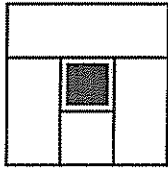




Regional Municipality of Halton

New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek

**Appendix B-3.6: TAC Meeting #6 -
June 1, 2006**



TSH
engineers
architects
planners

Project: New North Oakville Transportation Corridor and Crossing of 16 Mile Creek (Bronte Road to Ninth Line) Class Environmental Assessment

TSH No. 42-80377

Meeting Date: Thursday, June 1, 2006

Meeting Time: 2:00 to 4:00 p.m.

Report Date: Wednesday, June 14, 2006

Recorder: Karin Wall

TECHNICAL AGENCIES COMMITTEE MEETING #6

Page 1 of 4

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 – Scotch Block/Merton Room

PRESENT:

Dave Bloomer	Town of Oakville
Lori Byers	Ministry of Environment
Ray Guther	Conservation Halton
Brenda Axon	Conservation Halton
William Chan	Oakville Hydro
Doug Corbett	Halton Region
Edward Soldo	Halton Region
Chris Duyvestyn	Halton Region
Sean Spisani	Gartner Lee Limited
Mike Delsey	TSH
Brenda Jamieson	TSH
Karin Wall	TSH

REGRETS Ministry of Natural Resources, 407 ETR

PURPOSE: To provide an update on the status of the project and to review the assessment of route alternatives, selection of the Preferred Route and functional design, in advance of the Stakeholder Group Meeting and upcoming Public Information Centre (PIC).

Action By

1.0 Summary of Route Alternative Assessment/Selection of Preferred Route

Mike Delsey provided an overview of the study activities to date and reviewed the evaluation process that led to the selection of a Preferred Route. A handout was distributed. The study process has included identification of a long and short list of alternatives as previously presented to the Technical Advisory Committee and Stakeholders. Since the last series of meetings (in January 2006), the evaluation criteria has been applied to the short list of alternatives, to identify E1 as the Preferred Route from Neyagawa Blvd. to Ninth Line and W6 as the Preferred Route from Bronte Road to Neyagawa Blvd. Info

E1 (Pink on maps provided) is recommended because:

- It is most preferred overall in the categories of Transportation, Social, Cultural

Action By

and Economic Environments and Engineering;

- The majority of impacts to the Natural Environment can be mitigated;
- It avoids the majority of the properties fronting Burnhamthorpe Road; and
- It is located primarily within the planned future employment lands in the NOSP and the Landowners Secondary Plans.

W6 (Solid Blue on maps provided) is recommended because:

- It is most preferred overall in the categories of Transportation, Social, Cultural and Economic Environments and Engineering;
- It avoids the majority of the properties fronting Burnhamthorpe Road;
- It provides the shortest new crossing of the Sixteen Mile Creek valley and crosses in proximity to a disturbed area of the valley (Lions Valley Park); and
- The majority of impacts to the Natural Environment (i.e., fisheries resources, etc.) can be mitigated.

2.0 Discussion

- Finding the best location to cross Sixteen Mile Creek and the valley was critical to selecting the Preferred Route west of Neyagawa Blvd. It was agreed that the location of the new crossing of Sixteen Mile Creek, being close to the existing Lions Valley Park, has significant advantages from both an environmental perspective, because the area is previously disturbed and from a construction perspective, because it permits access to the crossing site needed to build the new structure. Temporary crossings of the creek will be required within the park area, to provide equipment access to the construction zone within the valley. The crossing location of W6 was confirmed in the field by project team members including the fluvial geomorphological, fisheries and terrestrial experts as well as the structural engineer. The creek and valley crossing location for W6 is favoured for many reasons, including the consideration of future migration of the watercourse within the valley. Info
- W6 also provides access to developable lands between the green space and Dundas Street from Bronte Road easterly to the valley crossing. Info
- D. Bloomer questioned the potential impacts to the Town's park land west of Neyagawa. E. Soldo indicated that the park could remain open. Info
- D. Bloomer questioned the property cost of a new alignment versus widening the existing road. E. Soldo responded that widening the existing Burnhamthorpe Road would result in a number of residential buyouts and a significant number of partial properties being required, whereas the new alignment directly impacts a fewer number of properties and residences. Info
- B. Axon supported the preferred route as it crosses many open areas, unlike some of the other alternatives considered. Info

