



Regional Municipality of Halton

New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek

Appendix D-1: Correspondence

July 29, 2004

Mr. Ho Wong
Manager, Long Range Planning
The Regional Municipality of Halton
1151 Bronte Road
Oakville, ON L6M 3L1

RECEIVED
AUG 3 1 2004
PLANNING DEPARTMENT
MUNICIPALITY OF OAKVILLE

Dear Mr. Wong:

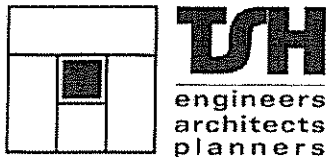
I, _____ owner of _____ Burnhamthorpe Road Oakville, Ontario, are opposed to having the commuter road as shown on the Town of Oakville's current Secondary Plan dated February 11, 2004 cutting through our property.

We are in support of the following proposal in this order:

1. We do not believe or agree that this commuter road with a new 16 Mile Creek crossing is necessary when the Hwy 407 and Dundas Bridge structures are so close by.
2. We do not support the road going through the centre of the proposed village where Burnhamthorpe Road currently exists because it would divide the village concept.
3. If a commuter road and new 16 Mile Creek bridge crossing is required, we support the traffic to run north on Neyagawa Blvd., and to build a service road along the south side of Hwy 407 with a new bridge immediately adjacent to the Hwy 407 bridge. This would be the least destructive to the environment and would allow all of the lands in the area to be utilized to the maximum yields under planned growth.

We trust that our appeal will be given careful and serious consideration when the road is being planned.

Yours truly



TELECOM RECORD SHEET

DATE: 10.27.2004	PROJECT NO.: 42-80377
RECORDED BY: Sabeen	ORIGINATOR OF CALL: _____

WITH: Voicemail msg

PHONE NO.: _____

REPRESENTING: Himself and his father

REGARDING: Property on Burhamthorpe Road

DISCUSSION:

_____ called and left a message on Mike Delsey's voicemail on 10.26.2004, the contents of which are below:

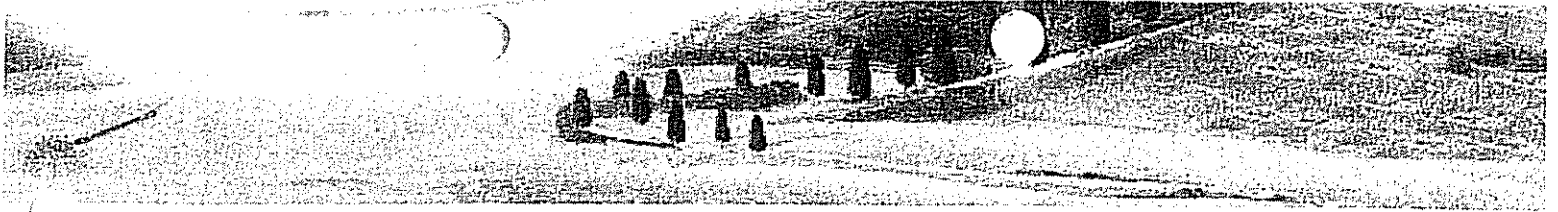
"My name is _____, I am representing my father _____. In regards to a piece of property we own in Oakville. It's in the intersection of Burhamthorpe and Neyagawa. And just west of Neyagawa and Burnhamthorpe on South side. It's a property we have owned for quite awhile. As you know obviously, there have been talks of putting the new proposed Burnhamthorpe Road to cross over the Sixteen Mile Creek. And what basically has been submitted so far is the road basically cuts through not only our property but four of our other neighbouring properties. In which we have our neighbours involved in as well. We would like to if possible have a meeting with you. Our representative in the meeting would be _____ This gentleman is a well-known Realtor in Oakville and he is helping our cause as well just so that our voices can be heard, because we are also looking to build on our property. So if you could give me a call back we would love to sit down with you and go over some of the options, and see what we can do if there are any other options available. My number is _____ Again _____ In regards to our property on Burhamthorpe Road. _____

Follow up phone message by Mike Delsey: Study commencing, PIC in 2005 to discuss Need and Justification for improvements. Premature to meet now to discuss design alternatives. Place on contact list and will advise if any special stakeholder meetings.

ACTION:

- File
- Place on contact list

Distribution: File: 1.4



[Redacted]



Dear Edward,

Attached is a letter signed by Mr. & Mrs. [Redacted] regarding [Redacted] and the proposed placement of Burnhamthorpe road in North Oakville.

If you have any questions our contact info is below:

[Redacted]

1200-912-2233
[Redacted]

Thanks.

[Redacted]

[Redacted]

November 29, 2004

The Regional Municipality of Halton
1151 Bronte Road
Oakville, Ontario
L6M 3L1

Re: _____

Dear Mr. Edward Soldo,

I/We, _____ of _____ in Oakville, Ontario are writing you to inform the Region that we are opposed to having the commuter road shown in the Town of Oakville's secondary plan dated February 11, 2004 cutting through our property.

We, along with _____
_____ are all in agreeance that if indeed a commuter road is ultimately required, that it should be relocated either to the north or south of the land being contemplated herein and as drawn in the attached documents.

We would appreciate your comments with respect to the technical background for this proposed alignment of Burnhamthorpe Road, and the status of any Environmental Assessments with respect to the route selection process for Burnhamthorpe Road.

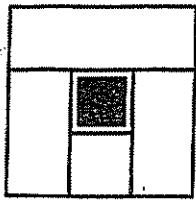
In addition to the future development plans for the _____ property, we have been working this year on the design and siting of our family "Villa" residence to be constructed on the property, likely the beginning early next year. Our new home will respect all current zoning regulations for the property.

We strongly urge the Region to consider alternative alignments, including the existing road allowance for Burnhamthorpe Road, paralleling Hwy. #407 corridor, or moving the alignment south through the non-developable lands. Attached are two visual support documents that outline and explain the suggested the routes that would be in favour of all property owners concerned.

We trust that our appeal along with the neighboring property owners' concerns will be given careful and serious consideration when the road is being planned. Furthermore we would like to be included in all your planning sessions, public meetings and review processes.

Yours truly,





TSH
engineers
architects
planners

Totten Sims Hubicki Associates
300 Water Street
Whitby, Ontario, Canada L1N 9J2
(905) 668-9363 Fax: (905) 668-0221
E-mail: tsh@tsh.ca www.tsh.ca

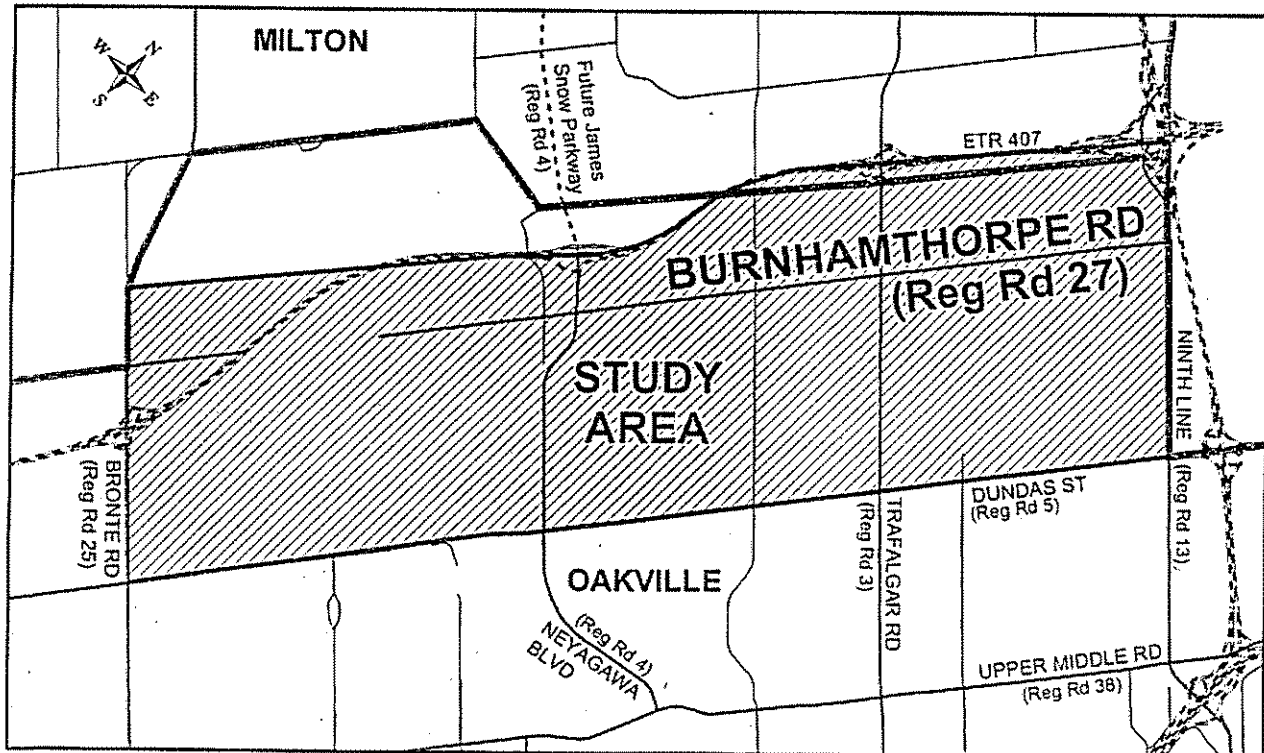
December 2, 2004

Dear Mr. and Mrs. _____

**Re: New Burnhamthorpe Road Transportation Corridor and Potential Future Crossing of Sixteen Mile Creek Class Environmental Assessment
TSH Project No. 42-80377**

I am in receipt of your letter dated November 29, 2004 regarding your property at _____ and your opposition to the alignment of Burnhamthorpe Road as proposed in the draft North Oakville Secondary Plan.

At this time, the Project Team is in the process of re-confirming the transportation need and justification for transportation improvements in the Study Area, as first identified in the Region's Transportation Master Plan. The Study Area is illustrated below. The transportation need and justification will culminate in the completion of a Problem or Opportunity Statement. This will satisfy Phase 1 of the Class Environmental Assessment.



Following the identification of need, the Project Team will undertake Phase 2 of the EA process – Alternative Solutions. This will include identification, assessment, evaluation and selection of a preferred alternative solution. The alternative solutions preliminarily identified for this study include:

- Do nothing (as a base case for comparison);
- Upgrade adjacent roads;
- Reduce auto usage (i.e. TDM measures);
- Maximize existing road capacities (i.e. TSM measures);
- Increase transit service/facilities (e.g. HOV lanes, RBLs, signal priority);
- Upgrade pavement/structural condition of Burnhamthorpe Road;
- Upgrade capacity of Burnhamthorpe Road (i.e. auto and non-auto measures) on existing alignment;
- Upgrade capacity of Burnhamthorpe Road (i.e. auto and non-auto measures) on new alignment;
- Potential future crossing of Sixteen Mile Creek; and
- Combination of the above.

If the assessment of alternative solutions results in selection of a solution that includes upgrading the capacity of Burnhamthorpe Road on an existing or new alignment, the Project Team will proceed to Phase 3 – Alternative Design Concepts of the Class EA.

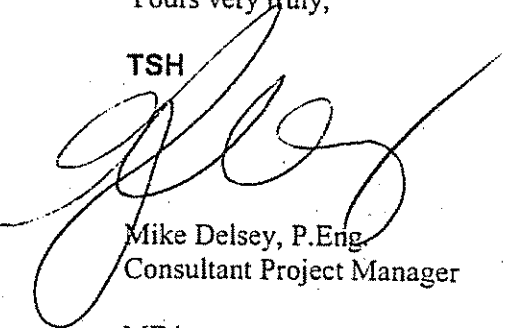
The proposed alignments provided in your letter will be taken into consideration at that time. I appreciate your concern regarding potential impacts that may result to your property and plans for improvements. However, as you may have learned from our Stakeholder Group meeting of December 1, 2004, the study process is not expected to be complete until mid-2006, with the completion of an Environmental Study Report.

I encourage you to continue participating on the Stakeholder Group for this project and look forward to seeing you at the next meeting.

If you have any further questions, please do not hesitate to contact Edward Soldo at the Region of Halton or me.

Yours very truly,

TSH



Mike Delsey, P.Eng.
Consultant Project Manager

MD/cg

K:\PROJECTS\42-80___\80377 Burnhamthorpe\1-Correspondence\public\2004-12-02

pc: Edward Soldo, Region of Halton

THE REGIONAL MUNICIPALITY OF HALTON
1151 BRONTE ROAD
OAKVILLE, ONTARIO, CANADA L6M 3L1



PLANNING & PUBLIC WORKS DEPARTMENT
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 ext.7213 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)

February 18, 2005

Dear _____

Re: Stakeholder Group Meeting #1 Minutes

Thank you for attending the first Stakeholder Group Meeting held on December 1, 2005 for the New Burnhamthorpe Road (Regional Road 27) Transportation Corridor and Potential Future Bridge Crossing of Sixteen Mile Creek Class Environmental Assessment Study.

Please find attached a copy of the meeting minutes for your information and review.

If you have any further questions or comments, please contact the study's Project Manager, Mr. Edward Soldo, at your earliest convenience at 905-825-6000, extension 7475.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric Hakomaki".

Eric Hakomaki, P.Eng.
Transportation Planner



June 24, 2005

Comments to the Rd. 27 Transportation Corridor and potential future crossing of Sixteen Mile Creek Class E.A.

I attended the public information meeting (#1) on June 9 and was struck by the process of this EA (or the lack of it). It appeared that the decision had already been made: "Burnhamthorpe Corridor widening from Bronte Road to Ninth Line, on existing or new alignment, including a crossing of Sixteen Mile Creek, will be carried forward to the next phase of Study to develop and assess alternative routes (design concepts)." It left me with the distinct impression that any public comment would carry little or no weight.

Although an extensive list of criteria and sub-factors was presented, there was no indication as to how these factors were evaluated and what relative importance was given to each factor. Was the Natural Environment of equal importance to Engineering??

Although several Stakeholders meetings had been held prior to this public information session no comments from the stakeholders were available and most of my questions regarding the assumptions, that went in to the study, could not be answered.

As a result I still have the following questions:

1. What is the current utilization of Hwy 407 and what capacity is still available?
2. What were the assumptions related to the achievement of "live-work" objectives in the North Oakville Secondary Plan? What percentage of the people working in north Oakville would be living outside Oakville, traveling by car?
3. What was the assumption of the amount of local versus regional use of this road. (Oakville residents use versus residents from outside Oakville) and how was it established?
4. What was the assumption of local use (from 9th line to Bronte) versus "thru traffic" (getting on and off beyond these points) and how was it established?
5. Was a combined solution considered such as using part of the available capacity of HWY 407 and widening Dundas from 6 to 8 lanes?
6. In the Summary of Short List Assessment (page 22 of the Agenda Overview) it states: "Burnhamthorpe Corridor widening comparable to Dundas in terms of cost"

When I asked what cost was assumed for the additional Sixteen Mile Creek crossing the response was that that had not been determined as its location was not fixed as yet. How was it then determined that the cost was "comparable"?

7. What process was used in evaluating the criteria and sub-factors to arrive at a recommended solution.
8. What comments have the Stakeholders made to the Recommended Solution?
9. Was the proposed future Intermodal facility considered in the study?

I would appreciate it if I could receive written answers to the above questions prior to the next information session.

Thank you.



THE REGIONAL MUNICIPALITY OF HALTON
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August 19, 2005

Dear _____

Re: New Burnhamthorpe Road (Regional Road 27) Transportation Corridor and Potential Future Bridge Crossing of Sixteen Mile Creek Class Environmental Assessment Study

Thank you for your letter dated June 24, 2005 regarding the above noted study. The following responses address the comments/questions raised in your letter.

Comment

Although an extensive list of criteria and sub-factors was presented, there was no indication as to how these factors were evaluated and what relative importance was given to each factor. Was the Natural Environment of equal importance to Engineering?

Response

A two step process was used in the assessment and evaluation of alternative solutions.

Step 1 involved assessing each alternative against a range of transportation criteria to identify the feasibility and effectiveness of each alternative in satisfying the identified problems and opportunities within the Study Area. The Region's travel demand forecasting model was the principle analysis tool used in the assessment. The process was explained at the Stakeholder Meeting. Only two alternatives were identified as capable of addressing the long term travel needs:

- Widening of Dundas Street from Bronte Road to Ninth Line; and
- Widening of Burnhamthorpe Road on existing or new alignment, including a new crossing of Sixteen Mile Creek.

These two alternatives were then subjected to a more detailed assessment against a broader range of factors and criteria including transportation, natural environment, social environment, engineering and costs. The assessment was provided as a handout at the meeting.

As noted at the meeting, a "reasoned argument" methodology was employed to assess and evaluate the two short-listed alternatives. This methodology requires a two-step process. The first step entails an assessment of the impacts of the various alternatives under consideration. At this stage, each environmental feature is examined to determine the extent of impact. Net impacts will then be identified on the basis of the effects on the environment

at remain after standard mitigation measures have been applied to reduce the extent of the impact. The second stage is the evaluation itself. This stage builds upon the information obtained from the impacts assessment stage and involves a comparative analysis of the advantages and disadvantages of the alternatives considered to select a preferred alternative. At this stage, the relative importance of the environmental features is determined. A "Do Nothing" scenario is carried forward to represent a base case for comparison to the preferred alternative method.

The Reasoned Argument method does not assign weighting to the factors and criteria. Rather it highlights the differences in net impacts associated with the various alternatives. Based on these differences, the advantages and disadvantages of each alternative are identified. The relative significance of the impacts is examined to provide a clear rationale for the selection of a preferred alternative. The rationale that favours the selection of one alternative over all others is derived with consideration of input from the following sources:

- Government legislation, policies and guidelines;
- Municipal policy (i.e., Official Plans);
- Issues and concerns identified during consultation with ministries and agencies, municipalities, ratepayer and interest groups and the general public; and
- Project Team expertise.

Comment

Although several Stakeholders meetings had been held prior to this public information session no comments from the stakeholders were available and most of my questions regarding the assumptions that went in to the study could not be answered.

As a result I still have the following questions:

1. What is the current utilization of Hwy 407 and what capacity is still available?

Response

Travel volumes have been requested from 407 ETR through the Study Area. Preliminary information indicates a morning peak hour volume of about 3000 vehicles per hour in the eastbound direction. The evening peak hour volume in the westbound direction is somewhat less. This represents about 50 to 60% of available capacity.

The Region's travel demand forecast model also provides estimates of Highway 407 utilization under a range of population, employment and road network conditions, to test future travel demands and patterns and determine related network deficiencies. The model assigns trips through the transportation network based on origins and destinations of trips and calculations of minimum time paths in consideration of prevailing road link performance based on operating speeds and roadway capacity, as well as factoring in the affects of tolls. Express toll route usage is typically associated with longer distance trips, where substantial travel time savings can be realized.

The model estimates that Highway 407 is operating at a high level of service under existing conditions, while carrying significant volumes of traffic as noted above. The model also predicts an acceptable level of service under future conditions and does not indicate the need to widen Highway 407 within the planning period for this Study, which is the year 2021. It should be noted that by 2021 the road network includes widening to both Regional Road 5 (Dundas Street) and the QEW.

Comment

What were the assumptions related to the achievement of "live-work" objectives in the North Oakville Secondary Plan? What percentage of the people working in north Oakville would be living outside Oakville, traveling by car?

Response

North Oakville forecasts for population (55,000 to 65,000) and employment (28,000) for full build-out of the urban area reflect a population to employment ratio ranging from approximately 2:1 to 2.3:1.

The Region's Best Planning Estimates for 2021 have a population of 40,000 and employment of 25,000, translating to a population to employment ratio of about 1.6:1.

From the travel demand forecasting model for the 2021 horizon year, the analysis predicts that 20% of auto trips originating in the Study Area have a destination in the Study Area. Another 30% are destined to other areas of the Town, outside of the Study Area.

Comment

3. What was the assumption of the amount of local versus regional use of this road. (Oakville residents use versus residents from outside Oakville) and how was it established?

Response

The travel demand forecasting model was used to provide an estimate of the volume and origin/destination of potential users of the roadways through the Study Area under future conditions. The model estimates travel in the PM peak hour. In the westbound direction, for example, the model predicts that almost 40% of peak hour trips crossing Sixteen Mile Creek on Dundas Street and an improved Burnhamthorpe corridor would originate within the Study Area. When Highway 407 is added to the east-west roads in this assessment, the proportion of local trips crossing Sixteen Mile drops to almost 30%. The reason for the drop is due to the addition of the much larger volume of longer distance trips using Highway 407. This operational characteristic is to be expected and is consistent with the role of Highway 407 as carrier of longer distance, inter-regional trips, rather than local trips.

Comment

4. What was the assumption of local use (from 9th line to Bronte) versus "thru traffic" (getting on and off beyond these points) and how was it established?

Response

See above response.

Comment

5. Was a combined solution considered such as using part of the available capacity of HWY 407 and widening Dundas from 6 to 8 lanes?

Response

The model assesses the effectiveness of various options in addressing future travel demand. A combined solution was considered as a potential alternative in the overall solution. In fact, the Study Team recognizes that a combined solution is vital to the successful delivery of transportation service within the Study Area, and advocates that improved transit, transportation systems management and transportation demand management strategies will be important elements of an overall solution.

Highway 407 will be an important element of the overall road network in Halton Region, especially as a carrier of longer distance trips. Highway 407 currently operates at a high level of service, with considerably excess capacity relative to traffic volumes. While traffic volumes are expected to grow by as much as 25% by 2021, the highway will still operate at a good level of service, with high operating speeds and free flow conditions. The operator of 407 ETR does not anticipate the need to widen the freeway in this planning period, and will control the efficiency of operations, while optimizing toll revenues, by adjusting the toll rates.

As a carrier of longer distance trips, Highway 407 does not address the need to provide a balanced transportation corridor within the planned new community of North Oakville; a corridor that will provide access to local roads and adjacent land uses as well as one ideally suited to all modes of travel - autos, transit, pedestrians and cyclists.

Dundas Street widening to eight or ten lanes was compared to an improved Burnhamthorpe corridor and was considered to have greater overall impacts and was subsequently not recommended to take forward. That view is consistent with prior studies that investigated the feasibility and desirability of widening Dundas Street and recommended against further widening beyond the already approved six lanes.

Comment

6. In the Summary of Short List Assessment (page 22 of the Agenda Overview) it states: "Burnhamthorpe Corridor widening comparable to Dundas in terms of cost"

When I asked what cost was assumed for the additional Sixteen Mile Creek crossing the response was that that had not been determined as its location was not fixed as yet. How was it then determined that the cost was "comparable"?

Response

There are a number of factors beyond the costs of a new or widened bridge over Sixteen Mile Creek that affect the cost of improvements to either of the noted corridors. While the cost of road widening for Dundas Street may be less than constructing a new corridor, a greater proportion of costs would be attributed to Dundas for property acquisition and injurious affection, utility relocation, provision of noise walls, upgrading of storm water management systems, illumination, potential grade separation of major intersections, etc., making the overall comparison of the two relatively similar.

Overall, the costs to widen Dundas Street were considered comparable to a potential new Burnhamthorpe corridor even though it is acknowledged that there would be higher costs associated with a new bridge crossing than a widened bridge. The Region's 2004 Development Charges By-law contained \$89M for this project. At the next stage of the Study, when actual crossing locations are examined, more accurate costs of alternative bridge crossings and types will be examined.

It should also be noted that cost was not deemed to be the overriding factor in favouring the Burnhamthorpe alternative to Dundas.

Comment

7. What process was used in evaluating the criteria and sub-factors to arrive at a recommended solution?

Response

The process is explained above.

Comment

8. What comments have the Stakeholders made to the Recommended Solution?

Response

The comments will be summarized and made available for review at the next Stakeholders Meeting.

Comment

9. Was the proposed future Intermodal facility considered in the study?

Approved population and employment that has been reflected in the Regional and local municipal Official Plans has been reflected in the determination of future travel demands. In addition, recent provincial announcements relating to *Green Space*, *ORC lands* and *Places to Grow* plans have been incorporated as appropriate.

No specific consideration of the proposed intermodal facility has been made, as no application for such a facility has yet been made.

If you have questions or require further information, please contact the undersigned at (905) 825-6000, extension 7475.

Yours truly,



Edward Soldo, P.Eng.
Manager, Transportation Services and Infrastructure Planning



August 31, 2005.

