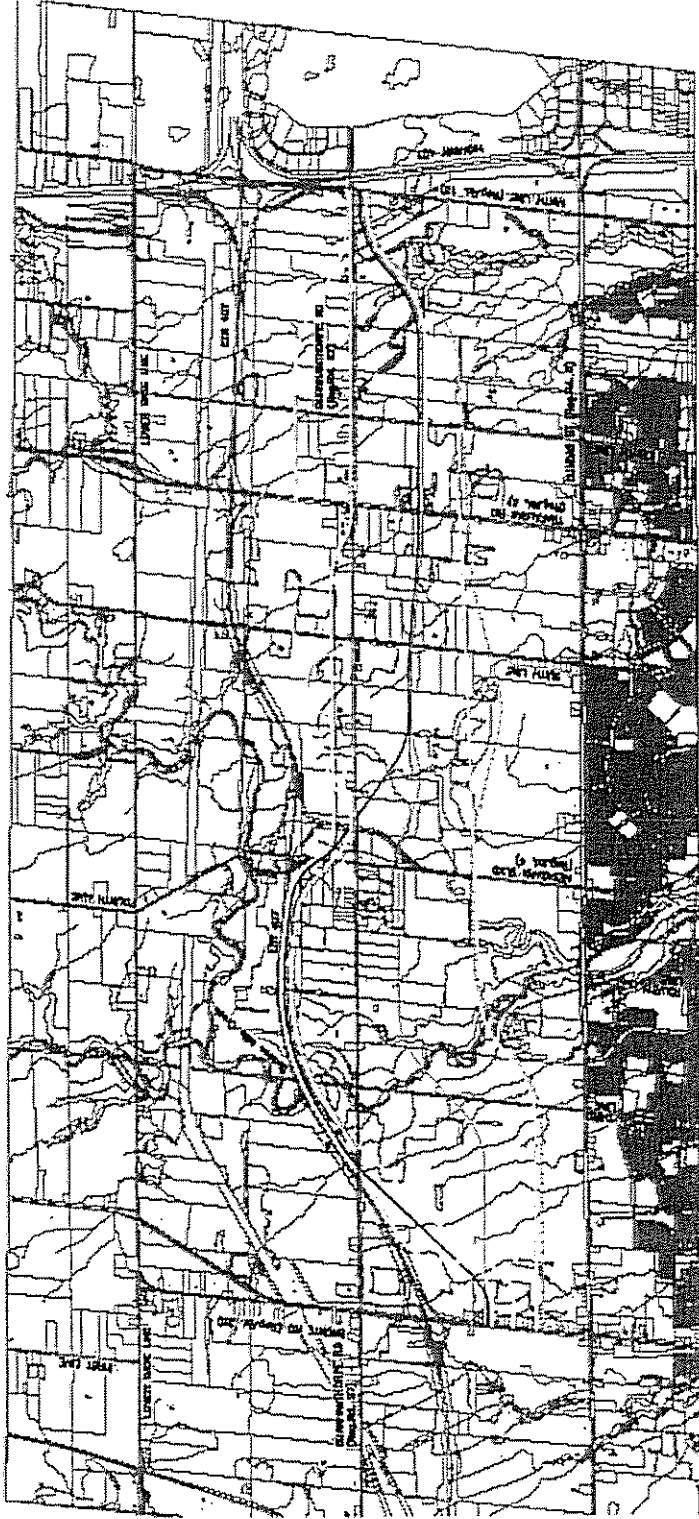
LEGEND

- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3
- ALTERNATIVE 4
- ALTERNATIVE 5
- ALTERNATIVE 6
- ALTERNATIVE 7
- ALTERNATIVE 8
- ALTERNATIVE 9 (NORTH OAKVILLE SECONDARY PLAN ALIGNMENT)
- ALTERNATIVE 10 (HONI ALIGNMENT)
- ALTERNATIVE 11
- ALTERNATIVE 12
- ALTERNATIVE 13
- ALTERNATIVE 14
- ALTERNATIVE 15
- ALTERNATIVE 16
- LINK 1
- LINK 2



Stakeholder Routes

(Developed at July 6, 2005 Stakeholder Group Meeting)