Action By

- The timing of the new transportation route is approximately 10 years in the future, during which some of the existing residences/farmland in the area may be bought out by future developers – as the land is largely designated for future development in the North Oakville Secondary Plan (NOSP). Info

3.0 Review of Recommended Design

M. Delsey indicated that the recommended design has the following features: Info

- 4-lane facility (with two through lanes per direction) plus turning lanes at intersections;
- Urban cross-section with on-road bike lanes and a multi-purpose pathway on both sides;
- New bridge crossing at Sixteen Mile Creek;
- Posted speed of 60 km/h; and
- Property acquisition required – basic 35 metre right-of-way with additional property at intersections.

The Region has kept the right-of-way narrow to minimize impacts.

- Typical cross-sections were shown for a 4-lane section, 5-lane section (which applies between closely spaced intersections) and the Sixteen Mile Creek bridge. Info
- The functional design was reviewed in plan and profile. Info
- The current capital program for the new North Oakville Transportation Corridor has the following implementation schedule: Info
 - Ninth Line to Trafalgar Road – 2013
 - Trafalgar Road to Neyagawa Blvd. – 2014
 - Neyagawa Blvd. to Bronte Road - 2016
- The preliminary cost estimate is \$110 M to \$140 M. The cost is dependant on the amount of property acquired through dedications in the development process. Info

4.0 Discussion

- Some discussion took place regarding the bridge cross-section. Town of Oakville staff indicated that they prefer a 3 m wide sidewalk on the new bridge, to match other new bridges in the Town. D. Bloomer also suggested that consideration should be given to lighting and other amenities on the bridge, such as a place for pedestrians to stop and enjoy the view. Info
- Future lighting should consider impacts to sensitive core areas and shielding may be needed to minimize impacts. TSH

	Action By
<ul style="list-style-type: none"> The connection of existing Bronte Road to the new transportation corridor through a "button-hook" type of configuration was reviewed. It was acknowledged that some form of connection is necessary to provide access to existing residences on the east side of Bronte Road and that some impact to the core area in this location is unavoidable. 	Info
<ul style="list-style-type: none"> Conservation Halton suggested that the subwatershed study be reviewed to ensure that the alignment is located appropriately on the west side of the landfill site, to provide enough room for a buffer area and drainage in that area. 	TSH
<ul style="list-style-type: none"> It was acknowledged that other impacts include the trees on both sides of existing Burnhamthorpe Road in the vicinity of King's College. 	Info
<ul style="list-style-type: none"> In total there are approximately 3 to 5 residences displaced by the Recommended Plan. 	Info
<ul style="list-style-type: none"> Oakville Hydro indicated that they need room adjacent to the new roadway - normally about 3 metres back from the sidewalk. This will be further reviewed because the future right-of-way of 35 metres does not accommodate this requirement. E. Soldo requested Hydro's input in writing. 	TSH/ Region
<ul style="list-style-type: none"> The Conservation Authority and MOE requested an electronic copy (PDF file) of the Recommended Plan. E. Soldo indicated that it will be available on the Region's web page on a contour base map and provided separately to agencies as requested, on a CD after public input is obtained. 	TSH/ Region
<p>5.0 Next Steps / Planned Meetings</p>	
<ul style="list-style-type: none"> A Stakeholder Meeting is being held on June 1, 2006 from 6:30 to 8:30 pm at the St. Volodymyr Cultural Centre on Dundas Street West. 	Info
<ul style="list-style-type: none"> A Public Information Centre (PIC) is scheduled for June 22, 2006. 	Info
<ul style="list-style-type: none"> Following the PIC, final refinements will be made to the Recommended Plan. 	Info
<ul style="list-style-type: none"> A Draft ESR will be prepared in the fall of 2006 and will be available for public review in early 2007. 	Info

END OF MEETING REPORT

The meeting adjourned at 3:40 pm

Distribution: Attendees / Invitees

C:\Documents and Settings\kwall\My Documents\Burnhamthorpe\Minutes\TAC Mtg Minutes June1-06 (2).doc