Dear Mr. Soldo,

Re: New Burnhamthorpe Road EA

Thank you for your response dated August 19, 2005

It has given me some valuable additional information but also failed to answer some of my questions.

The "reasoned argument" methodology sounds like a fancy term but the explanation is not helpful. When determining the relative importance of the effects of an alternative on the environment and the effect on cost for example some "weighing" or "rating" seems important if the process is going to be transparent. The "reasoned argument" methodology would appear to me very subjective.

The question as to available capacity of Hwy 407 now and in the future was not answered. The response that there is no "need to widen Hwy 407 within the planning period" does not suffice.

The question on assumptions related to the achievement of "live-work" objectives, which is a major objective for North Oakville was not answered.

The information that 20% of auto trips originating in the Study Area have a destination in the Study area is helpful and significant. That leads me to the conclusion that 80% of the trips are going outside the study area or out of Town. Am I correct?

You stated that a greater cost for widening Dundas would be attributed to property acquisition, utility relocation, noise walls, stormwater systems, illumination, grade separations. These seem to be normal infrastructure costs that would be needed just as well

for any new road. In fact it would appear that building a new road would be more expensive than widening and existing road.

To my question whether a future intermodal facility was considered, the response was no as "no application for such a facility has yet been made". Your planning horizon is twenty years or more. An intermodal facility would have a very significant effect on traffic in the area. Is the assumption that no such facility will be built in the next 20 years and if so what is the basis for that assumption? As you well know CN has purchased the property for it quite some time ago.

A further response would be appreciated.

Thank you.



THE REGIONAL MUNICIPALITY OF HALTON
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Toll free: 1-866-4HALTON (1-866-442-5866)



December 16, 2005

Dear _____

Re: New Burnhamthorpe Road (Regional Road 27) Transportation Corridor and Potential Future Bridge Crossing of Sixteen Mile Creek Class Environmental Assessment Study

Thank you for your letter dated August 31, 2005 regarding the above noted study. The following responses address the comments/questions raised in your letter.

1. Comment:

The "reasoned argument" methodology sounds like a fancy term but the explanation is not helpful. When determining the relative importance of the effects of an alternative on the environment and the effect on cost for example some "weighing" or "rating" seems important if the process is going to be transparent. The "reasoned argument" methodology would appear to me very subjective.

Response:

As stated in our August 19, 2005 letter, the reasoned argument approach highlights the differences in net impacts associated with the various alternatives. This methodology provides a comparative trade-off of alternatives rather than a detailed quantitative assessment of impacts. A reasoned argument assessment/evaluation is actually more transparent and less subjective than a scoring and weighting methodology, which can result in widely different conclusions depending on the opinion of those scoring the alternatives.

2. Comment:

The question as to available capacity of Hwy 407 now and in the future was not answered. The response that there is no "need to widen Hwy 407 within the planning period" does not suffice.

Response:

As stated in our August 19, 2005 letter, Hwy 407 currently operates at about 50-60% of available capacity in peak hours through the study area. Although significant growth in traffic through the Study Area is anticipated over the

next twenty years, no widening of Highway 407 is expected to be required by the owners of 407 ETR. Past experience with the operation of the central section of Hwy 407, suggests that the 407 ETR operators will use toll rates as a means of maintaining efficient operation as well as optimizing revenue, before resorting to physical expansion of the facility.

3. Comment:

The question on assumptions related to the achievement of "live-work" objectives, which is a major objective for North Oakville was not answered.

Response:

The population and employment targets for Halton Region are established by the provincial Ministry of Municipal Affairs and Housing. The live/work relationship that evolves from the population and employment designated for North Oakville then provides the basis for travel demand forecasts to establish future infrastructure needs. The population to employment ratio in North Oakville ranges from approximately 2:1 to 2.3:1.

4. Comment:

The information that 20% of auto trips originating in the Study Area have a destination in the study area is helpful and significant. That leads me to the conclusion that 80% of the trips are going outside the study area or out of Town. Am I correct?

Response:

Twenty percent of trips are expected to be internal to the Study Area. Of the remainder, about 35% will be to/from the south within the Town of Oakville, 30% will be to/from the east, 12% will be to/from the west and 3% will be to/from the north. Please bear in mind that these are our best estimates based on information available to us at this time.

5. Comment:

You stated that a cost for widening Dundas would be attributed to property acquisition, utility relocation, noise walls, stormwater systems, illumination, and grade separations. These seem to be normal infrastructure costs that would be needed just as well for any new road. In fact it would appear that building a new road would be more expensive than widening and existing road.

Response:

The overall costs of the Dundas St. widening and Burnhamthorpe Road corridor are considered to be comparable though the cost breakdown for individual elements of each alternative would vary significantly. Higher costs are associated with widening Dundas Street for such items as you have noted, specifically property and grade separations. By comparison, higher costs are associated with a new crossing of Sixteen Mile Creek, as compared to a widening of the existing Dundas Street structure, as well as higher costs for the new pavement structure.

Cost however, was not the over-riding factor in favouring the Burnhamthorpe Road alternative over the Dundas Street widening alternative. A number of other impacts, specifically relating to transportation, social and community factors favoured the new corridor option.

6. Comment:

To my question whether a future intermodal facility was considered, the response was no as "no application for such a facility has yet been made". Your planning horizon is twenty years or more. An intermodal facility would have a very significant effect on traffic in this area. Is the assumption that no such facility will be built in the next 20 years and is do what is the basis for that assumption? As you well know CN has purchased the property for it quite some time ago.

Response:

No specific consideration was given to a CN intermodal facility as no development application has been made.

Approved population and employment levels from the Regional Official Plan and local municipal Official Plans have been reflected in the determination of travel demands. Any future CN development application will need to go through the site plan approval process, which would include the submission of a traffic impact study. The traffic impact study would be used to identify any additional road improvements required as a result of any future CN development.

If you have questions or require further information, please contact the undersigned at (905) 825-6000, extension 7475.

Yours truly,



Edward Soldo, P.Eng.
Manager, Transportation Services and Infrastructure Planning

Duyvestyn, Chris

From: Duyvestyn, Chris
Sent: Tuesday, January 24, 2006 9:43 AM
To: _____
Cc: Soldo, Edward; 'Mike Delsey'; 'Brenda Jamieson'
Subject: RE: Stakeholder Group Meeting #5 - New Burnhamthorpe Road (Regional Road 27) Transportation Corridor EA Study

Mr. _____

Thank you for your email. Regarding your two questions, we provide the following response. We are looking at several different locations to cross Sixteen Mile Creek which will have some bearing on how a New Burnhamthorpe Road will continue onto Regional Road 25. The existing Burnhamthorpe Road corridor is one alternative being considered, which will be presented at our Stakeholder meeting on January 26, 2006. If you cannot attend, the presentation will be available on the project website by the end of this week at the link provided previously.

We have tentatively scheduled another Stakeholder meeting and the second Public Information Centre for late Spring 2006, at which time the evaluation of alternative alignments and a preliminary preferred design will be presented. The EA study is expected to be finalized in either late 2006 or early 2007.

Best Regards,

Chris Duyvestyn, P. Eng.
 Transportation Engineer

Transportation Services
 Planning & Public Works
 Regional Municipality of Halton
 Phone: 1-866-442-5866 ext. 7623
 Fax: (905) 825-8822
 E-mail: duyvestync@region.halton.on.ca
 Effective Jan 1, 2006 E-mail: chris.duyvestyn@halton.ca

From: _____
Sent: Tuesday, January 24, 2006 9:22 AM
To: Duyvestyn, Chris
Subject: RE: Stakeholder Group Meeting #5 - New Burnhamthorpe Road (Regional Road 27) Transportation Corridor EA Study

Thank you for your reply.
 Yes, it answers my question perfectly.
 Sometimes in a process like this you miss things, I did not know a lot of what you told me, it was very helpful. I am not sure if you can answer these two questions, but I will ask them.
 What are the chances of the crossing ending up using Burnhamthorpe Rd on the west side of the 407 as part of the extension
 Second, any idea when the final choice will be made?

Thanks again

From: Duyvestyn, Chris [mailto:Chris.Duyvestyn@halton.ca]
Sent: Tuesday, January 24, 2006 9:03 AM
To: _____
Cc: Soldo, Edward; Mike Delsey; Brenda Jamieson
Subject: RE: Stakeholder Group Meeting #5 - New Burnhamthorpe Road (Regional Road 27) Transportation Corridor EA Study

Mr. _____

Thank you for your email. Halton Region completed a similar Class Environmental Assessment (EA) study for widening of Dundas Street over Sixteen Mile Creek in 2003. The bridge and roadway through this stretch of Dundas Street is proposed to be widened to 6 lanes (3 lanes in each direction), which is scheduled to begin construction later this year.

The New Burnhamthorpe Road Class EA study has determined that with Dundas Street at 6 lanes over Sixteen Mile Creek, a new 4 lane crossing of Sixteen Mile Creek is still required to accommodate the future development in North Oakville. This information was presented at the first Public Information Centre on June 9, 2005 which can be viewed on the project website at the link below:

<http://www.region.halton.on.ca/ppw/planningroads/transp/Projects/Burnhamthorpe/default.htm>

As you can see under the link to the Assessment of Alternative Solutions - Short List, widening of Dundas Street to 8 or 10 lanes was considered; however, a New Burnhamthorpe Road Transportation Corridor including a new crossing of Sixteen Mile Creek provided the best solution to accommodate the future traffic in North Oakville, improved emergency response times, improved transit service and accommodation of pedestrians and cyclists.

I trust this answers your question.

Best Regards,

Chris Duyvestyn, P. Eng.

Transportation Engineer

Transportation Services

Planning & Public Works

Regional Municipality of Halton

Phone: 1-866-442-5866 ext. 7623

Fax: (905) 825-8822

E-mail: duyvestync@region.halton.on.ca

Effective Jan 1, 2006 E-mail: chris.duyvestyn@halton.ca

1/24/2006



NEW BURNHAMTHORPE (REGIONAL ROAD 27) TRANSPORTATION
CORRIDOR & POTENTIAL FUTURE CROSSING OF SIXTEEN MILE CREEK
CLASS ENVIRONMENTAL ASSESSMENT



Stakeholder Group Meeting #5
Thursday January 26th, 2006

PLEASE PROVIDE YOUR COMMENTS IN THE SPACE BELOW

- what will you do about the extra noise that this road will create for our neighbourhood we will be sandwiched - new road and 407
- any property that is affected will lose value to it who and how will you think tanks that know it all compensate the loss.
- seeing that the town has land 90+ acres in the affected area why not use it, not the private lands. I as a land owner ^{will} fight hard and believe you see I can fight for what is mine that I and my family have worked very hard for what we have and pay our taxes.
- at the meeting one of your representatives said that no plans were in sight 15 years old ago I knew 20 years ago that 407 was ~~already~~ already being planned and development for the area.

DO YOU PEOPLE THINK OF THE PEOPLE AFFECTED IN THE NEIGHBOURHOOD !!!

FEB 10 2006
RECEIVED
PUBLIC WORKS

If you are unable to respond at this time, please submit your comments by February 10th, 2006 to:

Mr. Edward Soldo, Manager, Transportation Services
Regional Municipality of Halton
1151 Bronte Road, Oakville, Ontario L6M 3L1
Phone: 905 825-6000, Ext. 7475
Toll Free: 1-866-442-5866 (1-866-4HALTON)
Fax: 905 825-8822
Email: Edward.Soldo@halton.ca

Name (Please Print): _____

Mailing Address: _____

Town: _____ Postal Code: _____

E-mail Address: _____

Personal information on this form is collected pursuant to the Planning Act, R.S.O. 1990, c. P.13, the Municipal Act, 2001, S.O. 2001, c.25 and will be used for future contact in relation to the New Burnhamthorpe Road (Regional Road 27) Transportation Corridor and Potential Future Bridge Crossing of Sixteen Mile Creek project. Questions about the collection of your information should be addressed to Edward Soldo, Manager Transportation Services, 1151 Bronte Rd., Oakville, ON, L6M 3L1, 1-866-442-5866.

The Region and TSH thank you for your involvement in this Class EA. Comments and information regarding this study are being collected to assist the Region in meeting the requirements of the Environmental Assessment Act. With the exception of personal information, all comments will be included in the Environmental Study Report and will become part of the public record.

Duyvestyn, Chris

From: _____
Sent: Thursday, January 26, 2006 2:43 PM
To: Duyvestyn, Chris; Soldo, Edward
Subject: RE: Stakeholder Group Meeting #5 - New Burnhamthorpe Road (Regional Road 27) Transportation Corridor EA Study

Hi Mr. Duyvestyn

Unfortunately, we as landowners of property on the south side of Burnhamthorpe Road, West of Neyagawa can not attend the meeting. For the record, we would like to confirm that we do not believe a bridge created on Burnhamthorpe Road with a crossing at the Sixteen Mile Creek is necessary. It would be too taxing financially and also from an environmental perspective.

Regards

Duyvestyn, Chris

From: Duyvestyn, Chris
Sent: Tuesday, January 31, 2006 1:42 PM
To: _____
Cc: Soldo, Edward; mdelsey@tsh.ca; bjamieson@tsh.ca
Subject: New Burnhamthorpe Road Class EA Transportation Corridor

Ms. _____

As discussed, please find below the link to the project website, which contains the information presented at the last Stakeholders Group meeting (meeting # 5):


<http://www.halton.ca/ppw/PlanningRoads/transp/Projects/Burnhamthorpe/default.htm>

The presentation contains a map showing the short list of alternative alignments proposed to be taken forward for further evaluation in determining a preliminary preferred alignment for New Burnhamthorpe Road. As mentioned, the preliminary preferred alignment will be presented at the next Public Information Centre tentatively scheduled for June 2006. Please let me know if you have any questions.

Best Regards,

Chris Duyvestyn, P. Eng.
Transportation Engineer

Transportation Services
Planning & Public Works
Regional Municipality of Halton
Phone: 1-866-442-5866 ext. 7623
Fax: (905) 825-8822
E-mail: duyvestync@region.halton.on.ca
Effective Jan 1, 2006 E-mail: chris.duyvestyn@halton.ca



February 6, 2006

Mr. Edward Soldo, P. Eng.
Manager, Transportation Services
Regional Municipality of Halton
1151 Bronte Road
Oakville, ON
L6M 3L1

Dear Mr. Soldo

Re: The New Burnhamthorpe Road (Regional Road 27) Transportation Corridor and Potential Future Bridge Crossing of Sixteen Mile Creek Class Environmental Assessment Study

On January 26, 2006 R.A.N.D. attended the fifth Stakeholder meeting. Many of our members were present as observers in anticipation of the presentation of the alternative routes. Following that presentation, the Region asked the Stakeholders to review the alternatives and make comments, adding anything that we felt may have been overlooked in the evaluation of the various routes.

To prepare for this feedback, a meeting was scheduled with the R.A.N.D. membership on February 1, 2006. The purpose of this meeting was two fold; 1. To review the options and determine whether there were any alternative routes that might have been overlooked and 2. Provide input from the residents with respect to how the various routes would impact them individually. The following is a result of those discussions with our membership. We feel this additional information is relevant in evaluating each of the following alternatives.

First, we have some overall comments on the content of the presentation. It seemed apparent to our members that this study is still shown in isolation. In order to plan strategically for the future transportation needs of the Region, an explanation of how this study would impact the surrounding communities would have been useful. Many people still cannot understand the need of such an elaborate and expensive bridge to be built over an extremely sensitive and already compromised valley within a two kilometer span between Regional Road #5 and the 407. Most of the alternative options negatively impact some of the residents' properties.

We recognize the fact that the Region did acknowledge the residents' properties as an issue on the Alternative E2 and E3 routes; however, we felt that **“how the subsequent routes would impact the properties”** was not taken into consideration. It became very evident during the presentation that the people who live in the area took a back seat to the environment. Having said that, we (the R.A.N.D. membership) have evaluated each alternative route and made comments where necessary.

Additional Issues relating to the following Alternatives

The following routes were assessed from the large map (no identifying marks), provided by the Region. Note there seems to be a discrepancy between the TSH map of the Short list of Alternatives provided at the Stakeholder meeting #5 and the large map. The route identifications don't correspond with each other in some cases and some of the alignments appear slightly different. We cross referenced both maps for identification purposes but based our impact analysis on the large map.

Alternative Option E1 (pink)

R.A.N.D. has always supported this route. We agreed with the Town's North Oakville Secondary Plan (NOSP) in this particular part of this road structure.

- It accommodates truck and commuter traffic while keeping it out of the residential communities to the south
- It will primarily run through a future business district, based on the Town's NOSP
- It's proximity to the 407 will be beneficial
- This route impacts one residential property directly

Alternative Option E2 (green long dashed)

- For obvious reasons, the option of utilizing existing Burnhamthorpe Road will impact the most residents (already noted, but doesn't describe to what extent it impacts vs. other options)
- Too many turns on/off this route. There are at least 65 driveways opening onto Burnhamthorpe. Not efficient use for a Regional road. Safety is an issue
- Straight roads encourage speeding
- The third issue in your presentation is not accurate. This route does not separate the employment from residential. There is a transitional area along the North side of Burnhamthorpe Road between Ninth Line and Neyagawa Blvd., providing a residential mix to Neyagawa, then only residential on North and South side from Neyagawa to the Crossing.

Alternative E3 (D. blue short dashed)

- This road option runs south of existing Burnhamthorpe therefore not capturing the truck traffic that the northerly route accommodates, which may result in bringing truck and commuter traffic down into the residential communities.

- This option cuts back up to existing Burnhamthorpe road at Eighth Line, through part of the flood plain and right into an old settlement village, a very important part of our community, bringing the bulk of the traffic right through that settlement.
- This route impacts at least seven properties severely. (R.A.N.D. has worked extensively with the town on this historic settlement area in the NOSP.)

Issues relating to Bridge Crossing Alternatives

Options Overview:

In general none of the bridge options are favourable in our opinion. It has been said by other Stakeholders that crossing the creek north of the 407 accessed from a North South route (future James Snow Pkwy extension) would prove more useful to Regional traffic. You would be crossing at a much smaller span of the creek thus making the bridge much less costly. We still feel this option is worth further investigation. All roads that run east/west between Oakville and Milton are heavily traveled at peak commuter times; therefore, a northerly route would also take the burden off some of those other east/west routes. We understand that the Master Transportation Plan determines this process. We are, however, still concerned that this is a band-aid solution in the bigger picture of addressing the overall future traffic demands of the region.

Alternative W1 (red)

- This route is from the NOSP and a route we didn't support in the past because of the impact it has on approximately 12 Member's properties including 3 equestrian facilities and The King's Christian Collegiate. Cutting most of these properties in half.
- Crossing the valley in this location is also less desirable than the adjusted route Alternative W6 (orange) for the reasons you have pointed out already in your list of issues.

Alternative W2 (dark green)

Originally RAND supported the 407 crossing, if a crossing was deemed necessary. In light of the new information presented at the Stakeholder #5 meeting, only one of two options is worth further investigation, that being the shorter of two crossing options - the option attaching the new crossing with the 407 ETR.

- Although the crossing is worth pursuing, unfortunately the route you have chosen to the crossing at the 407 is undesirable. This route option negatively impacts 9 properties from Neyagawa to the crossing, cutting many of those properties in half. Including an equestrian facility.
- Although we have no members along Burnhamthorpe road West of 16-Mile Creek to Bronte road, we also acknowledge the negative impact this route would have on those residential homes and farms along that stretch.

Alternative W3 (Purple)

- This route has the same negative impacts as alternative W6.
- This route affects several rural homes and equestrian farms as noted in the W2 option.

Alternative W4 (light blue dashed)

If the 407 crossing is not ideal, then we agree the northern tip of Lions Valley Park would be the best option environmentally.

- This route has the least impact on RAND properties of all the other routes.

Alternative W5 (Alternative W6 on the TSH map) (dark blue solid)

- Everything about this route is negative; it cuts through a large part of our community, approximately 20 homes along Burnhamthorpe road.
- This route is crossing the creek at the most sensitive part of the valley system (already noted) through a private home/property that is nestled in an area adjacent to the valley, amongst significant woodland.

Alternative W6 (Alternative W5 on the TSH map) (Orange)

- This option seems to be a revision of the Alternative W1 from the NOSP. Although it is an improvement over that route it still impacts approximately 5 member's properties, including ponds and significant woodland, three equestrian facilities and The King's Christian Collegiate, cutting most of these properties in half.

(Many of the members could live with this route if the road could be realigned to the south of their properties through the MTO property. We understand this is a difficult challenge but would ask you to review the option of utilizing the MTO, and rethinking the alignment.)

- This option could be a safety issue around the school.
- Although no crossing is the only acceptable route, this location of the crossing has less environmental impact than alternative W1.

The Long List Alternatives from the TSH map

Alternative 6

This option is a comparative option to Alternative E3 but meets Ninth Line rather than Burnhamthorpe Road. This would be a better option than E3 if the alignment was adjusted to where it impacts the important environmental features. Is it possible to look at this route again?

Alternative 7 or 8

One of these alternatives east of Neyagawa could be combined with W4 on short list. This alternative does not accommodate the truck and commuter traffic from the future employment area.

Having said that, none of the alternatives 6, 7 or 8 on the long list address the traffic North of Burnhamthorpe Road between Ninth Line and Neyagawa Blvd. Thus bringing truck and commuter traffic into the residential communities, unless you still implement the addition of E1 from the short list.

Summary:

The route alternatives and crossing options recommended by our membership are Alternatives W4 and E1. These options have the least Social, Environmental and Financial impacts and still accommodate the traffic demands. We understood from the presentation that we could link up any route east of Neyagawa with any route west of Neyagawa at the intersecting points. We would like you to consider an option that combines Alternative W4 with Alternative E1 utilizing Neyagawa as the connecting point of these two routes. We would like to point out that this type of link has been previously used in Oakville for Regional Road improvements and the crossing of 16-Mile creek. The example is Dorval Drive to Upper Middle Road across 16 Mile Creek Smith-Triller Viaduct to Neyagawa Blvd and closing the old Fourth Line in various areas.

The presentation made by the Regional staff and Consultants was quite helpful. We would like to stress that although we understand the magnitude of the decisions being made, we must be a continued voice in the protection of our community because of the enormous impact that your decisions can make on the lives of the residents of this community. We hope you will continue to consider our point of view as we do yours.

In closing, on behalf of R.A.N.D. we would like to express our appreciation for the opportunity to be participants in this process.

Yours, Respectfully

Stakeholder Representatives

On behalf of RAND Membership

Cc: Joyce Savoline, Region of Halton Chair
Cc: Councillor Jeff Knoll, Town and Regional Councillor
Cc: Janice Wright, Town and Regional Councillor
Cc: Brent Marshall, Region of Halton, Chief Administrative Officer
Cc: Peter M. Crockett, P.Eng. Commissioner, Planning and Public Works
Cc: Jane Clohecy, Region of Halton Planning Dept.
Cc: R.A.N.D. Membership

February 10, 2006

Edward Soldo
Manager Transportation Services
Planning & Public Works
1151 Bronte Road, P.O. Box 7000
Oakville, ON
L6J 6E1



RE: New Burnhamthorpe Transportation Corridor & Potential Future Crossing of Sixteen Mile Creek Class Environmental Assessment

Dear Mr. Soldo,

As you know, Mattamy Homes have made multiple applications for draft plan approval for residential plans of subdivision on our land holdings within North Oakville. Based on information prepared by the Region to date, we are advised that the need for an additional Sixteen Mile Creek crossing has not been established. Notwithstanding, we have prepared this letter to provide comments based on the alternatives proposed.

Neyagawa Boulevard to Ninth Line - Alternative E3

We strongly oppose alternative E3. This alternative will bisect all the future residential communities in North Oakville. The consequence of this alternative is significant including increased traffic on local residential roads, the routing of heavy commercial and commuter traffic through neighborhoods, increase in noise, a reduction in pedestrian safety, effective isolation of neighbourhoods and will ultimately result a loss in a sense of community.

The vision for North Oakville planning is to create safe and desirable residential communities. This alternative does not allow the vision to be realized. It is our view that the New Burnhamthorpe Transportation Corridor should be routed through the Employment Use proposed north of Burnhamthorpe Road consistent with the NOMI Secondary Plan alignment.