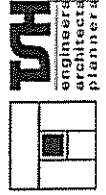


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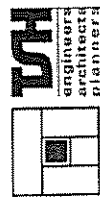
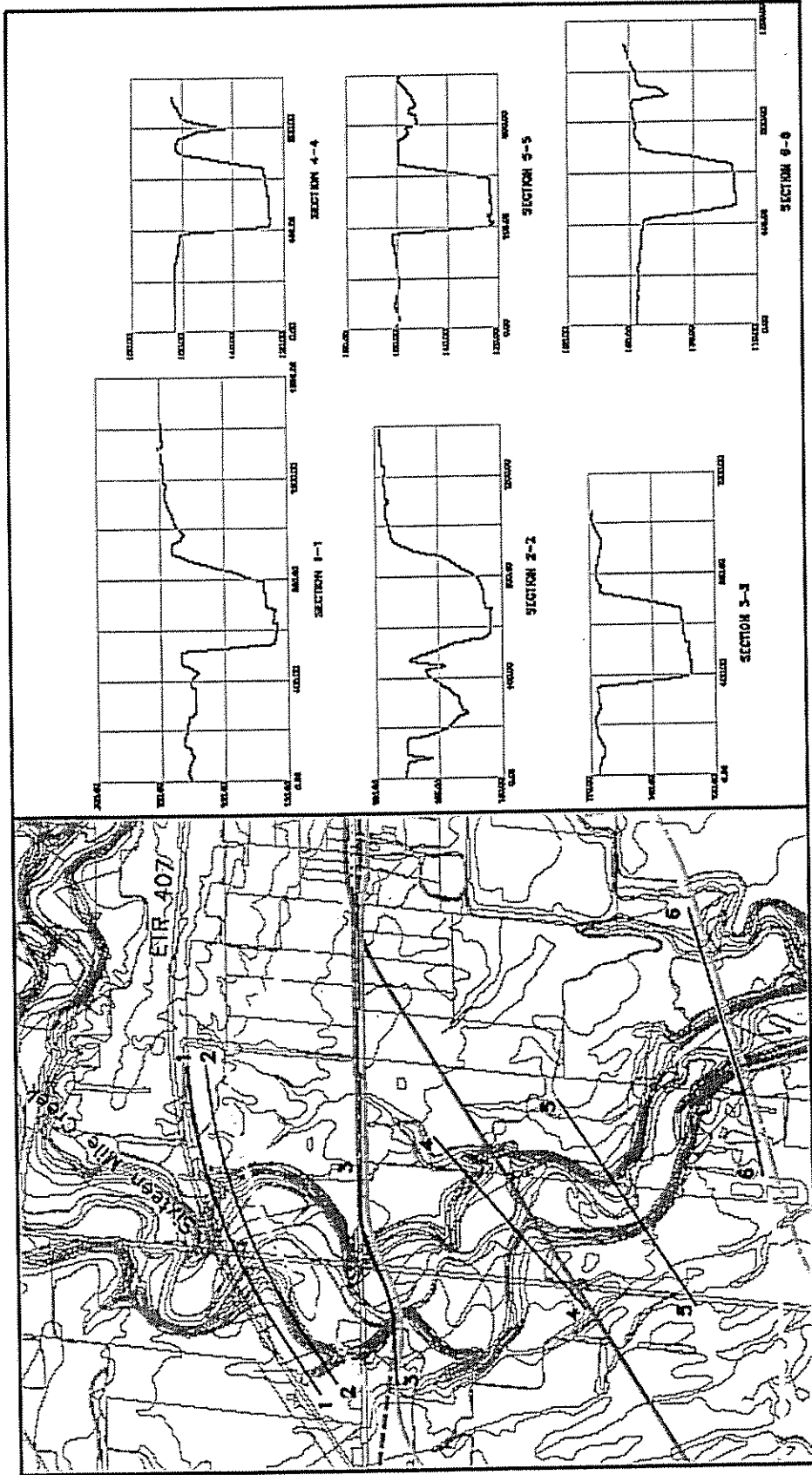
- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3
- ALTERNATIVE 4