Bronte Road to Neyagawa Boulevard – Alternative W4/W6

For several of the same reasons noted above, we strongly oppose alternatives W4/W6. As an alternative conceptually shown on the attached map is another possible alignment that we feel will satisfy the screening criteria for the future bridge crossing of Sixteen Mile Creek but was not considered as part of the original process. This alternative provides a mid-point crossing of the Sixteen Mile Creek of approximately 400m+/- which is well within the desired 300-500m crossing length and avoids associated table land woodlots situated both

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FEB 17 2006

HALTON
REGIONAL
PLANNING
& PUBLIC WORKS DEPT.

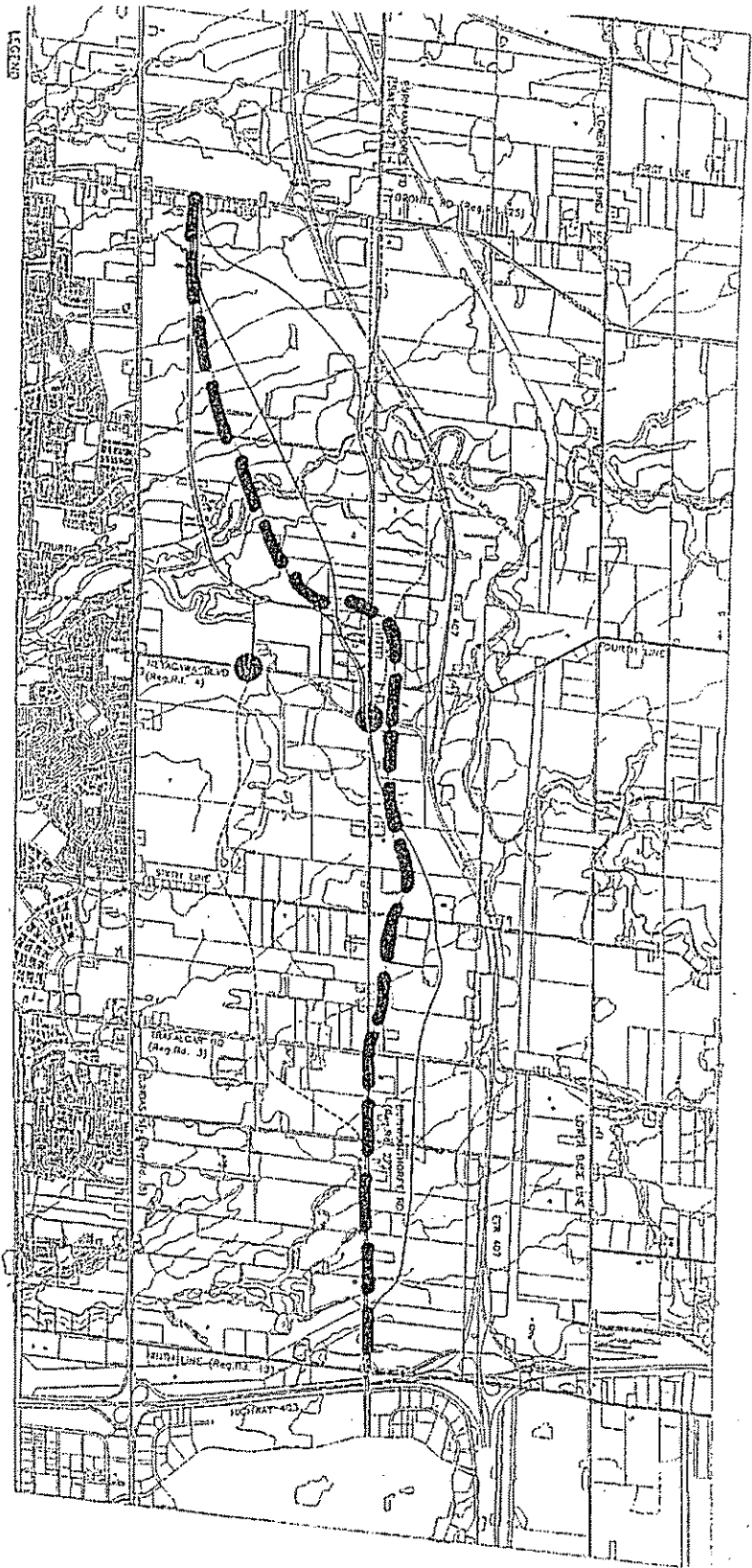
east/west of Sixteen Mile Creek valleyland. We request that this option be added to the short list of alternative routes for detailed analysis

We also request some clarity on what the black dots on the Short List and Long List of Alternative Routes represent. These dots are not identified in the drawing legend.

We would like to meet to discuss the issues relating to the alternatives. We also request that you provide us with more detailed information when available. Please keep us informed of all upcoming meetings regarding the New Burnhamthorpe EA.

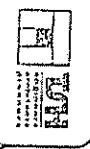
Yours truly,
MATTAMY HOMES LIMITED – HALTON DIVISION





ERGNE ROAD TO HEYAGAWA BOULEVARD
 ALTERNATIVE W1
 ALTERNATIVE W2
 ALTERNATIVE W3
 ALTERNATIVE W4
 ALTERNATIVE W5
 LTR 72-485

HEYAGAWA BOULEVARD TO NINTH LINE
 ALTERNATIVE E1
 ALTERNATIVE E2
 ALTERNATIVE E3
 ALTERNATIVE FOR EVALUATION
 LTR 72-485



NEYBURNATHORPE ROAD (REGIONAL ROAD 27) TRANSPORTATION CORRIDOR
 AND POTENTIAL FUTURE BRIDGE CROSSING OF SIXTEEN MILE CREEK
 CLASS ENVIRONMENTAL ASSESSMENT - TOWN OF OAKVILLE, REGION OF HALTWHICH

SUMMARY OF ALTERNATIVE ROUTES

DAVIS LEGAL ADVISORS since 1892
& company LLP

from the office of:

direct tel: 416.365.3516
direct fax: 416.777.7420
tlederer@davis.ca

February 10, 2006

file number: 49152-00001

DELIVERED BY FAX

Region of Halton
1151 Bronte Road
Oakville, ON L6M 3L1

Attention: Edward Soldo

Dear Mr. Soldo:

**Re: New Burnhamthorpe Road (Regional Road 27) Transportation Corridor and
Potential Future Bridge Crossing of Sixteen Mile Creek Class EA**

We are writing on behalf of _____ which owns approximately 170 acres at the northwest corner of Trafalgar and Dundas Street in North Oakville. We have reviewed the proposed short list of alternative routes for the Burnhamthorpe Road EA presented at the January 26, 2006 stakeholders' meeting, and have the following comments:

Firstly _____ has provided more comprehensive comments on behalf of North Oakville Management Inc. under separate cover. _____ supports those comments but it is submitting an individual comment with respect to a proposed alignment alternative, E3, which bisects the _____ property.

Our client is very concerned that alternative E3 has been short listed. This new Regional Road will bisect the new North Oakville community creating a significant impact on the adjacent land uses. The alignment of E3 will cut through the proposed residential community as proposed in the Town's and the Landowners Secondary Plan changing the character of the community and will be in conflict with the Secondary Plan goals and principles. We therefore cannot support this alignment.

As mentioned in _____ letter, a modified E1/W6 is the preferred NOMI alternative and _____ will support that alignment as identified in his letter.

DAVIS
& company llp

Page 2 of 2

We trust you will consider these comments in the broader scope of best planning and transportation.

Yours very truly,

DAVIS & COMPANY LLP

Per:

A handwritten signature in black ink, appearing to be "D. B. Davis", written over a horizontal line.

*Equipping students to grow "In wisdom and stature,
and in favour with God and man."
Luke 2:52*



February 10, 2006

Mr. Edward Soldo
Manager, Transportation Services
Regional Municipality of Halton
1151 Bronte Road
Oakville, Ontario
L6M 3L1

Dear Mr. Soldo:

_____ was in attendance at the Stakeholder Group Meeting #5, on Thursday, January 26th, 2006. I commend you and your staff for the thorough and sensitive way in which you are conducting this study. On behalf of the Board of Directors of King's Christian Collegiate, I am making the following comments relative to Alternatives 9 and 16 as they deal with the location and widening of Burnhamthorpe Road and pass through the northwest corner of our property.

We wish to be placed on record, that we request a shift in the location of these two road alternatives so that they not turn immediately south at the corner of Burnhamthorpe and Neyagawa, thereby avoiding the King's Christian Collegiate property. We support the expression of a member of your staff when he said that the new road could be taken a little further west before turning south toward the new bridge over Sixteen Mile Creek. This would allow for the continued existence of the School with appropriate parking for all our clients.

In conclusion, alternatives #8 and #16 in their present form are not acceptable to King's Christian Collegiate.

Thank you for the opportunity of providing input to this valuable process.

Sincerely, _____

RANDOLPH I. SMITH

BARRISTER & SOLICITOR

TELEPHONE: (905) 849-6700
FACSIMILE: (905) 849-7145
randolphsmith@bellnet.ca

OAKVILLE CORPORATE CENTRE
SUITE 517 - 710 DORVAL DRIVE
OAKVILLE, ONTARIO CANADA
L6K 3V7

VIA TELECOPIER AND E-MAIL

February 10, 2006

Region of Halton
Planning & Public Works
1151 Bronte Road
Oakville, ON L6M 3L1

Attention: Edward Soldo
Manager of Transportation Services

Dear Sir,

**Re: New Burnhamthorpe Road (Regional Road 27) Transportation Corridor and Potential Future Bridge
Crossing of Sixteen Mile Creek Class EA**

We are writing on behalf of the North Oakville landowners that comprise North Oakville Management Inc. (the landowners) with respect to the above referenced Environmental Assessment. Upon review of the materials presented at the January 26, 2006 stakeholders' meeting, we herein provide the following input:

Need for an additional Sixteen Mile Creek Crossing

The North Oakville landowners maintain their previous position that a need for an additional Sixteen Mile Creek crossing has not yet been established. Notwithstanding this position, the landowners have been and will continue to be active participants in the EA process and the determination of a preferred crossing location.

Preferred Burnhamthorpe Road Alignment

The landowners' preferred new Burnhamthorpe Road alignment and Sixteen Mile Creek crossing (if necessary) continues to be as depicted within the North Oakville Landowners' Secondary Plan application filed with the Town of Oakville in March and April of 2004. Notwithstanding that this alignment does not appear on the current short list of alternative routes being proposed by the Region, the landowners request that this alignment be carried forward on the Region's short list of alternative routes and studied in detail at this stage of the EA process.

Short List of Alternative Routes as presented by the Region

Based on our analysis of the short list of alternative routes presented by the Region, the landowners do not support any of the four alternatives proposed to be carried forward for detailed evaluation. The alternatives as depicted are viewed as potentially having significant social and land use impacts on the development of appropriate residential and employment communities within North Oakville. In particular, option E3 cannot be supported as it would impose a Regional arterial road through the centre of the future residential community and have significant impacts on the type of community envisioned on these lands.

Modified E1/W6 Alternative

Notwithstanding that none of the proposed alignments presented by the Region are supported, the landowners believe that there is merit in studying an alignment that is comprised of modified E1 and W6 options. While options E1 and W6 are seen as having conceptual merit, the alignments as depicted are viewed as inappropriate. It is therefore proposed that the Region add a modified option E1/W6 to its shortlist as depicted on the drawing attached hereto. This option proposes the following

- Maintaining the existing Burnhamthorpe Road alignment east of Trafalgar Road;
- A mid-block new Burnhamthorpe Road west of Trafalgar Road to west of Neyagawa Blvd. It is recognized that this alignment may need to consider a grade separation where Burnhamthorpe Road crosses Neyagawa Blvd., if appropriate intersection/interchange separation distances cannot be maintained;
- A southward turn west of Neyagawa Blvd. to the west of the former landfill; and,
- A westward turn and diagonal crossing of Sixteen Mile Creek approximately midway between options W1 and W6.

The landowners believe that the above alignment may represent a balance between social, environmental and land use considerations throughout North Oakville and it is respectfully requested that this option be added to the short list of alternative routes for detailed analysis.

Bridge Construction Options

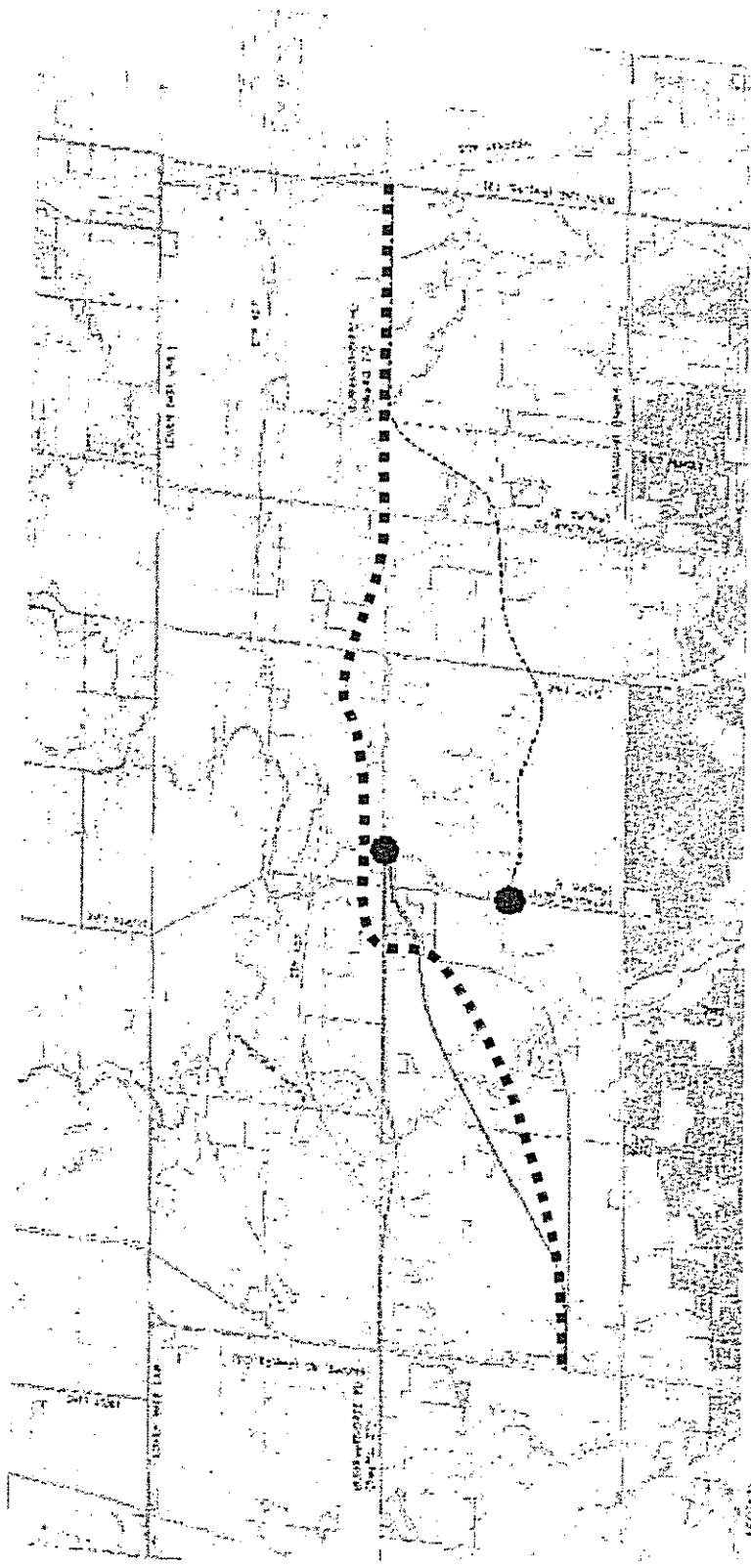
Should an additional Sixteen Mile Creek crossing be required, consideration must be given to minimizing project costs where possible. While the minimum cost of a bridge structure will largely be dictated by the preferred crossing location topography, total bridge construction costs can be more easily controlled based on the selected bridge design. As such, and in recognition that the future residents and businesses of Halton Region will ultimately bear part of the cost of this initiative, the landowners believe that the Region should not deviate from standard bridge design practices and should select a structure that is consistent with the Highway 407 and new Dundas Street Sixteen Mile Creek crossing bridge design.

Thank you for your consideration of the above. We reiterate our request that both the North Oakville Landowners' alignment and the modified E1/W6 alignment be carried forward on the short list of alternative routes for detailed assessment. We will contact you in the near future to set up a meeting to provide you with a more detailed version of a modified E1/W6 option and discuss the landowners' preferred alignment. The above views may also be augmented by additional comments provided by individual North Oakville landowners provided under separate cover.

Yours truly,

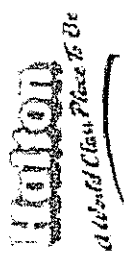
Encls.

Short List of Route Alternatives



Proposed Additional Alignment to be Added to Shortlisted Alternatives

Attachment to letter dated Feb 10 2006



Mike Delsey

From: Duyvestyn, Chris [Chris.Duyvestyn@halton.ca]
Sent: Tuesday, February 14, 2006 1:05 PM
To: Mike Delsey
Cc: Brenda Jamieson
Subject: FW: RAND COMMENTS ON STAKEHOLDER #5 MEETING

From: Soldo, Edward
Sent: Monday, February 13, 2006 8:32 AM
To: Duyvestyn, Chris
Subject: FW: RAND COMMENTS ON STAKEHOLDER #5 MEETING

File

Edward Soldo, P.Eng.
Manager of Transportation Services and Infrastructure Planning
Planning and Public Works

Region of Halton
1151 Bronte Road
Oakville, Ontario
L6M 3L1

Tel: 905-825-6000, ext. 7475
Toll Free: 1-866-442-5866
Cell: 905-339-6466
Fax: 905-825-8822
E-mail: soldoe@region.halton.on.ca
Effective Jan 1, 2006 E-mail: edward.soldo@halton.ca

From: _____
Sent: Saturday, February 11, 2006 11:43 PM
To: Soldo, Edward; Clohecy, Jane; Crockett, Peter; Marshall, Brent;

Subject: Re: RAND COMMENTS ON STAKEHOLDER #5 MEETING

I was disturbed by an e-mail I received earlier today. A response from _____ to the letter RAND submitted to Region. We are in the process of preparing a rebuttal, however, we would like to make a couple of points perfectly clear, firstly I am very disturbed about his remark with respect to the membership not being in agreement with the letter. Secondly, we find his approach in complete disregard of the RAND membership. We will elaborate these issues in our rebuttal. We should have some correspondence back to you within the next few days. We are disappointed that Mr. _____ has taken this route. As the President of RAND I want to make it perfectly clear, _____ does not now, or ever speak on behalf of the RAND membership.

2/20/2006

----- Original Message -----

From:
To: soldoe@region.halton.on.ca

Sent: Saturday, February 11, 2006 5:59 AM
Subject: RE: RAND COMMENTS ON STAKEHOLDER #5 MEETING

Having read the RAND comments provided to you, I feel obliged to say that I do not believe that the comments accurately reflect the opinion of a significant component of the membership. The fact is that Rand members will be significantly disadvantaged more or less by any of the alternatives and none of them is a good ecological choice or a good choice in any other way. I for one, and I am far from being alone, unequivocally re-state my opposition to ANY East-West crossing. I encourage the Region to think outside of the box and re-consider the merits of accelerating the construction of a North-South connection between James Snow Parkway and Neyagawa Blvd and a later, a new East-West major arterial north of the 407. Yes, there is a need for an additional exit from North Oakville however it is Milton that will be growing at breakneck speed, not Burlington. There will be an ever increasing need for traffic capacity between Oakville, Milton and the 407/403/QEW. That is what Neyagawa Blvd and its 407 access were intended for. Lets use it to its full potential...FIRST. Rest assured that The Region's apparent preference and lack of opposition for alternatives that would without a doubt result in a catastrophic disturbance and destruction of significant portions of Class 1 Carolinian Forest has not escaped my notice.

From:
Sent: February 10, 2006 8:22 PM
To: soldoe@region.halton.on.ca

Subject: Fw: RAND COMMENTS ON STAKEHOLDER #5 MEETING

Mr. Soldo
Attached is our letter on the alternative routes. If you require a hard copy I would be happy to drop one off.

On January 1, Halton Region officially transitioned to a new,
Web address – www.halton.ca.
Staff e-mail addresses have changed to a new format: firstname.lastname@halton.ca.
Please update all contact information you may have for Halton staff.

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, fax or e-mail and permanently delete the original transmission from us, including any attachments, without making a copy.

Thank you

February 15, 2006

Mr. Edward Soldo, P. Eng.
Manager, Transportation Services
Regional Municipality of Halton
1151 Bronte Road
Oakville, ON
L6M 3L1

Dear Mr. Soldo

Further our my e-mail dated Sunday, February 12th in response to _____ communication, we (the R.A.N.D. Board of Directors), would like to make the following comments.

We would like to reiterate our surprise and concern with the tone and the inaccurate statements made in _____ communication, which was sent to both our membership as well as the Region.

The recommendations (referenced in his e-mail) submitted to the Region were based on options selected by members of R.A.N.D. who attended the meeting on February 01, 2006. At that same meeting, _____ presented another solution which involved conducting a new study (to support that additional option) (not one offered by the Region). We advised _____ at that meeting that though his option was one worth considering, we, (the R.A.N.D. membership) were not in a position financially to incur costs in the hundreds of thousands of dollars to start to explore his new proposal. Instead, we felt that we would bargain in good faith with the Region and work within the parameters as set by the Environmental Assessment Process.

We disagree with _____ accusations that there were R.A.N.D. members who did not support the recommendations set forth in our letter to you last week.

It should be noted that a concern was raised with respect to a "conflict of interest" involving some of our members. Specifically, two of our R.A.N.D. members are representing themselves at the OMB in the status of a "Party". The Board of Directors has been deliberating whether in fact these individuals should be allowed to participate within the R.A.N.D. membership because of their conflicting needs. We now realize that

this attempt of _____ to discredit the membership for his own self-serving purposes supports and reinforces our initial concerns.

It is now clear that we must conduct a review of the status of all our members and sever all ties with those individuals whose interests, conflict with R.A.N.D.'s mission statement.

We will be writing a brief letter of rebuttal to _____ informing him of our disappointment and grave concerns. We are slightly embarrassed by the attempt of one of our members to discredit and misrepresent the intentions of our membership. We can only hope that we can continue to represent a group of individuals whose main goal is to work with the Region to develop the best possible plan going forward.

Please feel free to contact the R.A.N.D.'S Board of Directors if you have any questions or require additional information.

Sincerely,

R.A.N.D. Board of Directors

Cc: Joyce Savoline, Region of Halton Chair
Cc: Councillor Jeff Knoll, Town and Regional Councillor
Cc: Janice Wright, Town and Regional Councillor
Cc: Brent Marshall, Region of Halton, Chief Administrative Officer
Cc: Peter M. Crockett, P.Eng. Commissioner, Planning and Public Works
Cc: Jane Clohcy, Region of Halton Planning Dept.
Cc: R.A.N.D. Membership

THE REGIONAL MUNICIPALITY OF HALTON
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PLANNING & PUBLIC WORKS DEPARTMENT
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)



May 5, 2006

Dear _____

**Re: New North Oakville Transportation Corridor and the Crossing of Sixteen Mile Creek
Class Environmental Assessment**

We are in receipt of your letter dated February 10th, 2006 with respect to the information presented at the Stakeholder's Group meeting on January 26, 2006. Responses to your comments are provided below.

Comment:

We wish to be placed on record as requesting a shift in the location of Alternatives 9 and 16 so they do not turn immediately south at the corner of Burnhamthorpe and Neyagawa, thereby avoiding the King's Christian Collegiate property. We support the suggestion of a member of your staff in his suggestion that the new road could be taken a little further west before turning south – toward to the new bridge over Sixteen Mile Creek. This would allow for the continued existence of the School with appropriate parking for all our clients.

Alternatives 9 and 16 in their present form are not acceptable to King's Christian Collegiate.

Response:

The corridor routes shown on the plans are approximate only. Refinements will be made to minimize direct impacts to properties and environmental features at the next stage of the study.

We appreciate your concern regarding potential impacts that may result to property or plans of King's Christian Collegiate. The comments provided in your letter will be taken into consideration as we proceed with the study.

We encourage you to continue participating on the Stakeholder's Group for this project.

If you have any further questions, please do not hesitate to contact the undersigned.

Yours very truly,

A handwritten signature in black ink, appearing to read "Edward Soldo".

Edward Soldo, P.Eng.

Manager of Transportation Services & Infrastructure Planning

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May 5, 2006

Dear _____

**Re: New North Oakville Transportation Corridor and the Crossing of Sixteen Mile Creek
Class Environmental Assessment**

We are in receipt of your email dated January 26th, 2006 with respect to the above referenced Environmental Assessment. Responses to your comments are provided below.

Comment:

For the record, we would like to confirm that we do not believe a bridge created on Burnhamthorpe Road with a crossing at Sixteen Mile Creek is necessary. It would be too taxing financially and also from an environmental perspective.

Response:

The need for an additional Sixteen Mile Creek crossing and additional corridor for east-west travel was established during Phase 1 and 2 of the study. Existing travel conditions are such that east-west travel across the Study Area is approaching capacity and individual roadways within the Study Area are operating beyond capacity. The transportation need based on population and employment forecasts are identified through best planning estimates. Impacts to properties, land use, environment, and other factors will be considered in the detailed assessment of alternative corridors. The Region completed a Development Charges By-law in 2004 in which the cost of the bridge crossing itself was determined to be 100% development funded.

We thank you for your input and encourage you to continue participating on the Stakeholder Group for this project. We hope you can make the next meeting.

If you have any further questions, please do not hesitate to contact the undersigned.

Yours very truly,

A handwritten signature in black ink, appearing to read "Edward Soldo".

Edward Soldo, P.Eng.
Manager of Transportation Services & Infrastructure Planning

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May 5, 2006

Dear _____

**Re: New North Oakville Transportation Corridor and the Crossing of Sixteen Mile Creek
Class Environmental Assessment**

We are in receipt of your letter dated February 6th, 2006 with respect to the information presented at the Stakeholder's Group meeting on January 26, 2006. Responses to the comments raised on behalf of the Residents Association North of Dundas are provided below.

Comment: General

In order to plan strategically for the future transportation needs of the Region, an explanation of how this study would impact the surrounding communities would have been useful. Many people still cannot understand the need of such an elaborate and expensive bridge to be built over an extremely sensitive and already compromised valley within a two kilometer span between regional Road # 5 and the 407.

Response:

The rationale for a new bridge crossing was demonstrated in Phases 1 and 2 of the Class EA Study based on future travel forecasts and assuming approved levels of population and employment growth in North Oakville. Existing travel conditions are such that east-west travel across the Study Area is approaching capacity and individual roadways within the Study Area are operating beyond capacity. Improvements to the existing road network were considered but not recommended when compared with the new corridor and bridge, since Dundas Street is already planned to be widened to 6 lanes and Highway 407 cannot accommodate current or future local travel demands at an acceptable level of service. A detailed assessment and evaluation was performed and reviewed at previous stakeholder meetings.

Comment: General

Most of the alternative options negatively impact some of the residents' properties. We recognize that the Region did acknowledge the residents' properties as an issue on the Alternative E2 and E3 routes; however, we felt that "how the subsequent routes would impact properties" was not taken into consideration. It became very evident during the presentation that the people who live in the area took a back

Page 2

seat to the environment. Having said that, we have evaluated each alternative route and made comments as necessary.

Response:

We can assure you that a range of factors including impacts to properties will be considered in the detailed assessment of route alternatives as part of the next phase of the study.

Comment: Additional Issues

There seems to be some discrepancy between the TSH map of short list of alternatives presented at Meeting # 5 and the large map – route identifications don't correspond and some of the alignments appear slightly different.

Response:

Plans will be checked for accuracy.

Comment: Alternative Option E1

We have always supported this route. We agreed with the Town's North Oakville Secondary Plan (NOSP) in this particular part of this road structure.

- It accommodates truck and commuter traffic while keeping it out of the residential communities to the south;
 - It will primarily run through a future business district, based on the Town's NOSP;
 - Its proximity to the 407 will be beneficial; and
- This route impacts one residential property directly.

Response:

The observations provided will be considered in the detailed assessment of alternatives.

Comment: Alternative Option E2

For obvious reasons, the option of utilizing existing Burnhamthorpe Road will impact the most residents (already noted, but doesn't describe to what extent it impacts vs. other options)

Too many turn on/off this route. There are at least 65 driveways opening onto Burnhamthorpe. Not efficient use for a Regional Road. Safety is an issue, straight roads encourage speeding

The third issue in your presentation is not accurate. This route does not separate the employment from the residential. There is a transitional area along the North side of Burnhamthorpe Road between Ninth Line and Neyagawa Blvd., providing a residential mix to Neyagawa, then only residential on North and South side from Neyagawa to the crossing.

Response:

Impacts to property and access will be considered in the detailed assessment of alternatives.

Safety will be explicitly considered in the detailed assessment of alternatives.

Comment noted. The planning for the North Oakville Secondary Plan and the proposed New North Oakville Transportation Corridor will be coordinated to address the third issue. The comment relates to the existing Secondary Plan. Should an alternative corridor be preferred to that shown in the Secondary Plan, then land use plans may be expected to be adjusted accordingly.

Comment: Alternative E3

This road option runs south of existing Burnhamthorpe therefore not capturing the truck traffic that northerly route accommodates, which may result in bringing truck and commuter traffic down into residential communities.

This option cuts back up to existing Burnhamthorpe road at Eighth Line, through part of the flood plain and right into an old settlement village, a very important part of our community, bringing the bulk of the traffic right through that settlement.

This route impacts at least seven properties severely.

Response:

As noted above, the planning for the North Oakville Secondary Plan and the proposed New North Oakville Transportation Corridor will be coordinated to address the issue identified. The comment relates to the existing Secondary Plan. Should an alternative corridor be preferred to that shown in the Secondary Plan, then land use plans may be required to adjust accordingly.

Comment: Options Overview

In general none of the bridge options are favorable. It has been said by other stakeholders that crossing the creek north of the 407 accessed from a North-South route (future James Snow Parkway extension) would prove more useful to Regional traffic. You would be crossing at a much smaller span of the creek thus making the bridge much less costly. We still feel this option is worth further investigation. All roads that run east/west between Oakville and Milton are heavily traveled at peak commuter times; therefore a northerly route would also take the burden off some of those other east/west routes. We remain concerned that this is a band aid solution in the bigger picture of addressing overall future traffic demands of the region.

Response:

Extending the proposed corridor north of Highway 407 is not recommended for a variety of reasons including:

- Unsuitable for use by pedestrians, cyclists and transit as it is outside of planned urban growth areas;
- Would require out-of-way travel for vehicular trips to and from North Oakville; and
- The area north of Highway 407 has higher environmental sensitivity – less disturbed, larger number of creek and tributary crossings, etc.

Out of way travel on the mentioned routes is primarily due to traveler avoidance of congested arterials in the urbanized areas to the south. Locating road expansion improvements in closer proximity to the origin – destination of trips is more desirable for reducing trip lengths and travel times, with the added benefits of reduced consumption of non-renewable resources (fuel) and concurrent reductions in noxious gas emissions. The need for extending James Snow Parkway southerly to Neyagawa Boulevard was examined as part of the Halton Transportation Master Plan (2004); however, this roadway is required beyond the 2021 planning horizon.

Comment: Alternative W1

This route is from the NOSP and a route we didn't support in the past because of the impact it has on approximately 12 members' properties including 3 equestrian facilities and The Kings Christian Collegiate cutting most properties in half.

Crossing the valley at this location is also less desirable than the adjusted route alternative W6 for the reasons discussed in your list of issues.

Response:

Impacts to properties, land use and other factors will be considered in the detailed assessment of alternative corridors. The corridor routes shown on the plans are approximate only. Refinements will be made to minimize direct impacts to properties and environmental features at the next stage of the study.

Comment: Alternative W2

We originally supported the 407 crossing if a crossing was deemed necessary. In light of new information presented to us at Meeting # 5, only one of two options is worth further investigation, that being the shorter of the two options – the option attaching the new crossing with the 407 ETR.

Although the crossing is worth pursuing unfortunately the route you have chosen to the crossing at the 407 is undesirable. This route option negatively impacts 9 properties from Neyagawa to the crossing, cutting many of those properties in half, including an equestrian facility.

Although no members reside along Burnhamthorpe road west of Sixteen Mile Creek to Bronte Road, we also acknowledge the negative impact this route would have on those residential homes and farms along that stretch.

Response:

As noted above, impacts to properties, land use and other factors will be considered in the detailed assessment of alternative corridors.

The corridor routes shown on the plans are approximate only. Refinements will be made to minimize direct impacts to properties and environmental features at the next stage of the study.

Comment: Alternative W3

This route has the same negative impacts as alternative W6.

This route affects several rural homes and equestrian farms as noted in the W2 option.

Response:

As noted above, impacts to properties, land use and other factors will be considered in the detailed assessment of alternative corridors.

Comment: Alternative W4

If the 407 crossing is not ideal, then we agree the northern tip of Lions Valley Park would be the best option environmentally.

This route has the least impact on members' properties of all other routes.

Response:

Comment Noted.

Comment: Alternative W5

Everything about this route is negative. It cuts through a large part of our community, approximately 20 homes on Burnhamthorpe Road.

This route is crossing the creek at the most sensitive part of the valley system through a private home/property that is nestled in an area adjacent to the valley, amongst significant woodland.

Response:

Factors such as property and land use will be considered in the detailed assessment of alternative corridors.

Comment: Alternative W6

This option seems to be a revision of the Alternative W1 from the NOSP. Although it is an improvement over that route it still impacts approximately 5 member's properties, including ponds and significant woodland, three equestrian facilities and the Kings Christian Collegiate cutting most of those properties in half. Although no crossing is the only acceptable route, this location of the crossing has less environmental impact than alternative W1.

This option could be a safety issue around the school

Response:

As noted above, impacts to properties, land use and other factors will be considered in the detailed assessment of alternative corridors. The corridor routes shown on the plans are approximate only. Refinements will be made to minimize direct impacts to properties and environmental features at the next stage of the study. Safety will be explicitly considered in the detailed assessment of corridor alternatives.

Comment: Alternative 6

Is a comparative option to Alternative E3 but meets Ninth Line rather than Burnhamthorpe Road. This would be better if the alignment was adjusted regarding important environmental features.

Response:

Refinements to short-listed corridors may be considered on the basis of additional environmental data and field investigation.

Comment: Alternative 7 or 8

One of these alternatives east of Neyagawa could be combined with W4 from the short list of alternatives. This alternative does not accommodate the truck and commuter traffic from the employment area.

Response:

The planning for the North Oakville Secondary Plan and the proposed New North Oakville Transportation Corridor will be coordinated to address the issue identified. The comment relates to proposed locations of employment areas in the existing Secondary Plan. Should an alternative corridor be preferred to that shown in the Secondary Plan, then land use plans may be expected to be adjusted accordingly.

Comment: Alternatives 6, 7 or 8

None address the traffic north of Burnhamthorpe Road between Ninth Line and Neyagawa Blvd. Thus, bringing the truck and commuter traffic into residential communities.

Response:

As previously stated, the planning for the North Oakville Secondary Plan and the proposed New North Oakville Transportation Corridor will be coordinated to address the issue identified. The comment relates to the existing Secondary Plan. Should an alternative corridor be preferred to that shown in the Secondary Plan, then land use plans may be expected to be adjusted accordingly.

Page 6

Comment:

The route alternatives and crossing options recommended by our membership are Alternatives W4 and E1 as they represent the least impacting on social, environmental and financial factors while still accommodating traffic demands.

Response:

Comment Noted.

We appreciate your concern regarding potential impacts that may result with respect to the RAND organization and membership. The comments provided in your letter will be taken into consideration as we proceed with the study. We encourage you to continue participating on the Stakeholder's Group for this project. We look forward to seeing you at the next meeting.

If you have any further questions, please do not hesitate to contact the undersigned.

Yours very truly,



Edward Soldo, P.Eng.

Manager of Transportation Services & Infrastructure Planning

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May 5, 2006

Dear _____

**Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
Class Environmental Assessment**

We are in receipt of your email dated February 11th, 2006 with respect to the information presented at the Stakeholder's Group meeting on January 26, 2006 and your subsequent e-mail to Mr. Richard Day, Milton Councillor Ward 1, dated March 24, 2006. Responses to the comments raised are provided below.

Comment

Having read the RAND comments provided to you, I feel obliged to say that I do not believe that the comments accurately reflect the opinion of a significant component of the membership. The fact is that RAND members will be significantly disadvantaged more or less by any of the alternatives and none of them is a good ecological choice or good choice in any other way.

Response

The RAND executive has been recognized as the legitimate voice of the membership, and while we recognize that there may be disparate views considering the large number of members, we are respecting the response of the RAND executive as being the official response of the organization. Of course your own views are important as a citizen within the study area, and we would welcome such if submitted as representative of your own point of view.

Comment

I for one, and I am far from being alone, unequivocally re-state my opposition to any East-West crossing. I encourage the Region to think outside the box and re-consider the merits of accelerating the construction of a North-South connection between James Snow Parkway and Neyagawa Boulevard and later, a new East-West major arterial north of the 407.

Response:

The rationale for a new East-West bridge crossing was demonstrated in Phases 1 and 2 of the Class EA Study used on future travel forecasts and assuming approved levels of population and employment growth in North Oakville. Improvements to the existing road network were considered; however are not recommended when

compared with the new corridor and bridge. A detailed assessment and evaluation was performed and reviewed at previous stakeholder meetings.

Extending the proposed corridor north of Highway 407 is not recommended for a variety of reasons including:

- Unsuitable for use by pedestrians, cyclists and transit as it is outside of planned urban growth areas;
- Would require out-of-way travel for vehicular trips to and from North Oakville; and
- The area north of Highway 407 has higher environmental sensitivity – less disturbed, larger number of creek and tributary crossings, etc.

Out of way travel on the mentioned routes is primarily due to traveler avoidance of congested arterials in the urbanized areas to the south. Locating road expansion improvements in closer proximity to the origin – destination of trips is more desirable for reducing trip lengths and travel times, with the added benefits of reduced consumption of non-renewable resources (fuel) and concurrent reductions in noxious gas emissions. The need for extending James Snow Parkway southerly to Neyagawa Boulevard was examined as part of the 2004 Halton Transportation Master Plan (TMP). The TMP examined long term transportation needs based on approved population and employment growth for Halton Region. The north-south roadway connection was identified as a longer term need, required beyond the 2021 planning horizon. The Burnhamthorpe Road improvements are directly linked to the more imminent growth plans for North Oakville and hence, the planning for this initiative was initiated first.

Comment

There is a need for an additional exit from North Oakville however it is Milton that will be growing at break neck speed, not Burlington. There will be an ever increasing need for traffic capacity between Oakville, Milton and the 407/403/QEW. That is what Neyagawa Boulevard and its 407 access were intended for. Let's use it to its full potential first.

Response

As previously stated, improvements to the existing road network were considered but not recommended when compared with a new corridor and bridge. However, the Region recognizes that other road network improvements will also be necessary to service growth in other areas of the Region, such as Milton. As mentioned above, the need for extending James Snow Parkway southerly to Neyagawa Boulevard was examined as part of the Halton Transportation Master Plan (2004); however, this roadway is required beyond the 2021 planning horizon.

Comment

Rest assured that the Region's apparent preference and lack of opposition for alternatives that would without a doubt result in a catastrophic disturbance and destruction of significant portions of Class 1 Carolinian Forest has not escaped my notice.

Response:

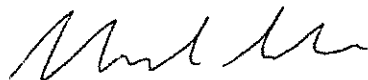
Impacts to the environment and property will be considered during the detailed assessment of alternatives. The corridor routes shown on the plans are approximate only at this time and refinements will be made on the basis of additional environmental data and field investigation to minimize direct impacts to properties and environmental features at the next stage of the study.

Page 3

We appreciate your concern regarding transportation in Halton Region. The comments provided in your letter will be taken into consideration as we proceed with the study. We encourage you to continue participating on the Stakeholder's Group for this project.

If you have any further questions, please do not hesitate to contact the undersigned.

Yours very truly,

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

Edward Soldo, P.Eng.
Manager of Transportation Services & Infrastructure Planning

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Toll free: 1-866-4HALTON (1-866-442-5866)

May 5, 2006

Dear _____

**Re: New North Oakville Transportation Corridor and the Crossing of Sixteen Mile Creek
Class Environmental Assessment**

We are in receipt of your letter dated February 10th, 2006 with respect to the information presented at the Stakeholder's Group meeting on January 26, 2006. Responses to the comments raised on behalf of _____ are provided below.

Comment:

Our client is very concerned that Alternative E3 has been short listed. This new Regional Road will bisect the new North Oakville community creating a significant impact on the adjacent land uses. The alignment of E3 will cut through the proposed residential community as proposed in the Town's and Landowners Secondary Plan changing the character of the community and will be in conflict with the Secondary Plan goals and principles. We therefore cannot support this alignment

Response:

The planning for the North Oakville Secondary Plan and the proposed New North Oakville Transportation Corridor will be coordinated to address the issue identified. The comment relates to the existing Secondary Plan. Should an alternative corridor be preferred to that shown in the Secondary Plan, then land use plans may be expected to be adjusted accordingly. Impacts to property, community and environmental factors will be considered in the detailed assessment of short-listed alternatives.

Comment:

A modified E1/W6 is the preferred NOMI alternative and _____ will support that alignment as identified in this letter.

Response:

Routes that would require a grade separation at Neyagawa Blvd. were considered and eliminated at the Long List stage. Rationale for eliminating said options included:

- Avoidance of added economic and land associated costs of grade separation;
- Avoidance of impacts to planned provincial transitway and station;
- Avoidance of impacts to and conflicts with provincial highways;
- Said options preclude an intersection of the new corridor with Neyagawa Boulevard, a major regional arterial. An interchange would be necessary to provide road network connectivity, and this could not physically or operationally be accommodate at this location; and
- Avoidance of woodlots and greenspace linkages.

This option will not be carried forward for further detailed assessment on that basis.

We appreciate your concern regarding potential impacts that may result to property or plans of _____ The comments provided in your letter will be taken into consideration as we proceed with the study.

We encourage you to continue participating on the Stakeholder's Group for this project.

If you have any further questions, please do not hesitate to contact the undersigned.

Yours very truly,



Edward Soldo, P.Eng.
Manager of Transportation Services & Infrastructure Planning

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May 5, 2006

Dear [redacted]

**Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
Class Environmental Assessment**

We are in receipt of your letter dated February 10th, 2006 with respect to the information presented at the stakeholder's Group meeting on January 26, 2006. We appreciated the opportunity to meet with [redacted] on April 26, 2006 to discuss your issues and concerns. Responses to the comments raised on behalf of [redacted] are provided below.

Comment:

Based on information prepared by the Region to date, we are advised that the need for an additional Sixteen Mile Creek crossing has not been established.

Response:

The need for an additional Sixteen Mile Creek crossing and additional corridor for east-west travel was established during Phases 1 and 2 of the study, which was presented to Stakeholders prior to the first Public Information Centre. Existing travel conditions are such that east-west travel across the Study Area is approaching capacity and individual roadways within the Study Area are operating beyond capacity. The transportation need based on population and employment forecasts was determined through best planning practices.

Comment: Alternative E3

We strongly oppose alternative E3. This alternative will bisect all the future residential communities in North Oakville. The consequence of this alternative is significant including increasing traffic on local residential roads, the routing of heavy commercial and commuter traffic through neighborhoods, increase in noise, a reduction in pedestrian safety, effective isolation of neighborhoods and will ultimately result in a loss in a sense of community.

The vision for North Oakville planning is to create safe and desirable residential communities. This alternative (E3) does not allow the vision to be realized. It is our view that the New Burnhamthorpe Transportation Corridor should be routed through the Employment Use proposed north of Burnhamthorpe Road consistent with the NOMI Secondary Plan alignment.

Response:

As noted above, the planning for the North Oakville Secondary Plan and the proposed New North Oakville Transportation Corridor will be coordinated to address the issue identified. The comment relates to the existing Secondary Plan. Should an alternative corridor be preferred to that shown in the Secondary Plan, then land use plans may be expected to be adjusted accordingly. Impacts to property, community and environmental factors will be considered in the detailed assessment of short-listed alternatives.

Comment:

For several of the same reasons noted above, we strongly oppose alternatives W4/W6. As an alternative, conceptually shown on the attached map is another possible alignment that we feel will satisfy the screening criteria for the future bridge crossing of Sixteen Mile Creek but was not considered as part of the original process. This alternative provides a mid-point crossing of the Sixteen Mile Creek of approximately 400 m +/- which is well within the desired 300-500 m crossing length and avoids associated table land woodlots situated both east/west of Sixteen Mile Creek valleyland. We request that this option be added to the short list of alternative routes for detailed analysis.

Response:

The modified E1/W6 Alternative was added to the Long List of Alternatives and subjected to the same level of assessment to determine whether it should be carried forward to the Short List for more detailed assessment and evaluation.

Our rationale for maintaining or rejecting sections of the new route is described as follows:

- The existing Burnhamthorpe Road alignment east of Burnhamthorpe Road is carried forward as part of Short List Route E2;
 - The section from Trafalgar Road to west of Neyagawa Blvd. was considered and eliminated based on:
 - Conflict with a planned provincial transitway and station between existing Burnhamthorpe Road and Neyagawa Blvd.;
 - The space between existing Burnhamthorpe Road and Highway 407 on Neyagawa Blvd. is insufficient to introduce a new major at grade intersection. Neither the Ministry of Transportation (which exercises control over land use or transportation infrastructure within approximately 400m of a controlled access facility) nor Halton Region would favour signalized intersection spacing of less than 400m in this circumstance. As an alternative, a grade separation could be considered, but even if space were available, the added costs associated with this approach could not be justified when a reasonable alternative exists. A grade separation also prohibits connections between these two important arterial roadways;
 - Impacts to woodlots and greenspace linkages.
 - The section from west of Neyagawa Blvd to west of 16 Mile Creek was assessed and eliminated based on the length of the crossing of the interior habitat of the 16 Mile Creek valley system.
- The section toward Bronte Road is carried forward as part of Short List Route W1 and W6.

Comment:

We also request some clarity on what the black dots on the Short List and Long List of Alternative Routes represent.

Response:

The black dots on the Short List of Alternative Routes plan represent connection points between the west route alternatives and the east route alternatives (e.g. Alternative E1 could connect to Alternative W1, W2, W3 or W6).

We appreciate your concern regarding potential impacts to property and plans related to | The comments provided in your letter will be taken into consideration as we move forward with the study, including a review of the route assessment results, taking into consideration your draft plan of subdivision.

We encourage you to continue participating on the Stakeholder's Group for this project and look forward to seeing you at the next meeting.

If you have any further questions, please do not hesitate to contact the undersigned.

Yours very truly,



Edward Soldo, P.Eng.
Manager of Transportation Services & Infrastructure Planning

THE REGIONAL MUNICIPALITY OF HALTON
1151 BRONTE ROAD
OAKVILLE, ONTARIO, CANADA L6M 3L1

PLANNING & PUBLIC WORKS DEPARTMENT
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)



May 5, 2006

Dear _____

Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek Class Environmental Assessment

We are in receipt of your letter dated February 10th, 2006 with respect to the above referenced Environmental Assessment. We appreciated the opportunity to meet with _____ on April 26, 2006 to discuss your issues and concerns. Responses to the comments raised on behalf of the _____ are provided below.

Comment #1: Short Listed Alternative Routes as presented by the Region

A need for an additional Sixteen Mile Creek crossing has not yet been established. Notwithstanding this position, the Landowners have been and will continue to be active participants in the EA process and the determination of a preferred crossing location.

The alternatives as depicted (short list) are viewed as potentially having significant social and land use impacts on the development of appropriate residential and employment communities within North Oakville. In particular Option E3 cannot be supported as it would impose Regional arterial road through the centre of the future residential community and have significant impacts on the type of community envisioned on these lands.

Response #1:

The need for an additional Sixteen Mile Creek crossing and additional corridor for east-west travel was established during Phase 1 of the study. Existing travel conditions are such that east-west travel across the Study Area is approaching capacity and individual roadways within the Study Area are operating beyond capacity. The transportation need based on population and employment forecasts was determined through best planning practices.

The planning for the North Oakville Secondary Plan and the proposed New North Oakville Transportation Corridor will be coordinated to address the issue identified. The comment relates to the existing Secondary Plan. Should an alternative corridor be preferred to that shown in the Secondary Plan, then land use plans may be expected to be adjusted accordingly.