- ALTERNATIVE 5
- ALTERNATIVE 6
- ALTERNATIVE 7
- ALTERNATIVE 8

- LINK 1
- LINK 2

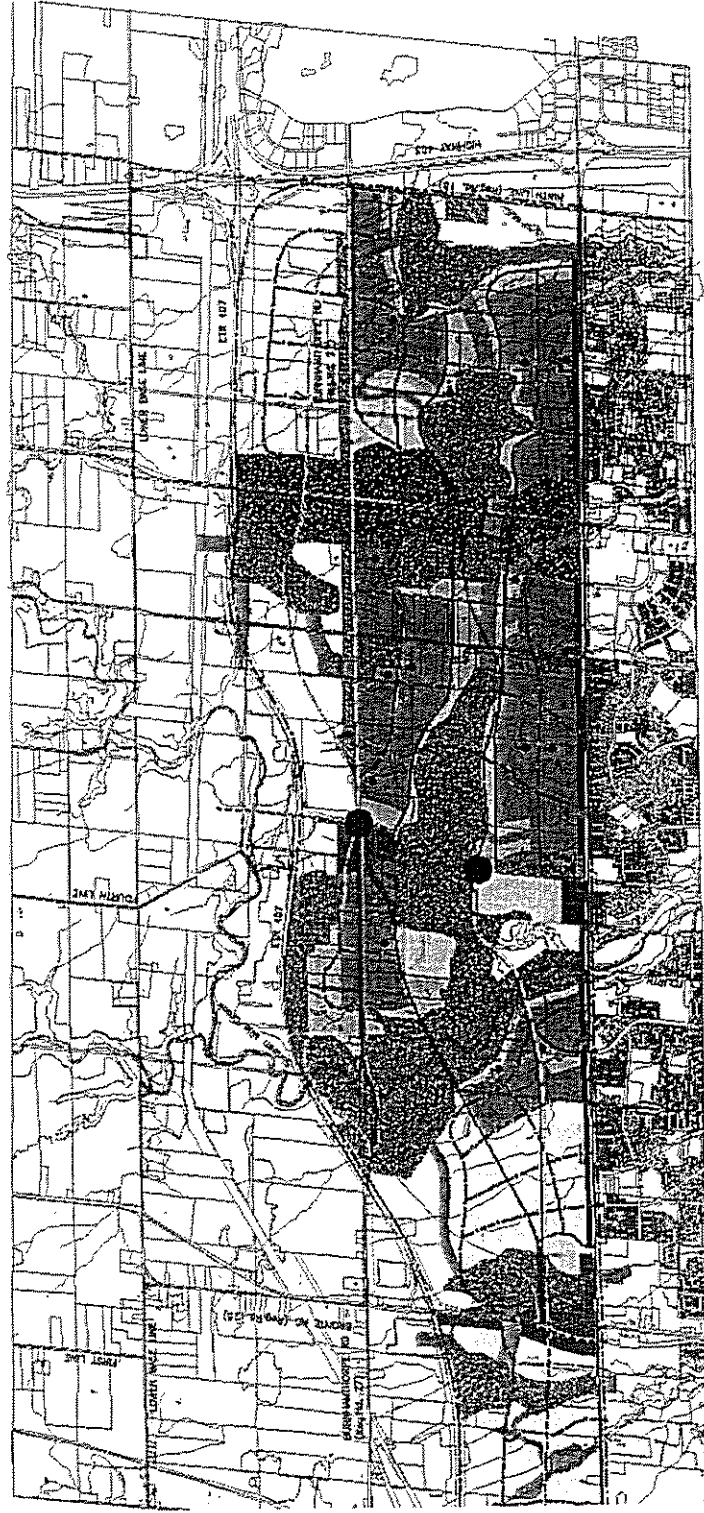


16 Mile Creek Crossing Alternatives



Short List of Alternatives

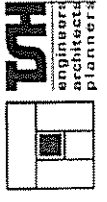
Context – Draft North Oakville Secondary Plan



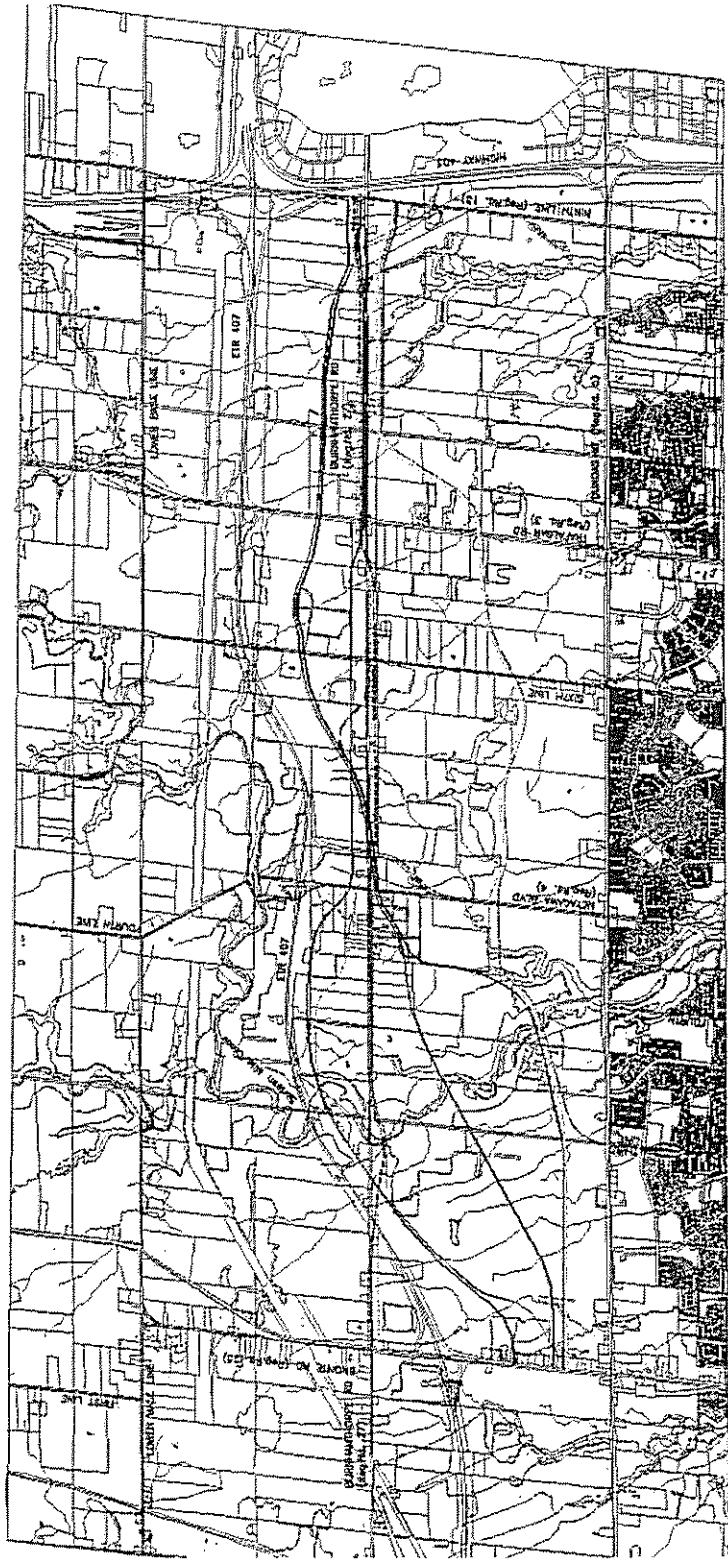
SOURCES: LAND USE PLAN-NORTH OAKVILLE SECONDARY PLAN

LEGEND

BRONTE ROAD TO HEYGAWA BOULEVARD	HEYGAWA BOULEVARD TO 18TH LINE
ALTERNATIVE W1	ALTERNATIVE E1
ALTERNATIVE W2	ALTERNATIVE E2
ALTERNATIVE W3	ALTERNATIVE E3
ALTERNATIVE W4	
ALTERNATIVE W5	
ALTERNATIVE W6	
LRK W2-W6	