Comment #2: Preferred Burnhamthorpe Alignment

Preference for the new Burnhamthorpe Road alignment and Sixteen Mile Creek crossing (if necessary) continues to be as depicted within the North Oakville Landowners' Secondary Plan application filed with the Town of Oakville in March and April of 2004. Notwithstanding that this alignment does not appear on the current short list of alternative routes being proposed by the Region, the landowners request that this alignment be carried forward on the Region's shortlist of alternative routes and studied in detail at this stage of the EA process.

Response #2:

The North Oakville Landowners Secondary Plan route was included in a Long List of alternatives and assessed by the Project Team but was not carried forward to the Short List of alternatives for the following reasons:

- The NOMI route impacts a planned provincial transitway and station at Neyagawa Blvd.;
- The NOMI route would require a grade separation and possibly an interchange at Neyagawa Blvd. in order to provide necessary regional road network inter-connections;
- The NOMI route would fragment a significant woodlot north of Burnhamthorpe Road, west of Neyagawa Blvd., and east of Bronte Road; and
- The NOMI route would have direct impact to numerous existing residences.

For the noted reasons, sections of the NOMI route were not carried forward for further detailed assessment. Sections that were retained include the east section from 9th Line to Trafalgar Road (as part of Short List Route E) and the northern crossing of 16 Mile Creek (as part of Short List Route W2).

Comment #3: Modified E1/W6 Alternative

Notwithstanding that none of the proposed alignments presented by the Region are supported, the landowners believe that there is merit in studying an alignment that is comprised of modified E1 and W6 options. While options E1 and W6 are seen as having conceptual merit, the alignments as depicted are viewed as inappropriate. It is therefore proposed that the Region add a modified option E1/W6 to its shortlist as depicted on the drawing attached here. This option proposes the following:

- Maintaining the existing Burnhamthorpe alignment east of Trafalgar Road;
- A mid-block new Burnhamthorpe Road west of Trafalgar Road to west of Neyagawa Boulevard. It is recognized that this alignment may need to consider a grade separation where Burnhamthorpe Road crosses Neyagawa Blvd. if appropriate intersection/interchange separation distances cannot be maintained;
- A southward turn west of Neyagawa Blvd. to the west of the former landfill; and
- A westward turn and diagonal crossing of Sixteen Mile Creek approximately midway between options W1 and W6.

The landowners believe the above alignment may represent a balance between social, environmental and land use considerations throughout North Oakville and it is respectfully requested this option be added to the short list of alternative routes for detailed analysis.

Response #3:

The modified E1/W6 Alternative was added to the Long List of Alternatives and subjected to the same level of assessment to determine whether it should be carried forward to the Short List for more detailed assessment and evaluation.

Our rationale for maintaining or rejecting sections of the new route is described as follows:

- The existing Burnhamthorpe Road alignment east of Burnhamthorpe Road is carried forward as part of Short List Route E2;
- The section from Trafalgar Road to west of Neyagawa Blvd. was considered and eliminated based on:
 - Conflict with a planned provincial transitway and station between existing Burnhamthorpe Road and Neyagawa Blvd.;
 - The space between existing Burnhamthorpe Road and Highway 407 on Neyagawa Blvd. is insufficient to introduce a new major at grade intersection. Neither the Ministry of Transportation (which exercises control over land use or transportation infrastructure within approximately 400m of a controlled access facility) nor Halton Region would favour signalized intersection spacing of less than 400m in this circumstance. As an alternative, a grade separation could be considered, but even if space were available, the added costs associated with this approach could not be justified when a reasonable alternative exists. A grade separation also prohibits connections between these two important arterial roadways;
 - Impacts to woodlots and greenspace linkages.
- The section from west of Neyagawa Blvd to west of 16 Mile Creek was assessed and eliminated based on the length of the crossing of the interior habitat of the 16 Mile Creek valley system.
- The section toward Bronte Road is carried forward as part of Short List Route W1 and W6.

Comment:

Should an additional Sixteen Mile Creek crossing be required, consideration must be given to minimizing project costs where possible. While the minimum cost of a bridge structure will be largely dictated by the preferred crossing location topography, total bridge construction costs can be more easily controlled based in the selected bridge design. As such in recognition that the future residents and businesses of Halton Region will ultimately bear part of the cost of this initiative, the landowners believe that the Region should not deviate from standard bridge design practices and should select a structure that is consistent with the Highway 407 and new Dundas Street Sixteen Mile Creek crossing bridge design.

Response:

No decisions have been made at this time relating to design details of the bridge. Your comment has been noted for future consideration.

Comment:

Based on our analysis of the short list of route alternatives presented by the Region, the landowners do not support any of the four alternatives proposed to be carried forward for detailed evaluation.

Response:

Your comment has been noted.

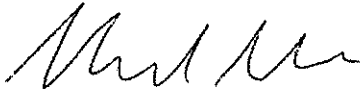
Page 4

We appreciate your concern regarding potential impacts that may result to the property and plans for improvements with respect to the _____ The comments provided in your letter will be taken into consideration as we move forward with the study.

We encourage you to continue participating on the Stakeholder Group for this project and look forward to seeing you at the next meeting.

If you have any further questions, please do not hesitate to contact the undersigned.

Yours very truly,

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

Edward Soldo, P.Eng.
Manager of Transportation Services & Infrastructure Planning

May 10, 2006



Edward Soldo
Manager Transportation Services
Planning & Public Works
1151 Bronte Road, P.O. Box 7000
Oakville, ON
L6J 6E1

**RE: New Burnhamthorpe Transportation Corridor & Potential Future
Crossing of Sixteen Mile Creek Class Environmental Assessment**

Dear Mr. Soldo,

As you know, Mattamy Homes has made multiple applications for draft plan approval for residential plans of subdivision on our land holdings in North Oakville. Based on information prepared by the North Oakville landowners to date, we are advised that the need for an additional Sixteen Mile Creek crossing has not been established. Notwithstanding, we provide this letter to provide comment on one of the alternatives proposed for the above captioned Environmental Assessment.

In recent discussions with Region staff, we are advised that Alternative W6 is one of the preferred alternatives currently under consideration for the New Burnhamthorpe crossing of the Sixteen Mile Creek. We oppose this alternative as currently proposed. This alternative effectively bisects our property referred to as 'Graydon Banning' as shown in enclosed Draft Plan of Subdivision. The consequence from our perspective of this alternative is significant including increased traffic on local residential roads, the routing of heavy commercial and commuter traffic through neighborhoods, increase in noise, a reduction in pedestrian safety, effective isolation of neighborhoods and will ultimately result a loss in a sense of community.

The vision for North Oakville planning is to create safe and desirable residential communities. This alternative does not allow the vision to be realized. It is our view that the New Burnhamthorpe Transportation Corridor should be routed through the Employment Use proposed north of Burnhamthorpe Road consistent with the NOMI Secondary Plan alignment.

We would like to meet to discuss the issues relating to this alignment. We also request that you provide us with more detailed information when available. Please keep us informed of all upcoming meetings regarding the New Burnhamthorpe EA.

MATTAMY DEVELOPMENT CORPORATION

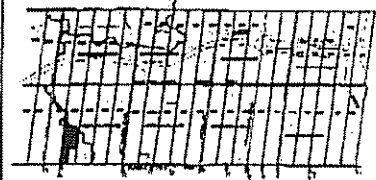
Yours truly,
MATTAMY HOMES LIMITED - HALTON DIVISION

[Redacted signature area]

DRAFT PLAN OF SUBDIVISION

24T -
 PART OF LOTS 24 & 25,
 CONCESSION 1, N.D.S
 TOWN OF OAKVILLE
 REGIONAL MUNICIPALITY OF HALTON

Key Plan



LAND USE SCHEDULE

LAND USE	LOTS/BLOCKS	AREA (ha.)	UNITS
Sub Urban Residential	1,12	1.11	34
General Urban Residential	2-11, 13-27	6.97	317
Residential Reserve	28-32	0.45	
Future Development	33-48	4.80	
Open Space	47, 48	3.18	
Park	49	1.04	
School	60	2.44	
Creek Buffer Block	31	0.78	
20m Road (1520m)	-	2.70	
30m Road (1537m)	-	0.27	
18m Road (1620m)	-	2.92	
Total	91	24.82	381

Note:
 Heights are as follows:
 2m Residential Level to Low-Midway Level
 7m Low to High Collector
 15m Collector to Arterial

Owner's Authorization

I hereby submit this Draft Plan of Subdivision to the Town of Oakville.

Gary Gregson, A.S.D.
 Graydon Banking LTD.
 330-330 BRISTOL CIRCLE
 OAKVILLE, ON L6M 5K1

Surveyor's Certificate

I hereby certify that the boundaries of the land to be subdivided and their relationship to the adjoining properties are correctly shown on this plan.

Paul Edward G.S.D.
 RUDY, PENTEK & EDWARD SURVEYING LTD.
 185 WILSON AVENUE
 DOWNSVIEW, ON M3H 1T9

Additional Information

As required under section 51(17) of the Planning Act (R.S.O. 1990 C.P. 12)

- a) as shown on the Draft Plan.
- b) as shown on the Draft and Key Plans.
- c) as shown on the Key Plan.
- d) as shown on the Schedule of Land Use.
- e) Full Municipal services to be provided.
- f) Soil is Clay Loam.
- g) None.

Notes

Contours relate to Canadian Geodetic Datum. Dimensions subject to final calculations.

ELEVATION NOTES

Elevations shown on this plan are related to the geodetic datum and are derived from the Town of Oakville base mapping dated 1990.

Revisions

No.	Description	Date
1	As Shown	March 10, 2008



330-330 BRISTOL CIRCLE
 OAKVILLE, ON L6M 5K1
 TEL: (905) 236-6464
 FAX: (905) 218-7944

DATE: March 10, 2008
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 SCALE: 1:1000

A

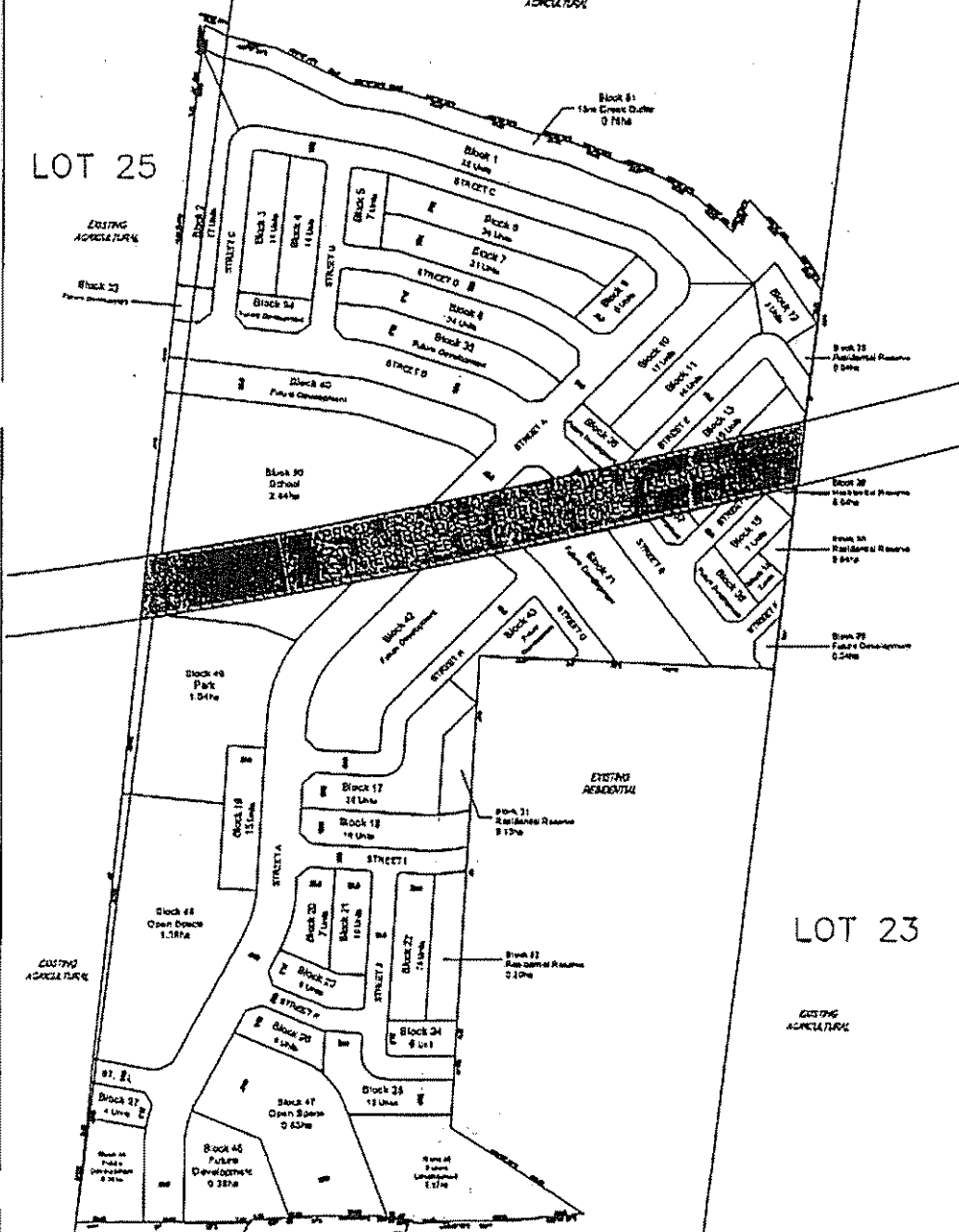
LOT 24
 CONCESSION 1 NORTH OF DUNDAS STREET

SIXTEEN MILE CREEK

ADDITIONAL LANDS OWNED BY APPLICANT

EXISTING ACCESSION

LOT 25



LOT 23

DUNDAS STREET WEST

EXISTING RESIDENTIAL
 EXISTING INDUSTRIAL
 EXISTING RESIDENTIAL
 AGRICULTURAL CREEK TRAILWAY
 EXISTING CULTURAL CENTRE

North Oakville MANAGEMENT INC.

May 12, 2006

Region of Halton
Planning and Public Works Department
1151 Bronte Road
Oakville, Ontario
L6M 3L1

Attention: Edward Soldo, P. Eng

**Re: New North Oakville Transportation Corridor
and Potential Future Bridge Crossing of Sixteen
Mile Creek Class EA**

Dear Sir:

Representatives of North Oakville Management Inc. ("NOMI") appreciated the opportunity to meet with Region of Halton staff and consultants on April 26, 2006 to review NOMI's letter dated February 10, 2006, and discuss various issues related to the New North Oakville Transportation Corridor and Potential Future Bridge Crossing of Sixteen Mile Creek Class EA.

We think it would be helpful to continued constructive dialogue between the Region and NOMI to summarize the discussion points of our meeting:

Need for a new crossing of Sixteen Mile Creek

Our discussion was prefaced by the statement that NOMI still believes that the need for a new crossing of Sixteen Mile Creek has not been established by the Region of Halton.

Alternative 17 Evaluation

The Region's evaluation of the NOMI route proposal (identified as Alternative 17 on the Region's Screening of Long List of Route Alternatives provided at the meeting) accepted the Ninth Line to Trafalgar Road alignment and the Bronte Road connection, but discarded the corridor alignment from Trafalgar Road to Neyagawa Boulevard and the Sixteen Mile Creek crossing location.

We understand an at-grade crossing of Neyagawa Boulevard mid-way between the Highway 407 interchange and existing Burnhamthorpe Road is problematical due to

intersection spacing/signalization issues and property impacts west of Neyagawa Boulevard.

In the alternative, a grade-separated crossing of Neyagawa Boulevard which does not provide for full vehicular movements is not acceptable to the Region.

Sixteen Mile Creek Bridge Crossing Location

NOMI prefers a bridge crossing location of Sixteen Mile Creek in the vicinity of the existing Highway 407 and proposed future provincial transitway crossing as illustrated in the Landowners' North Oakville East Secondary Plan. Notwithstanding the Region's calculation of an 800 metre crossing distance at this location, we believe further investigation with MTO is warranted to determine how a financially viable joint transitway/regional road crossing might be designed to meet the needs of both MTO and the Region of Halton.

NOMI's Alternative 17 alignment proposes a crossing location in between the Region's Alternatives W1 and W6. NOMI believes the W6 Alternative illustrated on the Short List of Alternative Routes is destructive of the residential neighbourhood proposed by the Town of Oakville in the draft North Oakville West Secondary Plan. We understand the Region will reference a copy of the draft plan of subdivision submitted on the Mattamy lands on the west side of Sixteen Mile Creek to more fully appreciate the potential social and land use impacts of this crossing location, and will evaluate the merits of an alternate crossing location somewhat further to the north of W6, which may have fewer land use and social impacts.

We reiterate that NOMI does not support Alternative E3 on the Short List of Alternative Routes which would extend the New North Oakville Transportation Corridor through proposed residential neighbourhoods east of Neyagawa Boulevard and south of Burnhamthorpe Road.

We trust these comments capture the essence of our discussion and that the Region of Halton will address NOMI's concerns prior to the next Stakeholders' meeting in June, 2006.

Yours truly, —

c.c.

HUMPHRIES PLANNING GROUP INC.

218 Chrislea Road
Suite 409, O3
Woodbridge, ON
L4L 8S5

T: 905-264-7678
F: 905-264-8073

May 17, 2006
HPGI File: 0443

**Region of Halton
Planning and Public Works Department**
1151 Bronte Road
Oakville, Ontario
L6M 3L1

RECEIVED
MAY 19 2006
REGION OF HALTON
PLANNING AND
PUBLIC WORKS DEPT.

Attn: Mr. Ed Soldo P.Eng
Manager of Transportation Services & Infrastructure Planning

Dear Mr. Soldo:

**Re: New North Oakville Transportation Corridor and Crossing of the
Sixteen Mile Creek Environmental Assessment Study**

Humphries Planning Group Inc represents _____ owners of land located at
the _____

We have been in attendance on behalf of Lavis Inc. at many of the Stakeholder
Group Meetings, and when not in attendance, representation on behalf of Lavis
Inc. was made by others.

We are corresponding to your office at this time to reiterate _____ position
respecting the alignment of Burnhamthorpe Road between the 9th Line and
Trafalgar Road. We support the retention of Burnhamthorpe Road in its current
location where it intersects with Trafalgar Road. Any other location of the road
would not be supported. These comments are relevant as related to the North
Oakville secondary plan exercise that is currently in process and scheduled for an
OMB hearing that is to commence later this year. We bring to your attention that
both the North Oakville landowners Secondary Plan and the Town of Oakville's
Secondary Plan provide for a Mixed Use Corridor/Core Area along Trafalgar
Road. In both proposed secondary plans, the area immediately south of
Burnhamthorpe and Trafalgar is planned for mixed uses with a focus on
commercial uses. The success of a commercial centre focus will be dependant in
part, upon transportation/key intersections such as two major arterial roads. The
potential of relocating Burnhamthorpe Road to the north or south of its existing
location is anticipated to have a substantial negative impact on the viability to
develop the south side of Burnhamthorpe Road in such a manner that is

commercially focused as both the Town of Oakville or the North Oakville landowners currently propose in their land use planning documents.

We look forward to discussing this matter further at the next stakeholders meeting, which we understand is scheduled to occur on June 1st. In the interim, should you have any questions, please contact the undersigned.

Yours truly,
HUMPHRIES PLANNING GROUP INC

DAVID FAYE | Land
& Associates | Management
Group

May 23, 2006

Region of Halton
Planning and Public Works Department
1151 Bronte Road
Oakville, Ontario
L6M 3L1

Attention: Edward Soldo, P. Eng.

Re: **New North Oakville Transportation Corridor and Potential
Future Bridge Crossing of Sixteen Mile Creek Class EA**

Dear Sir:

We act for _____ which owns land in North Oakville north of existing Burnhamthorpe _____ are proposed for employment uses (prestige industrial park) in both the Landowners' North Oakville East Secondary Plan and the Town of Oakville's Preliminary Draft North Oakville East Secondary Plan.

My client has reviewed the Short List of Alternative Routes provided by the Region at the January 26, 2006 stakeholders meeting on the New Burnhamthorpe (Regional Road 27) Transportation Corridor and Potential Future Bridge Crossing of Sixteen Mile Creek Class EA (now referred to as the New North Oakville Transportation Corridor ("NNOTC") and Potential Future Bridge Crossing of Sixteen Mile Creek Class EA).

We understand the new roadway will be designed to an arterial standard to carry a high volume of traffic and have a high degree of access control. This standard may be desirable for an arterial roadway external to an industrial park, but it is decidedly detrimental to the design and functioning of a prestige industrial park when the arterial roadway is to be routed through the industrial park.

We note that the Alternative E1 alignment for the NNOTC is proposed to run through the middle of the _____ The Region's current access management policy for regional roads would make it very difficult, if not impossible, to develop the prestige industrial park contemplated by the Town of Oakville and _____. Therefore, _____ is opposed to the E1 Alternative.

The E2 Alternative follows the existing Burnhamthorpe Road which we understand has been proposed for retention as a "character road" by the Town of Oakville. The E3 Alternative would cut through several proposed residential neighbourhoods south of existing Burnhamthorpe Road with extremely high social impacts. Clearly, E3 is not a desirable alternative.

_____ proposes that the Region consider an alternative alignment in the vicinity of the Employment District which would position the NNOTC between the Transitional Area and the Employment District, both of which are shown on the Town of Oakville's Preliminary Draft North Oakville East Secondary Plan.

This would have a positive land use planning benefit by providing a distinct separation/buffer between the employment district and residential neighbourhoods to the south of Burnhamthorpe Road, and a positive transportation benefit by directing industrial park accesses to locations along the NNOTC generally consistent with regional access policy.

We request an opportunity to meet with you to review our prestige industrial park concept plan and make you aware of the significant difficulties that the EI alignment presents to the development of a viable prestige industrial park. I will call you in a few days to arrange a mutually convenient date and time to meet in advance of the next stakeholders meeting on June 1, 2006.

Yours truly,

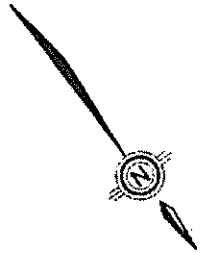
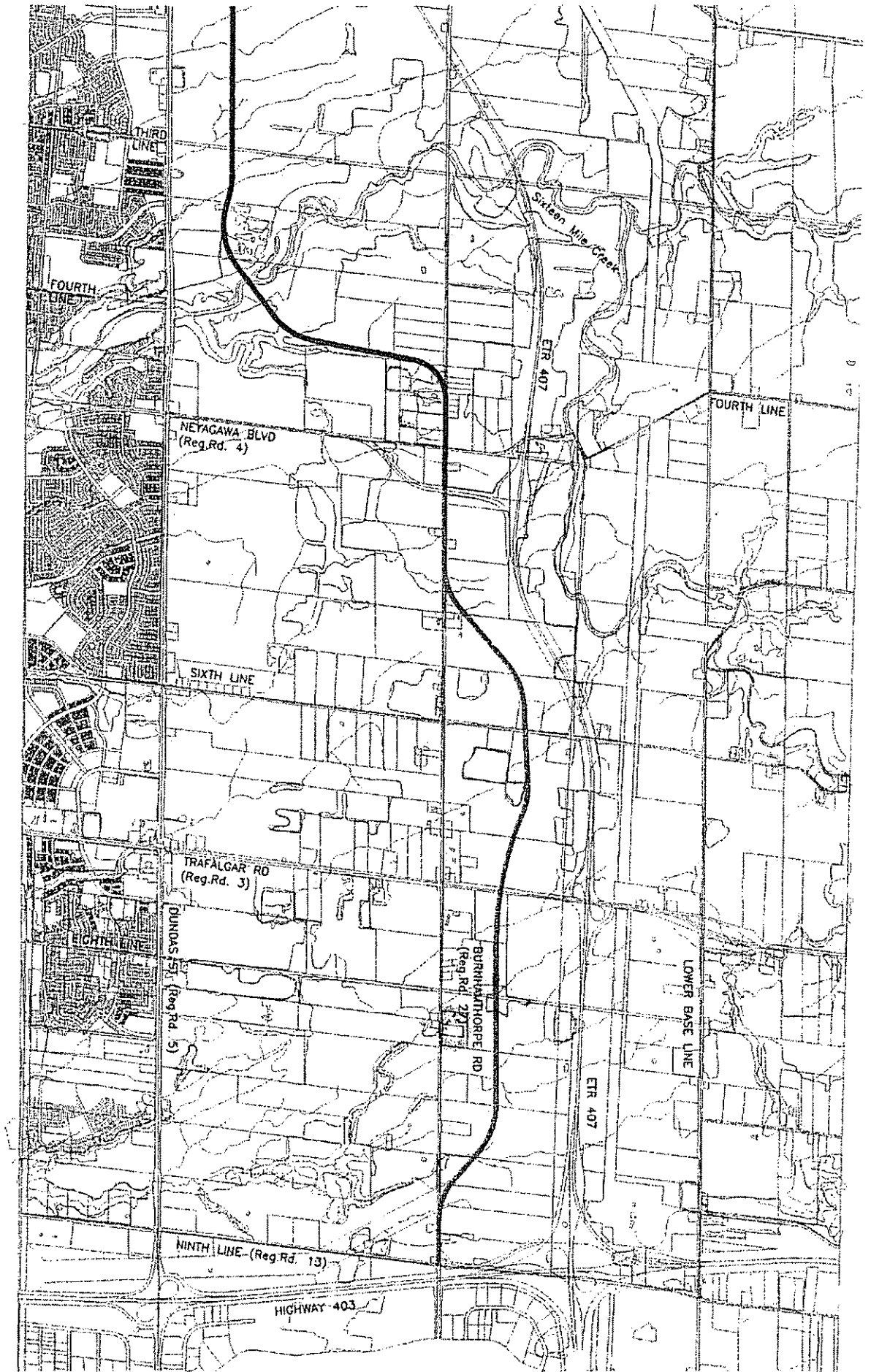
c.c.

Mr. Edward Soldo,

My name is _____ and I am a member of R.A.N.D. and live at _____

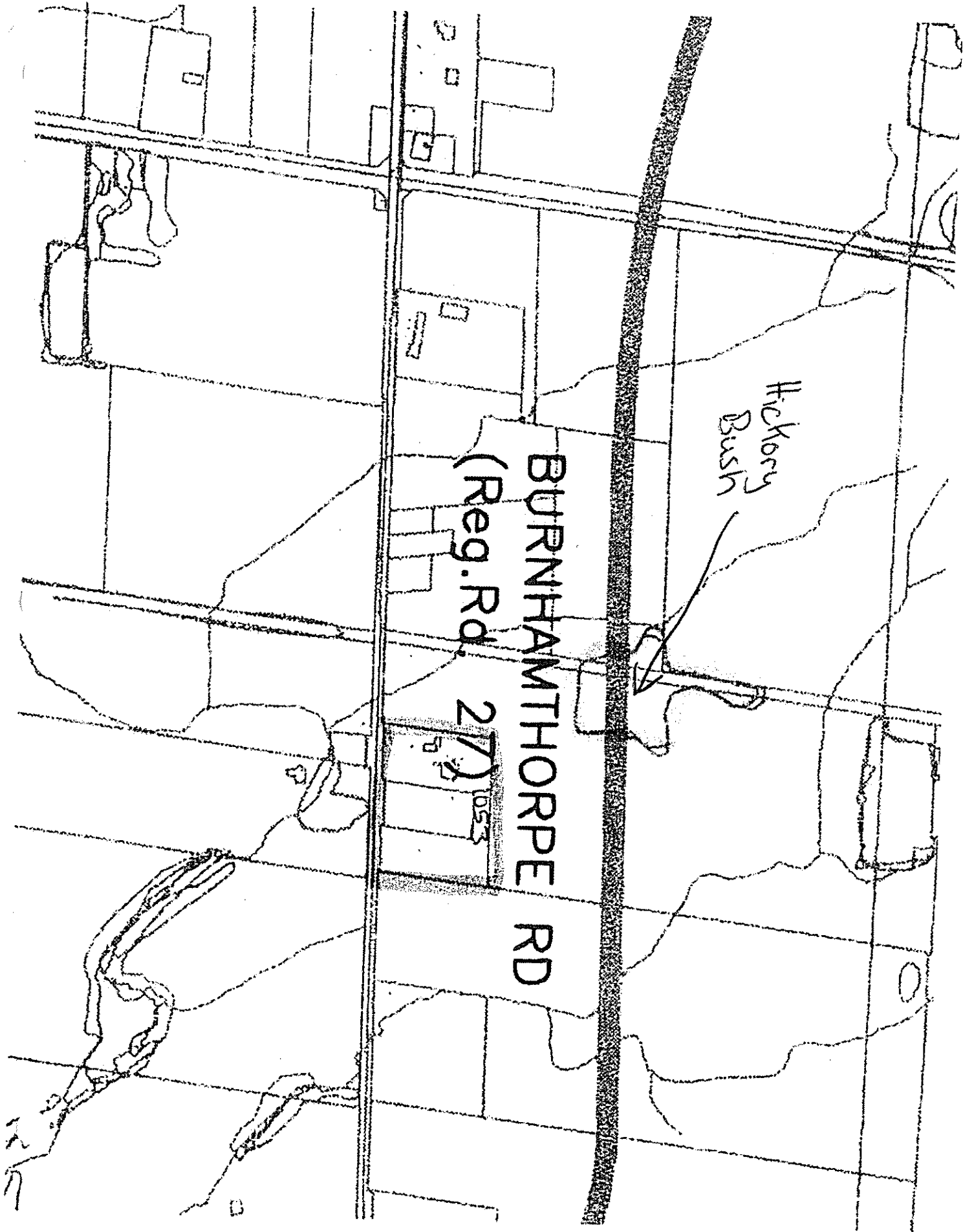
_____ I was quite pleased that the Alternative E1 route was chosen for the new east west needs. However I do have one concern regarding the route. Just north of us is a rare Hickory bush that is about 5 acres. The new E1 route goes right through it. I am wondering if the new road could go just north of the bush. I am pretty sure that this stand of trees fits in with the preservation guidelines. I have included a couple of maps highlighting the bush . I hope this would be presented at the next opportunity. Thanks,

RD: ALTERNATIVE W6
ALTERNATIVE E1



Hickory
Bush

BURNHAMTHORPE RD
(Reg. Rd. 27)





NEW NORTH OAKVILLE TRANSPORTATION CORRIDOR
AND CROSSING OF THE SIXTEEN MILE CREEK
CLASS ENVIRONMENTAL ASSESSMENT

EPS



Stakeholder Group Meeting #6
Thursday June 1st, 2006

PLEASE PROVIDE YOUR COMMENTS IN THE SPACE BELOW

We are greatly opposed to your new plan - Bronte Road to Mississauga - alternatives w6.
We are enclosing some alternative suggestions.
You are ^{our} reasons for opposing your present plan:
(1) This property & this house were meant for our security so we could retire in reasonable comfort. If you put a 4 lane highway in front of us it will greatly devalue our property.
(2) It appears in the plans that a link is going to cut across the back part of our lot. This will take much of our land (what good will the link do if it has to cross a 4 lane highway?)
(3) We have a row of trees at the front of our property - what about them?
(4) You will cut into our septic bed thus forcing us to put in sewers.
(5) Just because we are getting up in years does not mean we will not still be able to maintain this property when you cut this plan through.
(6) It seems ridiculous that you have chosen the most densely populated area which includes 12 houses - you will destroy our neighborhood.
(7) In front of road it appears that wildlife, meadows and improvements are more important than the people who have lived and worked here for many years. We have paid taxes which incidentally help to pay your wages.

If you are unable to respond at this time, please submit your comments by June 30th, 2006 to:
Mr. Edward Soldo, Manager, Transportation Services
Regional Municipality of Halton
1151 Bronte Road, Oakville, Ontario L6M 3L1
Phone: 905 825-6000, Ext. 7475
Toll Free: 1-866-442-5866 (1-866-4HALTON)
Fax: 905 825-8822
Email: Edward.Soldo@halton.ca

Name (Please Print): _____
Mailing Address: _____
Town: _____
E-mail Address: _____

Personal information on this form is collected pursuant to the Planning Act, R.S.O. 1990, c. P.13, the Municipal Act, 2001, S.O. 2001, c.25 and will be used for future contact in relation to the New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek project. Questions about the collection of your information should be addressed to Edward Soldo, Manager Transportation Services, 1151 Bronte Rd., Oakville, ON, L6M 3L1, 1-866-442-5866.

The Region and TSH thank you for your involvement in this Class EA. Comments and information regarding this study are being collected to assist the Region in meeting the requirements of the Environmental Assessment Act. With the exception of personal information, all comments will be included in the Environmental Study Report and will become part of the public record.

July 5, 2006

Mr. Edward Soldo
Manager
Transportation Services
The Regional Municipality of Halton
1151 Bronte Road
Oakville, ON
L6H 3L1

Dear Mr. Soldo:

We are members of the RAND Association. However, we would like to voice our own personal concerns regarding the proposed new Oakville transportation corridor.

With all the vacant land bordering the proposed corridor, we cannot understand why there is a need to cut into the existing character road, Burnhamthorpe Road, for the use of **ONE** kilometer and disrupt families that have lived there for decades.

This preferred new design poses a number of real and serious concerns for us. Our family lives on the North side of

Our personal concerns are as follows:

- 1) You would require approx. 6.7 meters (22 feet) of our roadside property to fill your need of a 35-meter width corridor. That would leave us with only 6.4 meters (21 feet)
see Survey (A) and photos (B) (C) and (D)
- 2) Part of our septic bed is located in your required area and would be destroyed
see photo (D)
- 3) With the corridor running only 6.4 meters (21 feet) from our house, the traffic noise would be unbearable as our three bedrooms (1 upstairs and 2 downstairs) are facing the roadside
- 4) A major concern as well are the 106 trees (28 mature trees and 200 feet of cedar hedge) that would be destroyed:

- 1 – 65 year old 45' Ash tree *see photo (E)*
- 2 - Pine trees (1 at 50 feet and 1 at 35 feet)
- 7 – 30 foot Austrian Pine *see photo (E)*
- 13 – 12 foot Austrian Pine *see photo (E)*
- 3 – 30 foot Maple trees *see photo (E)*
- 2 – 15 foot Blue Spruce *see photo (H)*
- 50 – 6 foot Cedars (the hedge)
- 28 – 3 foot Cedars (the hedge)

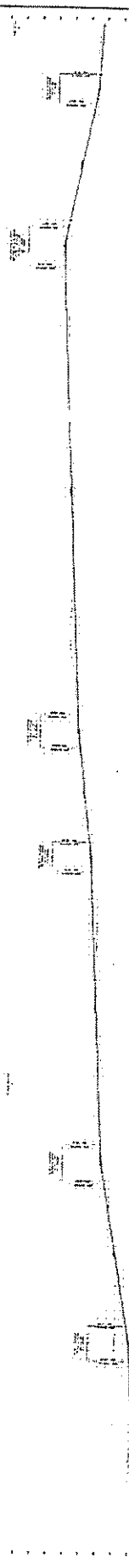
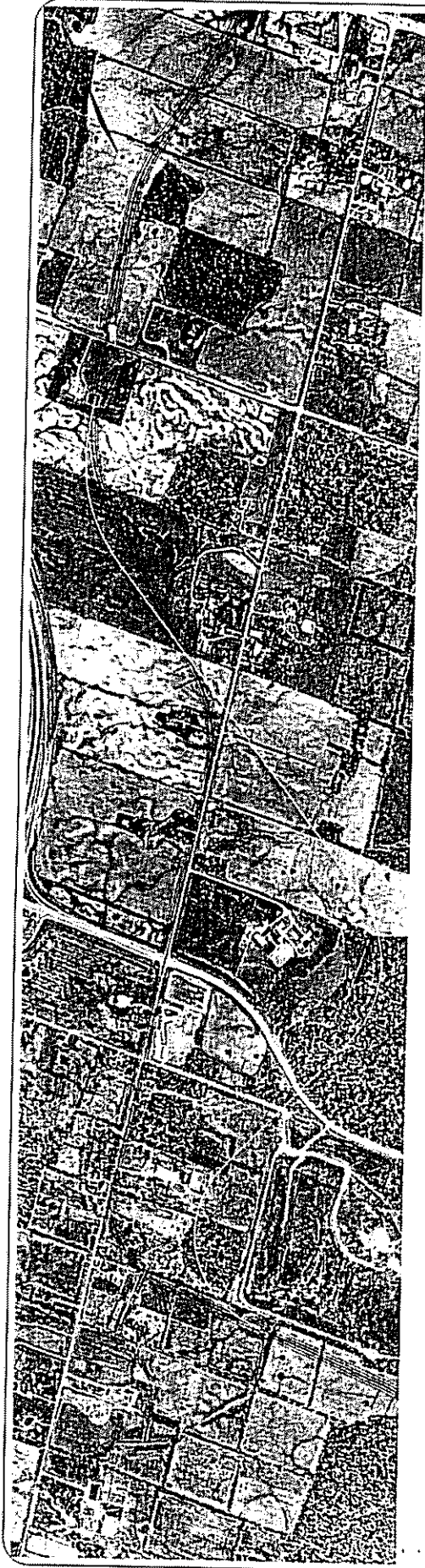
- 5) Gone would be 260 feet of 3-rung all round cedar fencing
- 6) Also a serious safety concern for my family when accessing this new four-lane corridor, heavy with traffic - specifically when making a left turn/East bound during heavy morning and evening traffic


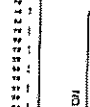
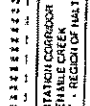
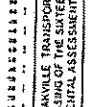
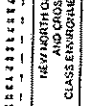
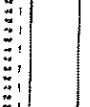
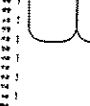
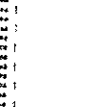
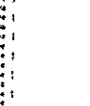
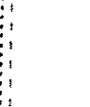
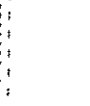
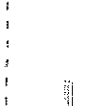
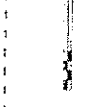
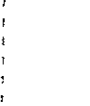
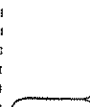



This has been our home for 36 years. With all the open and un-housed property along the South side of this portion of the corridor East of Neyagawa Blvd, we cannot see the need to up-root us nor feel it necessary to have this small portion encroach on our small property.

We know that you will give it your earnest attention to our serious concerns and come up with a viable solution that both parties can live with. Thanking you in advance for your time and kind attention to our plea.

Yours truly,

cc: Mr. Chris Duyvestyn
Transportation Engineer
Planning & Transportation Services
The Regional Municipality of Halton



NEW NORTH CARVILLE TRANSPORTATION CORRIDOR
 AND CROSSING OF THE STATEWIDE CREEK
 CLASS ENVIRONMENTAL ASSESSMENT - REGION OF NATION
 PREFERRED DESIGN
 PLAN AND PROFILE

10/11
 2 of 3

Mr. Edward Soldo,
Manager, Transportation Services
Regional Municipality of Halton
1151 Bronte Road,
Oakville, Ontario L6M 3L1

RE: The New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek Class Environmental Assessment Study.

Dear Mr. Soldo:

As per our e-mail Aug 10, 2006, R.A.N.D felt best advised to refrain from comment on the New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek Environmental Assessment Study until we had the opportunity to meet with Regional Staff on the matter.

According to an e-mail I received from Mr. Crockett's Secretary, Nancy De Bello on June 28, 2006 Part of the reason for the period of time between the PIC meeting and our follow-up meeting of Aug 22, 2006(see attached) was because the Region was still gathering and reviewing information. As well, additional time was required to prepare responses to questions asked by Residents' and other Stakeholders at the 6th Stakeholder Meeting and Public Information Meeting (PIC) held on June 22, 2006. Apparently there was a misunderstanding with your staff with respect to the agenda of that follow-up meeting and as a result there was no new information presented to R.A.N.D. at that time. When we met with you, we (R.A.N.D.) were asked to submit our comments "sooner rather than later". As a result, we would like to present the following:

- **Foremost** R.A.N.D. could not have been more surprised by the recommended route presented at the 6th Stakeholder Meeting and subsequent PIC Meeting in June 2006. As per all documentation prior to the meeting, most Stakeholders felt the Region was leaning toward a route that was previously presented by the Town of Oakville in the North Oakville Secondary Plan (NOSP). Although R.A.N.D. primarily endorsed the E1 route (pink) east of Neyagawa Blvd, we always had concerns with the W6 route (dark Blue) west of Neyagawa Blvd (as stated in our assessment of routes dated Feb 06, 2006. Our concerns were primarily related to the number of our members that would be directly impacted by the route. When the recommended route was presented by the Region at the above meetings, the E1 and W6 options were chosen but the W6 route was significantly altered. Stakeholders were told that the W6 route, as it was, couldn't be done and needed some refinement. This would have been a reasonable option if the changes had been minor but this was a major refinement. This caught many of our members off guard. Members that had been seriously involved to date were relieved that the route would no longer cut through the back part of their properties. severing some properties in half. Now it was going in front of their homes along

with many other homes along Burnhamthorpe. Although the former route was devastating to those home owners affected, the new alignment still affected them significantly, (along with many other homes) ---certainly not an ideal refinement! When asked why this route was chosen, the Region's response was "R.A.N.D. was just told the other route couldn't be done". What I find odd is that The Town of Oakville had previously presented a version of the original W6 route. Surely their engineers must have had some basis to support this option with back up data, analysis and research. Having said that, we would like the rationale that explains why this is not a viable option. **We don't support either version of the W6 route without reducing it to minimal impact on our member's homes and properties.** We believe there are alternatives that can do just that, as explained in our letter of February, 2006.

- In our letter dated February 6, 2006, R.A.N.D. put forward a suggested route. This route combined the E1 (Pink) route with the W4 west route connecting the two routes with Neyagawa Blvd. In the response letter from the Region we were told the route wasn't viable. When we asked for an explanation at the 6th Stakeholder Meeting, we were told it wasn't viable because twelve lanes would be required to accommodate traffic volumes. R.A.N.D.'S given example was compared to an existing route that was previously implemented by the Region. (Dorval Dr. to Upper Middle Rd. to Neyagawa Blvd.). As a result, we would like to see the traffic volume studies of that comparison route along with the data supporting rejection of our suggestion. When we asked for this information at the meeting on Aug 22, 2006, we were told that it might take some time as this had not been calculated and further, that this option had been rejected at a high level.
- R.A.N.D. has asked for 1. The analysis that shows the number of properties impacted by your most preferred W6 route and 2. The significant refinement vs. the previous W6 route chosen prior to refinement. We were surprised that this information was not documented as part of the assessment of the EA with respect to the Social Impact Analysis.
- The Town of Oakville's NOSP has proposed that Burnhamthorpe Road remains a two lane character road to preserve the existing community. Both the north and south sides of Burnhamthorpe Road have been designated as residential. The Region's preferred route cuts in and out of this character road for approximately 1 km. How does this fit in with the retention of a character road? Does the Region's interpretation of a character road, differ from the intention of the Town of Oakville's definition?
- In general there are many discrepancies and contradictions within the preliminary assessment documentation leaving descriptions subject to interpretation. Specifically, the existing community is not accurately documented. For the individual not familiar with these properties along Burnhamthorpe Road, one might believe that the properties aren't significantly impacted.
- If this preferred route is chosen, how will it affect those homes directly impacted? Members have been given varying responses to how they will be able to exit their driveways. Which is understandable depending on their individual location? When can we expect to see a preliminary draft of the road where the concentration of homes is located in order that we can determine how these individuals will be directly affected? Some members at the PIC

Meeting were told they would only be able exit their driveways right in right out. Is this true?

- There was a refinement made to EI. Originally EI alignment cut through a member's home on the north side where it connected with Burnhamthorpe rd. It now comes down to meet Burnhamthorpe east of that home, isolating the property completely. Was this a conscious decision and if so why?

R.A.N.D. provided a great deal of detail when evaluating our assessment of the preliminary routes in our letter dated February 2006. Although we did receive a response from the Region, it was very generic in nature noting most answers - "Not Viable". We participated in good faith and sincerity, listening carefully throughout the process. Unfortunately we don't feel all Staff reciprocated. This became very apparent at the recent meeting on August 22, 2006 when we, as a group, left wondering if we had all attended the same prior meetings after a number of statements had been made. Since the onset of OPA198, R.A.N.D. has been deeply involved in the development process of our current and future community. After attending that last meeting, never was it so it so apparent that we as a group had been discounted. We are disappointed and quite frankly frustrated with the interactions we experienced and to say we are disillusioned with the lack of preparation and clarity we encountered at that meeting is an understatement.

Before the onset of the Environmental Assessment, R.A.N.D. met with Mr. Brent Marshall CAO, Councilors Jeff Knoll, Janice Wright, Jane Clohecy and Edward Soldo. At that time, we were assured that R.A.N.D. would play a meaningful part in the process. Although I believe that was the initial intent of the CAO, in our opinion, other staff members have led us to feel that we are just being given lip service.

On behalf of R.A.N.D., I would like to offer our commitment and cooperation in trying to find a solution that is a win/win for both the Region and R.A.N.D. Homeowners. We would like to identify solutions and problem solve in a collaborative and respectful partnership.

We look forward to your response.

Sincerely,

Cc; Jeff Knoll, Regional Councillor
Cc; Janice Wright, Regional Councillor
Cc; Brent Marshall, CAO
Cc; Peter Crockett, P.Eng Commissioner of Planning and Public Works
Cc; Jane Clohecy, Director of Planning and Transportation Services
Cc; R.A.N.D. Membership

THE REGIONAL MUNICIPALITY OF HALTON
1151 BRONTE ROAD
OAKVILLE, ONTARIO, CANADA L6M 3L1



PLANNING & PUBLIC WORKS DEPARTMENT
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)

January 19, 2007

Dear [redacted]

Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek Class Environmental Assessment Study

Thank you for your comments on the above noted study regarding your interest in lands located at the [redacted] Road from its existing alignment and the potential impacts that such a move would have on your client's lands. I understand that your concerns relate to relocating Burnhamthorpe

A preferred alignment for the New North Oakville Transportation Corridor has been developed through the ongoing Class EA Study, after careful consideration of existing and future conditions in the study area that could have a bearing on the functionality of the roadway and the environment through which it passes. As was noted in our public presentation materials, alternative E2 (existing Burnhamthorpe Road) has significant impacts to existing residential properties and was not carried forward.

The proposed new corridor will be comprised of a major four lane arterial roadway with on-road bike lanes and multi-use pathways on both sides of the road. The proposed intersection of the New Corridor with Trafalgar Road will become a mixed use core area as you note in your letter. The Trafalgar Road corridor between Dundas Street and Highway 407 is expected to be a vibrant "civic space" – a place that would serve employees, residents and visitors with efficient traffic and transit service. The surrounding land use planned for the intersection is independent of its location and will have no impact on the viability to develop the surrounding lands as envisaged by the Town or landowners.

Where the existing Burnhamthorpe Road is bypassed by the new corridor, the existing road will remain as a two lane character road within the context of the secondary plan.

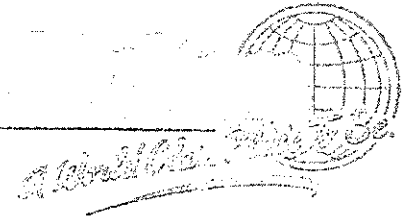
If you have any further questions, please do not hesitate to contact the undersigned at 905-825-6000, ext. 7632 or nick.zervos@halton.ca.

Yours very truly,


Nick Zervos
Acting Manager Transportation Services

cc: M. Delsey - PSII

THE REGIONAL MUNICIPALITY OF HALTON
1151 BRONTE ROAD
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Toll free: 1-866-4HALTON (1-866-442-5866)

January 19, 2007

Dear _____

Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek Class Environmental Assessment Study

This letter is in response to your letter of May 23, 2006 and your meeting with the Region on September 5, 2006. I want to thank you for your comments on the above noted study regarding the potential impacts of the proposed New North Oakville Transportation Corridor to lands owned by your client, _____ and offer the following response to questions raised.

As noted at our recently held Stakeholder Group Meeting and second Public Information Centre, a preferred alignment for the New North Oakville Transportation Corridor has been developed through the ongoing Class EA Study, after careful consideration of existing and future conditions in the study area that could have a bearing on the functionality of the roadway and the environment through which it passes. All aspects of the environment, both natural and social were considered in the assessment and evaluation of alternatives.

The proposed new corridor will be comprised of a four lane arterial roadway with provision to allow for a centre median or a centre left turn lane depending on the nature of the roadside environment. On-road bike lanes and multi-use pathways are also planned on both sides of the road.