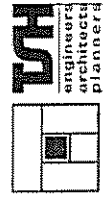


NOSP, NOMI & Additional Routes



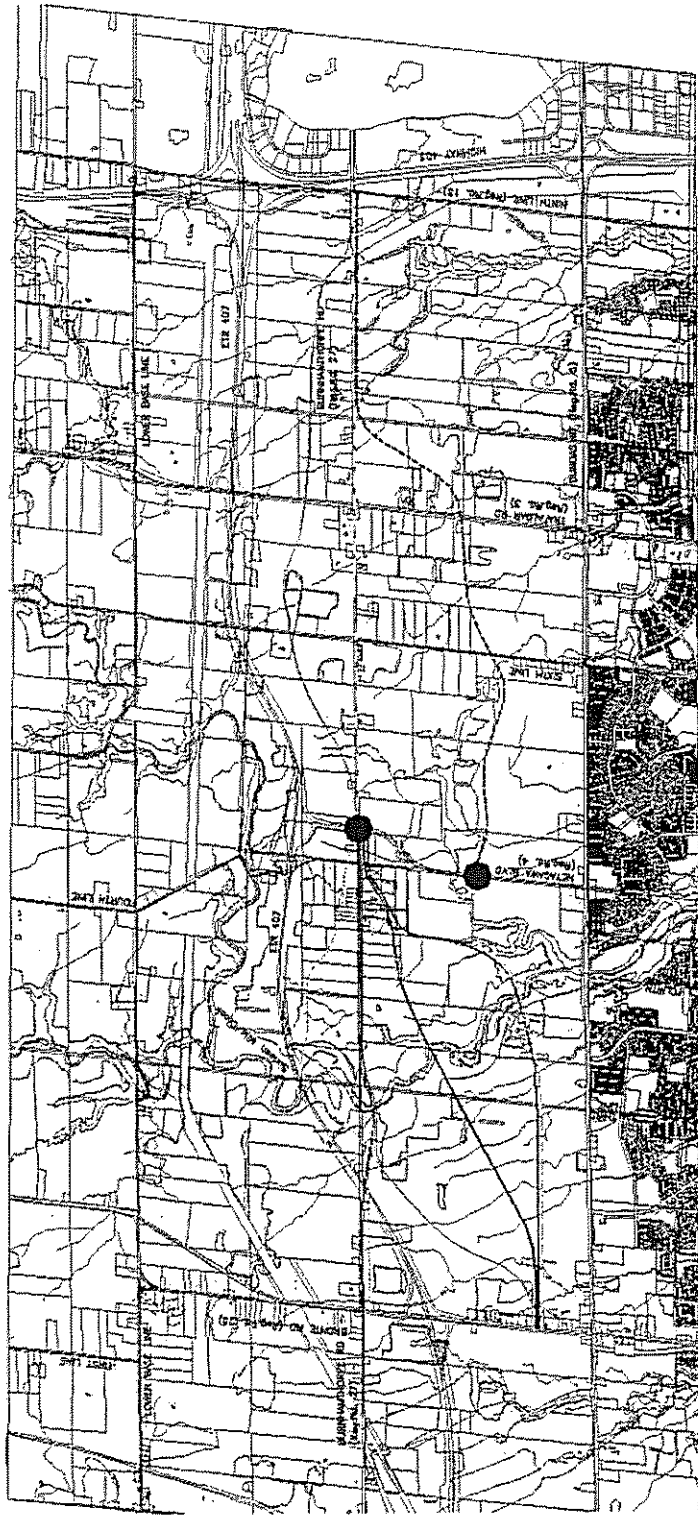
- LEGEND
- ALTERNATIVE 9 (NORTH DANVILLE SECONDARY PLAN ALIGNMENT) _____
 - ALTERNATIVE 10 (HIGH ALIGNMENT) _____
 - ALTERNATIVE 11 _____
 - ALTERNATIVE 12 _____
 - ALTERNATIVE 13 _____
 - ALTERNATIVE 14 _____
 - ALTERNATIVE 15 _____
 - ALTERNATIVE 16 _____
 - LINK 1 _____
 - LINK 2 _____

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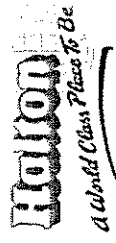
List of Route Alternatives