While our preferred route is still subject to refinement through the Class EA Study and subsequently through the detail design process to minimize impacts to identified constraints, the area between Sixth Line and Trafalgar Road leaves little opportunity for adjustment. The most prominent constraints include:

- At Trafalgar Road, the proximity of a new corridor to Highway 407, the planned transitway station and existing Burnhamthorpe Road to the south poses a constraint to meet operational objectives. The request by the Ministry of Transportation for a 400m minimum separation between new intersections adjacent to their ramp terminals is a major consideration for traffic operations on Trafalgar Road. The future operations and access requirements of the 407 transitway and station must also be taken into consideration in the determination of the east-west alignment for the New North Oakville Transportation Corridor.

Page 2

- The presence of natural heritage features within the noted lands and a reservoir on Sixth Line also constrain the alignment.

As noted at the meeting, while the Class EA will finalize the routing of the proposed corridor, it does not preclude future consideration of a centre turn lane or additional points of limited access to your client's planned employment lands. These issues will be addressed as part of the development review process.

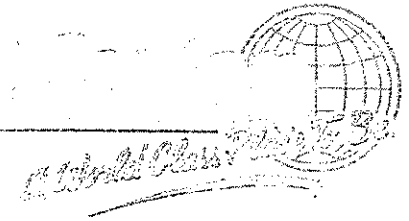
If you have any further questions, please do not hesitate to contact the undersigned at 905-825-6000, ext. 7632 or nick.zervos@halton.ca.

Yours very truly,


Nick Zervos
Acting Manager Transportation Services

cc: M. Delsey, TSH

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Tel: 905-825-6000 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)

January 19, 2007

Dear _____

**Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
Class Environmental Assessment**

We are in receipt of your letter dated May 10th, 2006 with respect to the above noted study. Responses to the paraphrased comments raised on behalf of _____ are provided below.

Comment:

Based on information prepared by the North Oakville Landowners to date, we are advised that the need for an additional Sixteen Mile Creek crossing has not been established.

Response:

The need for an additional Sixteen Mile Creek crossing in conjunction with an improved east-west transportation corridor between Ninth Line and Bronte Road (Regional Road 25) was well established during Phases 1 and 2 of this study, which was presented to Stakeholders prior to the first Public Information Centre. Future transportation infrastructure needs in the Study Area were determined through best planning practices and on population and employment targets for Halton Region and neighbouring municipalities. Existing travel conditions are such that east-west travel across the Study Area is approaching capacity and individual roadways within the Study Area are operating beyond capacity. Planned population and employment growth in North Oakville and neighbouring communities will place added pressures on the existing road network and in fact tax its ability to effectively accommodate the planned growth.

Transit service expansion and enhancements are also necessary to achieve a transportation system that provides balance, choice and sustainability for future travel. A transit mode shift has been built into the travel demand forecasts. Without concurrent road network improvements however, transit operating in mixed use traffic would be compromised and planned ridership targets would not be achieved.

Comment: Alternative W6

We oppose alternative W6 as currently proposed. This alternative will bisect the Graydon Banning property and result in increasing traffic on local residential roads, the routing of heavy commercial and commuter traffic

Page 2

through neighbourhoods, increase in noise, a reduction in pedestrian safety, effective isolation of neighbourhoods and will ultimately result in a loss in a sense of community.

The vision for North Oakville planning is to create safe and desirable residential communities. This alternative (W6) does not allow the vision to be realized. It is our view that the New Burnhamthorpe Transportation Corridor should be routed through the Employment Use proposed north of Burnhamthorpe Road consistent with the NOMI Secondary Plan alignment.

Response:

The Class EA Study for the New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek, and the North Oakville Secondary Plan have been progressing in parallel through an iterative planning process, with resultant adjustments to both plans to accommodate and balance the interests of affected agencies, stakeholders and the public.

Alternative W6 has been identified as the preferred technical solution by the Project Team, and this choice has been affirmed by the Town of Oakville and the regulatory agencies. Alternative W6 minimizes impacts to the natural heritage system, the Sixteen Mile Creek valley and the provincial green space lands between the creek and Bronte Road. The route recommended by the NOMI plan was eliminated through the process as it required a valley crossing of approximately 800m and, either extended to Bronte Road beyond the planned urban growth boundary or required a southerly alignment between the creek and Bronte Road that effectively bisected the planned green space lands.

The Region appreciates that the Mattamy draft plan of subdivision as shown on your attached plan is affected by the proposed new corridor; however, the W6 route and bridge crossing location provides the least impacts overall.

Both the Region and the Town share a vision for a transportation system that supports the planned community structure. One of the functions of an effective arterial road system is to remove through traffic and commercial vehicles from local residential neighbourhoods, thereby reducing concerns for noise, pedestrian safety, traffic infiltration, etc.

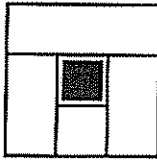
If you have any further questions, please do not hesitate to contact the undersigned at 905-825-6000, ext. 7632 or nick.zervos@halton.ca.

Yours very truly,



Nick Zervos
Acting Manager Transportation Services

cc: M. Delsey, TSH



TSH
 engineers
 architects
 planners

Project: New North Oakville Transportation Corridor and Crossing of the 16 Mile Creek Class Environmental Assessment

TSH No. 42-80377

Meeting Date: Tuesday January 23, 2007

Meeting Time: 2:00 p.m. to 3:30 p.m.

Report Date: Friday February 9, 2007

Recorder: Brenda Jamieson

Page 1 of 5

MEETING RECORD

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: Town of Oakville, Oakville Room

PRESENT:

Laura Knowlton	RAND
Joe Wagner	RAND
Diana McGowan	RAND
Jeff Knoll	Councillor, Town of Oakville, Ward 5
Allan Elgar	Councillor, Town of Oakville, Ward 4
Roger Lapworth	Councillor, Town of Oakville, Ward 4
Peter Cheatley	Town of Oakville
Jane Clohecy	Town of Oakville
Charlie McConnell	Town of Oakville
Liz Howson	Macaulay Shiomi Howson
Angela Iannuzziello	Entra Consultants
Peter Crockett	Halton Region
Mary Lou Tanner	Halton Region
Nick Zervos	Halton Region
Doug Corbett	Halton Region
Melissa Green-Battiston	Halton Region
Matt Krusto	Halton Region
Mike Delsey	TSH
Brenda Jamieson	TSH

PURPOSE: To provide an update on the status of the project, to review the Recommended Design, and to discuss the comments/issues raised by RAND regarding the Recommended Design.

Action By

Introductions

Nick Zervos thanked everyone for attending and advised that this meeting is without prejudice. All attendees expressly acknowledge that information exchanged in this meeting will not be filed or exchanged as part of the North Oakville OMB proceedings.

The meeting commenced with a round of introductions.

Action By

1.0 Study Update

- Nick Zervos provided a brief update on the status of the project. It was noted that the second Public Information Centre (PIC) for the project was held in June 2006. The purpose of the PIC was to present the Recommended Design for public review and comment. Since the PIC, the Project Team has undertaken the following activities:
 - Reviewed property owner concerns/issues;
 - Held a meeting with RAND on August 22, 2006;
 - Reviewed comments/concerns raised by RAND in their September 2006 letter, including their proposed route alternative at Neyagawa Boulevard;
 - Initiated the preparation of the Environmental Study Report.

Info

2.0 Review of Recommended Design

- Mike Delsey provided an overview of the Recommended Design, noting the issues and concerns raised by RAND. The following comments were noted:
 - The alignment west of Neyagawa Boulevard was refined from the previous North Oakville Secondary Plan (NOSP) alignment (i.e. the diagonal alignment) to: improve the geometric design of the roadway by replacing a less desirable curvilinear alignment consisting of several reverse curves with a single horizontal alignment; reduce the effects to woodlots; and reduce the large parcel severances. The revised plan avoids the woodlot but results in frontage requirements from thirteen properties (as compared to five properties with the previous NOSP alignment) and displaces three residential buildings (as compared to two with the previous NOSP alignment). The Project Team is receptive to considering minor refinements through this section. There will be tradeoffs though with respect to the property impacts on the north side versus the south side of the road.
 - The New North Oakville Transportation Corridor (NNOTC) will cross Neyagawa Boulevard at grade with an expanded intersection. The location where the NNOTC crosses Neyagawa Boulevard is limited due to numerous physical constraints including the Highway 407, the College, the landfill, etc.
 - It is not feasible to run the NNOTC parallel to Neyagawa Boulevard, or within the same corridor, due to the existing physical constraints (e.g. landfill, woodlots, natural areas, etc.) and the required interaction between the two roadways.
 - A minimum 400 m separation is proposed between crossing road intersections throughout the corridor as per Regional standard.
 - The New North Oakville Transportation Corridor is proposed to connect to Ninth Line where existing Burnhamthorpe Road presently intersects, lining up with the existing bridge over Highway 403.

Region/
TSH

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	Action By
- The projected traffic volumes, which vary along the corridor (e.g. 900 vehicles/direction to 1,800 vehicles/direction during the peak hour), justify a 4-lane roadway. Dundas Street warrants a 6-lane facility with 2,000 to 3,000 vehicles per direction during the peak hour.	Info
- East-west collector roads are proposed for North Oakville as noted in the Secondary Plan. The collector roads are not intended to be through roads.	Info
Discussion:	
- Question: Will the Niagara to GTA Corridor have an impact on the need for the NNOTC? Response: The Niagara to GTA Study does not negate the need for the North Oakville Transportation Corridor. While no decision has been made regarding the location for a proposed new Niagara to GTA Corridor, it is not proposed to be a new facility through North Oakville.	Info
- Question: Does the traffic analysis account for other improvements? Response: The analysis/model accounts for planned improvements to other facilities, including the QEW. The Region's model also accounts for future improvements such as the James Snow Parkway.	Info
The Region's model is a multi-stage model. Employment and population data is entered by zone. Trips are generated by zone, accounting for various travel modes, including transit.	Info
- Question: Did the Region consider a route north of Highway 407 in the Town of Milton? Response: Consideration was given to a connection immediately north of Highway 407 but not in Milton. A connection in Milton would be outside of the planned development area for Oakville, as identified in the Places to Grow Policies and the Greenbelt Policies. Milton will likely require their own network improvements to support planned development.	Info
- Question: Why was the alignment adjacent to Highway 407 not carried forward? Response: An alignment in the vicinity of existing Highway 407 was considered but is not practical given the required length of the 16 Mile Creek Bridge. The bridge must be situated south of the Highway 407 Transitway corridor.	Info
- Question: How does the modelling take the Highway 407 into consideration? Response: The modelling work took into consideration the available Highway 407 east-west capacity. The model reflects the propensity to use a non-tolled facility versus a tolled facility. The tolled facility will have an impact on the capacity required for arterial roads.	Info

Action By

- Question: What is the timing for the widening of Regional Road 5?

Info

Response: The widening of Regional Road 5 is to commence in 2007 in the vicinity of the 16 Mile Creek Bridge. The Bridge contract will be tendered in Spring 2007, with the contract in the vicinity of Trafalgar Road slated to be tendered in 2009.

3.0 Assessment of the RAND Route Alternative at Neyagawa Boulevard

- The RAND route alternative eliminates impacts on existing Burnhamthorpe Road, west of Neyagawa Boulevard. However, the option is not considered to be viable from a traffic engineering or infrastructure perspective.

Info

The combined volume resulting from a shared alignment would require a six lane road section for acceptable operations. The effective operation of the shared link is not however governed by the capacity of the link sections, but by the capacity of the turning movements at the intersections. The left turn volumes in particular are very high, significantly exceeding the practical capacity of even triple left turn lanes. The capacity deficiency would result in extensive congestion and delays, with traffic diverting to other network roads, infiltrating communities and neighbourhoods.

Therefore, a conventional intersection would be inadequate for addressing the forecasted travel demands. While grade separated directional ramps (i.e. an interchange) could provide the required capacity, this treatment is neither feasible nor desirable for the arterial road system given the existing and planned adjacent land use and proximity to the interchange at Highway 407.

- The RAND option results in a complete diversion of traffic to Neyagawa Boulevard where the new corridor is superimposed on Neyagawa Boulevard south of existing Burnhamthorpe Road. It is not directly comparable to Upper Middle Road which serves mostly east-west traffic. Upper Middle Road is projected to have higher traffic volumes than Burnhamthorpe Road for some sections, particularly east of Trafalgar Road where a 6-lane facility is planned.

Info

4.0 Property Mitigation Opportunities

- Full access will be maintained to all homes along existing Burnhamthorpe Road where it co-exists with the new alignment by the provision of a centre left turn lane. The centre left turn lane can be accommodated within the proposed right-of-way. Additional land is not required.
- There is a residential presence along the entire stretch of existing Burnhamthorpe Road. The most scenic area is west of Neyagawa Boulevard.
- A refinement was made to the proposed alignment of the NNOTC east of Neyagawa Boulevard to minimize the impacts on the existing home on the north side. It was noted that all the lands around the existing residential property are slated to be redeveloped within the 20 year ± timeframe.

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	Action By
<input type="checkbox"/> There is a significant concentration of residential properties west of Neyagawa Boulevard. The alignment west of Neyagawa Boulevard results in frontage requirements from thirteen properties and displaces three residential buildings. The Project Team is receptive to considering minor route refinements through this section. There will be tradeoffs though with respect to the property impacts on the north side versus the south side of the road	Region/ TSH
<input type="checkbox"/> The NNOTC will be a higher order facility. Whatever sections of existing Burnhamthorpe Road that do not coincide with the New North Oakville Transportation Corridor will revert back to the Town and will be designated as "Character Road". J. Knoll noted that since 2001 it was Councils' understanding that existing Burnhamthorpe Road would be maintained as a character road. The Town advised that the Secondary Plan policies still acknowledge this. There will be a distinct difference between the NNOTC and the existing Burnhamthorpe Road corridor.	Info
5.0 Next Steps	
<input type="checkbox"/> The Project Team will respond to outstanding property owner concerns. Individual meetings will be arranged with impacted property owners along existing Burnhamthorpe Road. A RAND member may participate in the property owner meetings if so requested by the property owner. The Town of Oakville will be notified of the property owner meetings.	Region/ TSH
<input type="checkbox"/> The Environmental Study Report will be presented to Regional Council and filed for a minimum 30-day public review period in mid-2007. All individuals on the study mailing list will be contacted in writing, advising them when the ESR will be available for public review.	Region/ TSH
<input type="checkbox"/> Approximately 1.5 years will be required for property acquisition. The timing for servicing of the lands is unknown.	Info
<input type="checkbox"/> Construction is currently scheduled as follows but will be dependent on development: <ul style="list-style-type: none">- 2013 from Ninth Line to Trafalgar Road- 2015 from Trafalgar Road to Neyagawa Boulevard- 2018 from Neyagawa Boulevard to Bronte Road	Info

END OF MEETING REPORT

Distribution: Attendees / Invitees

K:\PROJECTS\42-80___\80377 Burnhamthorpe\1-Correspondence\Minutes\Minutes Mtg Jan23-07_final.doc

THE REGIONAL MUNICIPALITY OF HALTON
1151 BRONTE ROAD
OAKVILLE, ONTARIO, CANADA L6M 3L1



PLANNING & PUBLIC WORKS DEPARTMENT
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)

February 2, 2007

Dear Sir/Madam

**Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
Class Environmental Assessment Study**

Halton Region has initiated a Class Environmental Assessment (EA) Study for the New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek in order to address the transportation needs associated with the planned development in the North Oakville Secondary Plan Area between Ninth Line and Regional Road 25 in the Town of Oakville. The Project Team is currently documenting the study process and recommendations in an Environmental Study Report (ESR). Refinements to the Technically Preferred Alternative are also being undertaken based on input received following the Stakeholder Group Meeting and Public Information Centre held in Spring 2006.

Please note that the Technically Preferred Alternative for the New North Oakville Transportation Corridor has been developed through careful consideration of existing and future conditions in the study area that could have a bearing on the functionality of the roadway and the environment through which it passes.

The proposed new corridor will be comprised of a major four lane arterial roadway, centre two-way-left-turn lane, on-road bike lanes and multi-use pathways on both sides of the road. Your property fronts Burnhamthorpe Road at a location where the proposed New North Oakville Transportation Corridor follows the existing alignment. To provide you with a better understanding of the property impacts associated with the widening, we are proposing to arrange a meeting with you to discuss the planned road widening and new right-of-way requirement across your land. The Project Team would be able to meet with you at the Halton Regional Centre you on one of the following dates:

- Thursday, February 22nd, 2007 between 2:00 p.m. and 8:00 p.m.
- Wednesday, February 28th, 2007 between 8:30 a.m. and 3:00 p.m.; 4:30 p.m. and 7:00 p.m.
- Monday March 5th, 2007 between 1:00 p.m. and 8:00p.m.

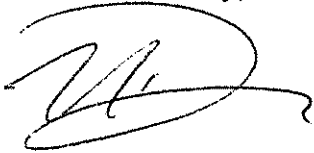
To arrange a meeting please contact Melissa Green-Battiston at 905-825-6000, ext.7213 or melissa.green-battiston@halton.ca

The ESR will be finalized in Spring 2007 and presented to Regional Council for endorsement in June 2007.

Page 2

If you have any questions, please do not hesitate to contact the undersigned at 905-825-6000, ext. 7632 or nick.zervos@halton.ca.

Yours very truly,

A handwritten signature in black ink, appearing to be 'N. Zervos', written over a horizontal line.

Nick Zervos
Acting Manager Transportation Services

cc: L. Knowlton, RAND
Councillor Ward 4 - A. Elgar
Councillor Ward 4 - R. Lapworth
Councillor Ward 5 - J. Knoll
Councillor Ward 5 - M. Grant
Councillor Ward 6 - T. Adams
Councillor Ward 6 - M. Khan
P. Cheatley, Town of Oakville
C. McConnel, Town of Oakville
J. Clohecy, Town of Oakville
M. Delsey, TSH

THE REGIONAL MUNICIPALITY OF HALTON
1 FRONT STREET EAST
MILLS, ONTARIO, CANADA L6M 3L1



PLANNING & PUBLIC WORKS DEPARTMENT
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)

February 2, 2007

Dear _____

Re: **New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek**

Thank you for your comments on the above noted study. The woodlot noted in your letter has been investigated for its natural heritage value as part of the planning process for the North Oakville Secondary Plan study being undertaken by the Town of Oakville. The Town has a very strong commitment to preserving natural heritage resources in the context of a heritage "system". The heritage system was developed by the Town's planners in consultation with the Ministry of Natural Resources, Halton Region and Conservation Halton. The natural heritage system will help to sustain the natural environment within the planned urban growth areas.

The noted woodlot has not been included in the natural heritage system and as such it will in time be removed for development. This direction has been endorsed by all of the agencies noted above.

Thank you for your continued interest in this Study. If you have any further questions, please do not hesitate to contact the undersigned at 905-825-6000, ext. 7632 or nick.zervos@halton.ca.

Sincerely,

A handwritten signature in black ink, appearing to read "Nick Zervos", is written over a horizontal line.

Nick Zervos
Acting Manager Transportation Services

cc: M. Delsey, TSH

THE REGIONAL MUNICIPALITY OF HALTON
1151 BRONTE ROAD
JAKVILLE, ONTARIO, CANADA L6M 3L1



PLANNING & PUBLIC WORKS DEPARTMENT
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 Fax: 905-825-8822
Toll free: 1-866-4-HALTON (1-866-442-5866)

February 2, 2007

Dear _____

**Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
Class Environmental Assessment Study**

Thank you for your comments on the above noted study regarding the potential impacts of the proposed New North Oakville Transportation Corridor to your residence on Burnhamthorpe Road. Our records indicate that you attended only our second Stakeholder Meeting held in the spring of 2005. Since that meeting, we have held four additional Stakeholder Meetings and two Public Information Centres at key Study milestones. Through those outreach methods we have presented our progress and rationale for decision making and sought input from affected agencies, stakeholders and the public.

It is noted that you are a member of RAND and it is our understanding that you have been kept up to date on the progress of the Study through that organization. The concerns that you have raised relate to potential impacts to your trees, fencing and septic system, and concerns relating to traffic safety and noise.

As noted at our recently held Stakeholder and Public Meetings, a preferred alignment for the New North Oakville Transportation Corridor has been developed through the ongoing Class EA Study, after careful consideration of existing and future conditions in the study area that could have a bearing on the functionality of the roadway and the environment through which it passes. All aspects of the environment, both natural and social were considered in the assessment and evaluation of alternatives.

Description of Recommended Plan

The proposed new corridor will be comprised of a four lane arterial roadway with a centre left turn lane and on-road bike lanes and multi-use pathways on both sides of the road. The route presented at the meetings is still subject to refinement through the Class EA Study and subsequently through the detail design process to minimize impacts to property features such as those noted above. Property requirements from individual landowners would be acquired at fair market value through the Region's standard property acquisition process using an independent third party. A detailed landscaping plan will be developed during detail design to mitigate any loss of vegetation.

Property Impacts

Any impacts to existing wells or septic beds as a result of the New North Oakville Transportation Corridor will be mitigated by the Region. In addition, any fencing impacted by the roadway would be reinstated by the Region.

Traffic Operations and Safety

Traffic operations and safety are major factors in the determination of a preferred route plan. As noted above a centre left turn lane through this section to facilitate the safe access to abutting properties and multi-use pathways for the safe use of pedestrians and cyclists has been proposed.

Noise

Noise resulting from road improvements and growth in traffic have been examined as part of this Study and will be documented in the Environmental Study Report. The assessment of the impact of the predicted sound levels utilized the MTO/MOE Noise Protocol and the MOE noise prediction software STAMSON version 5.03.

The noise analysis predicted the following noise levels in the year 2021 that would be experienced at your outdoor living area with and without the proposed improvements (i.e. New North Oakville Transportation Corridor). The location is selected to reflect an outdoor living space located 3 m from the rear of the house and 1.5 m above the ground, and is intended to represent the position of the human ear when seated at an outdoor patio.

- Future noise condition without the undertaking: 54.3 dBA*
- Future noise condition with the undertaking: 57.7 dBA
- Increase in noise level attributed to undertaking: 3.4 dBA

* dBA is a logarithmic unit of measure used for expressing sound but weighted to reflect those frequencies that can be heard by the human ear.

Where the difference in predicted noise levels is less than 5dBA, then no noise mitigation is required by the MTO/MOE Noise Protocol.

Alternative Routes

Possible alternative routes to the preferred route were presented and discussed at the Stakeholder Meeting held on June 1, 2006. Further, in response to comments received, our Study Team investigated additional route alternatives suggested by residents that would remove the proposed new corridor from existing Burnhamthorpe Road to the west of Neyagawa Boulevard.

The alternative routes examined included:

1. Northerly Crossing of Neyagawa Boulevard

Variations of this alternative were examined at the "Long List of Alternatives" phase of the study and eliminated from further consideration for the following reasons. This route requires a crossing of Neyagawa Boulevard between existing Burnhamthorpe Road and Highway 407. The separation between the existing facilities is inadequate to allow for an additional intersection between Burnhamthorpe Road and Highway 407. As a result, a grade separation would be required at Neyagawa Boulevard and possibly an interchange in order to provide necessary Regional Road network interconnections. This type of arrangement is not feasible given the spacing of roadways and other planned uses including a provincial transitway and station on the south side of Highway 407 that would be impacted. In addition, a significant woodlot located to the north of Burnhamthorpe Road would be fragmented by the corridor.

2. Shared Neyagawa Boulevard

Superimposing the new corridor on top of Neyagawa Boulevard would not be feasible from an operational and capacity perspective. Combining east-west and north-south traffic even for a short distance is not preferred. Westbound to southbound left turning volumes at the northern Burnhamthorpe Road / Neyagawa Boulevard intersection and eastbound to northbound turning traffic at the southern intersection would exceed the capacity of normal intersection operations, even if triple left turn provisions were made. These intersections would become major bottlenecks in the local area network, resulting in diversion of arterial road traffic to local and collector roads that are not designed or intended to accept these traffic flows. Resultant community impacts (noise, safety, operations) would be significant. The intersections along the shared stretch of Neyagawa Boulevard would not operate properly and would have a very poor Level of Service with significant congestion.

In addition, Neyagawa Boulevard is expected to require widening to 4 lanes in the future to accommodate north-south traffic, especially when James Snow Parkway is extended from Milton to Neyagawa Boulevard at Highway 407. Superimposing the new corridor would require further widening of Neyagawa Boulevard with resultant impacts to adjacent properties.