Context – Draft Green Space Protection

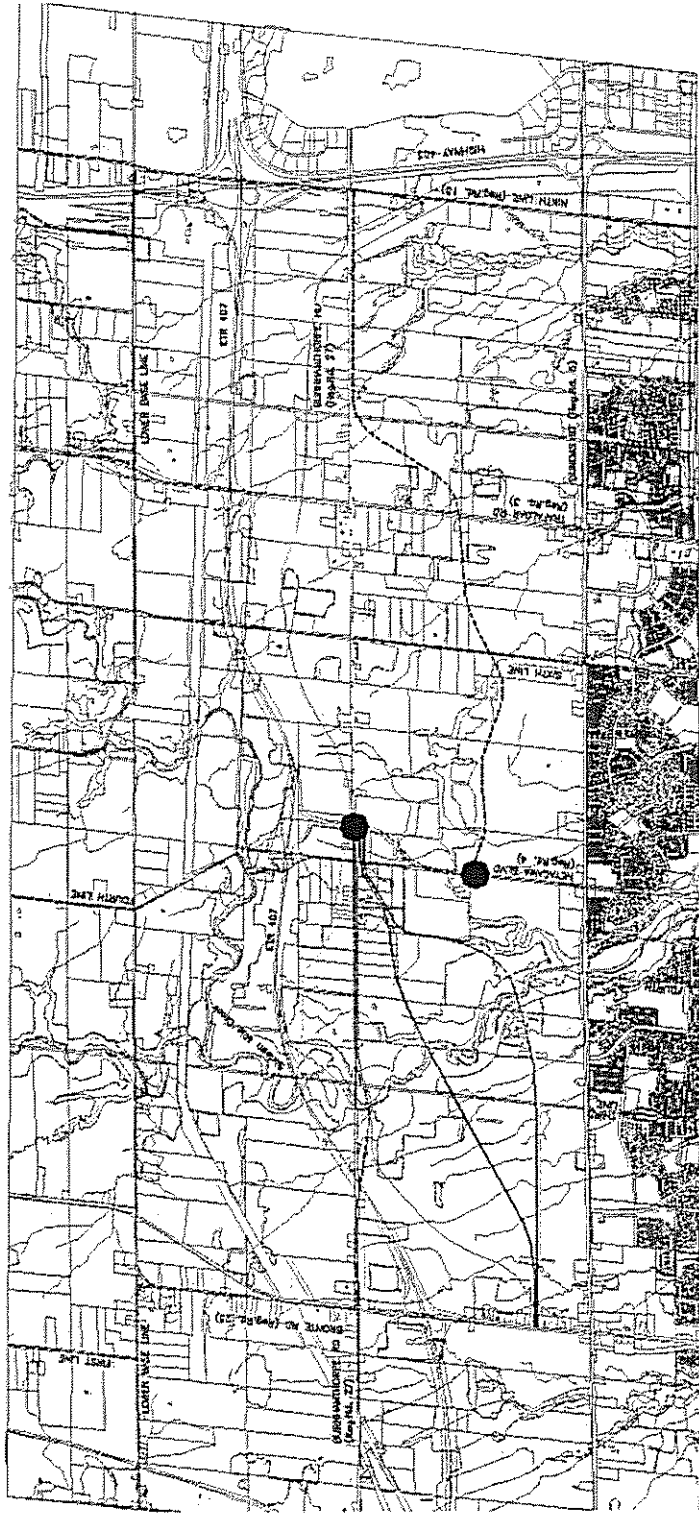


SOURCE: COURTESY OF GOV LANDS - MRT NOVEMBER 5, 2004

- LEGEND**
- BRONTE ROAD TO NEYACAWA BOULEVARD
 - NEYACAWA BOULEVARD TO NORTH LINE
 - ALTERNATIVE #1
 - ALTERNATIVE #2
 - ALTERNATIVE #3
 - ALTERNATIVE #4
 - ALTERNATIVE #5
 - ALTERNATIVE #6
 - LINK W1-W5
 - ALTERNATIVE E1
 - ALTERNATIVE E2
 - ALTERNATIVE E3



Short List of Route Alternatives



LEGEND

BRONTE ROAD TO HWY 401	HWY 401	HWY 101	HWY 104	HWY 108	HWY 112	HWY 116	HWY 120	HWY 124	HWY 128	HWY 132	HWY 136	HWY 140	HWY 144	HWY 148	HWY 152	HWY 156	HWY 160	HWY 164	HWY 168	HWY 172	HWY 176	HWY 180	HWY 184	HWY 188	HWY 192	HWY 196	HWY 200
ALTERNATIVE W1	ALTERNATIVE W2	ALTERNATIVE W3	ALTERNATIVE W4	ALTERNATIVE W5	ALTERNATIVE W6	ALTERNATIVE W7	ALTERNATIVE W8	ALTERNATIVE W9	ALTERNATIVE W10	ALTERNATIVE W11	ALTERNATIVE W12	ALTERNATIVE W13	ALTERNATIVE W14	ALTERNATIVE W15	ALTERNATIVE W16	ALTERNATIVE W17	ALTERNATIVE W18	ALTERNATIVE W19	ALTERNATIVE W20	ALTERNATIVE W21	ALTERNATIVE W22	ALTERNATIVE W23	ALTERNATIVE W24	ALTERNATIVE W25	ALTERNATIVE W26	ALTERNATIVE W27	ALTERNATIVE W28