3. Most Southerly Crossing of Neyagawa Boulevard (south of Landfill)

Variations of this alternative were considered but were eliminated as they had severe impacts to the Natural Heritage System of the North Oakville Secondary Plan including significant woodlots and water features east of Neyagawa Boulevard. The Town has a very strong commitment to preserving natural heritage features in the context of a heritage "system". The heritage system was developed by the Town's planners in consultation with the Ministry of Natural Resources, Halton Region and Conservation Halton. The natural heritage system will help to sustain the natural environment within the planned urban growth areas.

In addition, the alternative is inconsistent with both the North Oakville Secondary Plan as well as the landowner's plan and would result in the fragmentation of the Town of Oakville's future park lands.

To provide you with a better understanding of the property impacts associated with the widening, we are proposing to arrange a meeting with you to discuss the planned road widening and new right-of-way

Page 4

requirement across your land. The Project Team would be able to meet with you at the Halton Regional Centre you on one of the following dates:

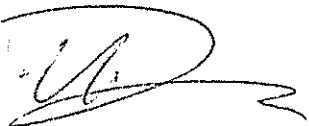
- Thursday, February 22nd, 2007 between 2:00 p.m. and 8:00 p.m.
- Wednesday, February 28th, 2007 between 8:30 a.m. and 3:00 p.m.; 4:30 p.m. and 7:00 p.m.
- Monday March 5th, 2007 between 1:00 p.m. and 8:00p.m.

To arrange a meeting please contact Melissa Green-Battiston at 905-825-6000, ext.7213 or melissa.green-battiston@halton.ca

The Environmental Study Report will be finalized in Spring 2007 and presented to Regional Council for endorsement in June 2007.

If you have any questions, please do not hesitate to contact the undersigned at 905-825-6000, ext. 7632 or nick.zervos@halton.ca.

Yours very truly,



Nick Zervos
Acting Manager Transportation Services

cc: L. Knowlton, RAND
Councillor Ward 4 - A. Elgar
Councillor Ward 4 - R. Lapworth
Councillor Ward 5 - J. Knoll
Councillor Ward 5 - M. Grant
Councillor Ward 6 - T. Adams
Councillor Ward 6 - M. Khan
P. Cheatley, Town of Oakville
C. McConnel, Town of Oakville
J. Clohecy, Town of Oakville
M. Delsey, TSH

THE REGIONAL MUNICIPALITY OF HALTON
1151 BRONTE ROAD
OAKVILLE, ONTARIO, CANADA L6M 3L1



PLANNING & PUBLIC WORKS DEPARTMENT
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)

February 2, 2007

Dear _____

Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek Class Environmental Assessment

Thank you for your comments on the above noted study regarding the potential impacts of the proposed New North Oakville Transportation Corridor to your residence on Burnhamthorpe Road. I understand that your concerns relate to potential devaluation of your property and potential impacts to your trees and septic system. In addition, you have identified possible alternative routes to the preferred route presented at the Stakeholder Group Meeting held on June 1, 2006.

As noted at the Stakeholder Group Meeting, a preferred alignment for the New North Oakville Transportation Corridor has been developed through the ongoing Class EA Study, after careful consideration of existing and future conditions in the study area that could have a bearing on the functionality of the roadway and the environment through which it passes. All aspects of the environment, both natural and social were considered in the assessment and evaluation of alternatives.

The proposed new corridor will be comprised of a four lane arterial roadway with a center turn-lane and on-road bike lanes and multi-use pathways on both sides of the road. The route presented at the meetings is still subject to refinement through the Class EA Study process and subsequently through the detail design process to minimize impacts to property features such as those noted above. Any property requirements from individual landowners would be acquired at fair market value through the Region's standard property acquisition process. Compensation for related impacts would be considered at that time prior to construction.

A detailed landscaping plan will be developed during detail design to mitigate the loss of vegetation. A public meeting will be held at that time to present the design and to obtain comments from the public.

Any impacts to existing wells or septic beds resulting from the New North Oakville Transportation Corridor will be mitigated by the Region.

The alternative routes attached to your comment sheet have been reviewed and the following observations are offered:

Proposal #1 - Northerly Crossing of Neyagawa Boulevard

Variations of this alternative were examined at the "Long List of Alternatives" phase of the study and eliminated from further consideration for the following reasons. This route requires a crossing of Neyagawa Boulevard between existing Burnhamthorpe Road and Highway 407. The separation between the existing facilities is inadequate to allow for an additional intersection between Burnhamthorpe Road and Highway 407. As a result, a grade separation would be required at Neyagawa Boulevard and possibly an interchange in order to provide necessary Regional Road network interconnections. This type of arrangement is not feasible given the spacing of roadways and other planned uses including a provincial transitway and station on the south side of Highway 407 that would be impacted. In addition, a significant woodlot located to the north of Burnhamthorpe Road would be fragmented by the corridor.

Proposal #2 - Shared Neyagawa Boulevard

Superimposing the new corridor on top of Neyagawa Boulevard would not be feasible from an operational and capacity perspective. Combining east-west and north-south traffic even for a short distance is not preferred. Westbound to southbound left turning volumes at the northern Burnhamthorpe Road / Neyagawa Boulevard intersection and eastbound to northbound turning traffic at the southern intersection would exceed the capacity of normal intersection operations, even if triple left turn provisions were made. These intersections would become major bottlenecks in the local area network, resulting in diversion of arterial road traffic to local and collector roads that are not designed or intended to accept these traffic flows. Resultant community impacts (noise, safety, operations) would be significant. The intersections along the shared stretch of Neyagawa Boulevard would not operate properly and would have a very poor Level of Service with significant congestion.

In addition, Neyagawa Boulevard is expected to require widening to 4 lanes in the future to accommodate north-south traffic, especially when James Snow Parkway is extended from Milton to Neyagawa Boulevard at Highway 407. Superimposing the new corridor would require further widening of Neyagawa Boulevard with resultant impacts to adjacent properties.

Proposal #3 - Most Southerly Crossing of Neyagawa Boulevard (south of Landfill)

Variations of this alternative were considered but were eliminated as they had severe impacts to the Natural Heritage System of the North Oakville Secondary Plan including significant woodlots and water features east of Neyagawa Boulevard. The Town has a very strong commitment to preserving natural heritage features in the context of a heritage "system". The heritage system was developed by the Town's planners in consultation with the Ministry of Natural Resources, Halton Region and Conservation Halton. The natural heritage system will help to sustain the natural environment within the planned urban growth areas.

In addition, the alternative is inconsistent with both the North Oakville Secondary Plan as well as the landowner's plan and would result in the fragmentation of the Town of Oakville's future park lands.

To provide you with a better understanding of the property impacts associated with the widening, we are proposing to arrange a meeting with you to discuss the planned road widening and new right-of-way requirement across your land. The Project Team would be able to meet with you at the Halton Regional Centre you on one of the following dates:

Page 3

- Thursday, February 22nd, 2007 between 2:00 p.m. and 8:00 p.m.
- Wednesday, February 28th, 2007 between 8:30 a.m. and 3:00 p.m.; 4:30 p.m. and 7:00 p.m.
- Monday March 5th, 2007 between 1:00 p.m. and 8:00p.m.

To arrange a meeting please contact Melissa Green-Battiston at 905-825-6000, ext.7213 or melissa.green-battiston@halton.ca

The Environmental Study Report will be finalized in Spring 2007 and presented to Regional Council for endorsement in June 2007.

If you have any questions, please do not hesitate to contact the undersigned at 905-825-6000, ext. 7632 or nick.zervos@halton.ca.

Yours very truly,



Nick Zervos
Acting Manager Transportation Services

cc: L. Knowlton, RAND

Councillor Ward 4 - A. Elgar
Councillor Ward 4 - R. Lapworth
Councillor Ward 5 - J. Knoll
Councillor Ward 5 - M. Grant
Councillor Ward 6 - T. Adams
Councillor Ward 6 - M. Khan
P. Cheatley, Town of Oakville
C. McConnel, Town of Oakville
J. Clohocy, Town of Oakville
M. Delsey, TSH

THE REGIONAL MUNICIPALITY OF HALTON
1151 BRONTE ROAD
OAKVILLE, ONTARIO, CANADA L6M 3L1



PLANNING & PUBLIC WORKS DEPARTMENT
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)

February 27, 2007

Dear Sir/Madam

**Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
Class Environmental Assessment Study**

Halton Region has initiated a Class Environmental Assessment (EA) Study for the New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek in order to address the transportation needs associated with the planned development in the North Oakville Secondary Plan Area between Ninth Line and Regional Road 25 in the Town of Oakville. The Project Team is currently documenting the study process and recommendations in an Environmental Study Report (ESR). Refinements to the Technically Preferred Alternative are also being undertaken based on input received following the Stakeholder Group Meeting and Public Information Centre held in Spring 2006.

Please note that the Technically Preferred Alternative for the New North Oakville Transportation Corridor has been developed through careful consideration of existing and future conditions in the study area that could have a bearing on the functionality of the roadway and the environment through which it passes.

The proposed new corridor will be comprised of a major four lane arterial roadway, centre two-way-left-turn lane, on-road bike lanes and multi-use pathways on both sides of the road. Your property is at a location where the proposed New North Oakville Transportation Corridor crosses through the study area. To provide you with a better understanding of the property impacts associated with the roadway, we are proposing to arrange a meeting with you to discuss the new right-of-way requirement across your property. The Project Team would be able to meet with you at the Halton Regional Centre on Thursday, March 15, 2007 between 3:00 p.m. and 8:00 p.m. To arrange a meeting please contact Melissa Green-Battiston at 905-825-6000, ext.7213 or melissa.green-battiston@halton.ca

The ESR will be finalized in Spring 2007 and presented to Regional Council for endorsement in June 2007.

If you have any questions, please do not hesitate to contact the undersigned at 905-825-6000, ext. 7632 or nick.zervos@halton.ca.

Yours very truly,

A handwritten signature in black ink, appearing to read "Melissa Green-Battiston".

for Nick Zervos
Acting Manager, Transportation Services

c: M. Delsey, TSH

RECEIVED

MAR 12 2007

MAYOR'S OFFICE

March 6, 2007

Mayor Rob Burton
Town of Oakville
1225 Trafalgar Road
Oakville, ON
L6J 5A6

Dear Mayor Burton:

RE: The proposed "North Oakville Transportation Corridor"

We are members of the RAND Association. However, we would like to voice our personal concerns regarding the proposed new Oakville transportation corridor.

My wife and I live and have lived for 37 years at _____ We are extremely concerned about the impact that the proposed "Transportation Corridor" will have on our lives. The ONE KILOMETER portion of this corridor will run along the Burnhamthorpe Road fronting our property.

Our personal concerns are as follows:

- 1) The "corridor" will require 8.43 meters (27.8 feet) of our frontage property leaving us 4.67 meters (15.41 feet) from road to house.

- It will:
- #2 destroy our septic tank and septic bed
 - #3 destroy 33 large trees and 200 feet of 6 ft. tall cedar hedge. Included in the trees is a 70 year old 45-foot tall ash tree.
 - #4 destroy 220 feet of cedar fencing
 - #5 create safety concerns driving in and out of our driveway
 - #6 bring traffic noise to our bedrooms because they face the roadway
 - #7 isolate our property completely
 - #8 ruin our quality of life

Our community concerns are:

For the sake of ONE KILOMETER, it will ruin the Burnhamthorpe Road as a 'character road' and it will destroy approximately 80 large trees. The majority of them would be oak trees; some of these oaks are at least 100 years old or older.

We would appreciate it very much if you would look seriously into finding an alternative to this proposed use of ONE KILOMETER of Burnhamthorpe Road.

Yours truly

Accompanying letter are photos of property involved and trees in question

March 6, 2007

Mr. Nick Zervos
Planning & Public Works Department
The Regional Municipality of Halton
1151 Bronte Road
Oakville, ON
L6M 3L1

RECEIVED
MAR 12 2007
HALTON REGION
PLANNING AND
PUBLIC WORKS DEPT.

Dear Mr. Zervos:

RE: The proposed "North Oakville Transportation Corridor"

Thank you for listening to our personal concerns voiced at the meeting of February 12, 2007.

One concern that we didn't express to you during our meeting was the approximately 80 large trees that would be cut down in that one kilometer of Burnhamthorpe Road. The majority of them are oak trees; some of them are at least 100 years old or older.

We are enclosing some photos that we recently took to give you an idea of what we are referring to.

Thank you for the time and consideration you have given our serious concerns.

Yours truly

CC: Mr. Matt Krusto
Ms. Melissa Green-Battiston

THE REGIONAL MUNICIPALITY OF HALTON
1151 BRONTE ROAD
OAKVILLE, ONTARIO, CANADA L6M 3L1

PLANNING & PUBLIC WORKS DEPARTMENT
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)



March 21, 2007

Dear Sir/Madam

**Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
Class Environmental Assessment Study**

Further to our letter dated February 2, 2007, Halton Region has initiated a Class Environmental Assessment (EA) Study for the New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek in order to address the transportation needs associated with the planned development in the North Oakville Secondary Plan Area between Ninth Line and Regional Road 25 in the Town of Oakville. The Project Team is currently documenting the study process and recommendations in an Environmental Study Report (ESR). Refinements to the Technically Preferred Alternative are also being undertaken based on input received following the Stakeholder Group Meeting and Public Information Centre held in Spring 2006.

Please note that the Technically Preferred Alternative for the New North Oakville Transportation Corridor has been developed through careful consideration of existing and future conditions in the study area that could have a bearing on the functionality of the roadway and the environment through which it passes.

The proposed new corridor will be comprised of a major four lane arterial roadway, centre two-way-left-turn lane, on-road bike lanes and multi-use pathways on both sides of the road. Your property is at a location where the proposed New North Oakville Transportation Corridor crosses through the study area. To provide you with a better understanding of the property impacts associated with the roadway, a plan of the Technically Preferred Alternative at your property is attached. We have tried to arrange a meeting with you to discuss the property requirement across your land by our letter dated February 2, 2007. If after reviewing the attached plan you wish to arrange a meeting please contact Melissa Green-Battiston at 905-825-6000, ext.7213 or melissa.green-battiston@halton.ca

The ESR will be finalized in Spring 2007 and presented to Regional Council for endorsement in June 2007.

If you have any questions, please do not hesitate to contact the undersigned at 905-825-6000, ext. 7632 or nick.zervos@halton.ca.

Yours very truly,

A handwritten signature in cursive script that reads "Melissa Green-Battiston".

Nick Zervos
Acting Manager Transportation Services
cc: M. Delsey, TSH

THE REGIONAL MUNICIPALITY OF HALTON
1151 BRONTE ROAD
OAKVILLE, ONTARIO, CANADA L6M 3L1



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Tel: 905-825-6000 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)

March 21, 2007

Dear Sir/Madam

Re: New North Oakville Transportation Corridor (New Burnhamthorpe Road) and Crossing of the Sixteen Mile Creek Class Environmental Assessment Study

Halton Region has initiated a Class Environmental Assessment (EA) Study for the New North Oakville Transportation Corridor (New Burnhamthorpe Road) and Crossing of the Sixteen Mile Creek in order to address the transportation needs associated with the planned development in the North Oakville Secondary Plan Area between Ninth Line and Regional Road 25 in the Town of Oakville. The Project Team is currently documenting the study process and recommendations in an Environmental Study Report (ESR). Refinements to the Technically Preferred Alternative are also being undertaken based on input received following the Stakeholder Group Meeting and Public Information Centre held in Spring 2006.

Please note that the Technically Preferred Alternative for the New North Oakville Transportation Corridor has been developed through careful consideration of existing and future conditions in the study area that could have a bearing on the functionality of the roadway and the environment through which it passes.

The proposed new corridor will be comprised of a major four lane arterial roadway, centre two-way-left-turn lane, on-road bike lanes and multi-use pathways on both sides of the road. Your property is at a location where a proposed connection road as part of the New North Oakville Transportation Corridor crosses through the study area. To provide property owners with a better understanding of the property impacts associated with the connection road, we have arranged a meeting to discuss the new right-of-way requirements. The meeting has been scheduled as follows:

Date: Thursday, April 12, 2007
Time: 6:30 p.m.
Location: Glen Lawson / Mansewood Room
Halton Regional Centre
1151 Bronte Road
Oakville, ON

The ESR will be finalized in Spring 2007 and presented to Regional Council for endorsement in June 2007. If you have any questions, please do not hesitate to contact the undersigned at 905-825-6000, ext. 7632 or nick.zervos@halton.ca.

Yours very truly,

A handwritten signature in black ink that reads "Melissa Green-Battista".

10 Nick Zervos
Acting Manager, Transportation Services
c: M. Delsey, TSH

THE REGIONAL MUNICIPALITY OF HALTON
1151 BRONTE ROAD
OAKVILLE, ONTARIO, CANADA L6M 3L1

PLANNING & PUBLIC WORKS DEPARTMENT
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)



March 21, 2007

Dear Sir/Madam

**Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
Class Environmental Assessment Study**

Further to our letter dated February 27, 2007, Halton Region has initiated a Class Environmental Assessment (EA) Study for the New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek in order to address the transportation needs associated with the planned development in the North Oakville Secondary Plan Area between Ninth Line and Regional Road 25 in the Town of Oakville. The Project Team is currently documenting the study process and recommendations in an Environmental Study Report (ESR). Refinements to the Technically Preferred Alternative are also being undertaken based on input received following the Stakeholder Group Meeting and Public Information Centre held in Spring 2006.

Please note that the Technically Preferred Alternative for the New North Oakville Transportation Corridor has been developed through careful consideration of existing and future conditions in the study area that could have a bearing on the functionality of the roadway and the environment through which it passes.

The proposed new corridor will be comprised of a major four lane arterial roadway, centre two-way-left-turn lane, on-road bike lanes and multi-use pathways on both sides of the road. Your property is at a location where the proposed New North Oakville Transportation Corridor crosses through the study area. To provide you with a better understanding of the property impacts associated with the roadway, a plan of the Technically Preferred Alternative at your property is attached. We have tried to arrange a meeting with you to discuss the property requirement across your land by our letter dated February 27, 2007. If after reviewing the attached plan you wish to arrange a meeting please contact Melissa Green-Battiston at 905-825-6000, ext. 7213 or melissa.green-battiston@halton.ca

The ESR will be finalized in Spring 2007 and presented to Regional Council for endorsement in June 2007.

If you have any questions, please do not hesitate to contact the undersigned at 905-825-6000, ext. 7632 or rick.zervos@halton.ca.

Yours very truly,

A handwritten signature in cursive script that reads "Melissa Green-Battiston".

Rick Zervos
Chief Manager Transportation Services
M. Delsey, TSH

THE REGIONAL MUNICIPALITY OF HALTON
1151 BRONTE ROAD
OAKVILLE, ONTARIO, CANADA L6M 3L1



PLANNING & PUBLIC WORKS
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)

March 29, 2007

Dear _____

Re: New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek Class Environmental Assessment Study, Town of Oakville

On February 22, 2007, you met with Halton Regional staff and our consultant TSH to discuss the impacts to your property associated with the recommended plan for the New North Oakville Transportation Corridor. At that meeting the significant impacts to your property were discussed, and the Region advised that they would be looking to acquire your entire property given the severity of the impacts associated with the proposed improvements. It was noted at the meeting that the start of construction for the section of the New North Oakville Transportation Corridor west of Neyagawa Boulevard is tentatively scheduled for 2018 with property acquisition 3-4 years prior (i.e. 2014 to 2015).

In response to your desire to retain as much of the property including the existing house, the consultant suggested that there may be an opportunity to shift the connection road to the east.

We have since reviewed the opportunity to mitigate the impacts to your property; however, based on our review of the alignment requirements for the connection road as well as the location of the intersection, it was determined that shifting the alignment would not be possible as it would not meet the operational or safety requirements necessary. Please note that the Region wishes to minimize impacts wherever possible. Signalized intersections require careful consideration and application of design standards to ensure that safe and efficient operations are maintained under the full range of anticipated driving conditions (darkness, rain, snow/ice, etc.). The design presented at the meeting meets those specific design requirements and has been designed to accommodate the future traffic volumes generated by the significant development planned to the west of your property. The alternative of shifting the connection road does not meet those specific design requirements.

It is recognized that you were in favour of shifting the connection road and that you will now have significant concerns regarding the impacts to your property as well as the timing for acquisition of the property. We would be happy to meet with you again to review the impacts to your property as well as discuss the timing of the property acquisition process that will be undertaken by the Halton Realty Services. If you have any questions or concerns, please do not hesitate to contact the undersigned at ext. 7966.

Yours truly,

A handwritten signature in cursive script that reads "Mary Lou Tanner".

Mary Lou Tanner, MCIP, RPP
Director of Planning and Transportation

c: Mike Delsey, TSH
Nick Zervos, Senior Transportation Coordinator

April 3, 2007.

Dear Nick Zervos:

RE: New North Oakville Transportation Corridor

The Halton Region has proposed a new transportation corridor to address the transportation needs for the New North Oakville. I was formally notified last week for the first time that this route would be intersecting my property, _____ This construction and direct impediment on my property will create immediate impact on livelihood as well as initiating economic adversity.

The property was purchased and construction of a single family dwelling was planned in the future. Currently, the land is occupied by livestock and used for agricultural purposes. Additionally, over \$150,000 was invested into the property in the last several years for construction of a new modern barn, housing livestock. This new transportation corridor will clearly make any use of this property agriculturally, unfeasible.

Additionally, this route will undeniably inflict economic loss from a property value perspective. The road intersects the property from the southwest corner on a diagonal angle, dividing my property in two, creating an unusable wedge in the southern portion of the property. This portion is non utilizable, nor developmental in the near future. The degree of impact on the property will be extensive considering the entire property is less than ten acres, where the region plans to seize two of those acres.

It is evident that my property will be impacted severely, in comparison to surrounding properties. I understand what the region wants to achieve with this new corridor and I am prepared to work with you to come up with compromise and agreement where my property is concerned. I am proposing that this corridor's route be altered through my land. I am suggesting that the road cross in a perpendicular manner within the centre of the land, creating a more balanced and feasible property.

I look forward to hearing from you in regards to this matter. Your office can contact me anytime at _____ to discuss this matter further.

Regards

Grozdanovski, Mary

Subject: FW: North Oakville Transportation Corridor - [redacted] Oakville

-----Original Message-----

From: [redacted]
Sent: Tuesday, April 24, 2007 10:06 AM
To: Zervos, Nick
Subject: North Oakville Transportation Corridor - [redacted] Oakville

Good Morning Nick,

I have attempted to contact you in the past few weeks to no avail. Perhaps email would be the best way to contact you. I met with the transportation services team a month ago concerning the construction of the new North Oakville Transportation Corridor, essentially, the new Burnhamthorpe Road. This crosses my property [redacted] and upon speaking with Transportation Services, they did not see a problem with accomodating my request. Could you please follow up and notify me of the status of my request. Thank you.

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<http://www.liveu.ca/explore.aspx>

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, fax or e-mail and permanently delete the original transmission from us, including any attachments, without making a copy.

Thank you

MBL

THE REGIONAL MUNICIPALITY OF HALTON
1151 BRONTE ROAD
OAKVILLE, ONTARIO, CANADA L6M 3L1



PLANNING & PUBLIC WORKS DEPARTMENT
OFFICE OF THE COMMISSIONER
TEL: 905-825-6000 FAX: 905-825-1823
TOLL FREE: 1-866-4HALTON (1-866-442-5866)

April 26, 2007

Mayor Rob Burton
Office of the Mayor
Town of Oakville
P.O. Box 310
1225 Trafalgar Road
Oakville ON L6J 5A6

Dear Mayor Burton:

**Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
Class Environmental Assessment Study**

This letter is in response to your memo dated March 13, 2007, regarding the New North Oakville Transportation Corridor. Regional staff has previously responded to _____ concerns by correspondence dated February 2, 2007, as well as by meeting with him and his family on February 12, 2007. With respect to the concerns noted in his letter, we would like to note the following responses to his concerns:

1. The "corridor" will require 8.43 m (27.8 ft) of our frontage property leaving us 4.67 m (15.41 feet) from road to house.

The proposed new corridor will be comprised of a four-lane arterial roadway with a centre left-turn lane and on-road bike lanes and multi-use pathways on both sides of the road within a 35 m right-of-way. Please note that it is the right-of-way that will shift 8.4 m northerly from the existing right-of-way. The actual paved portion of the roadway will be located approximately 10 m (32.8 ft) from the house.

2. Destroy our septic tank and septic bed.

Any impacts to existing septic tanks and septic beds as a result of the New North Oakville Transportation Corridor will be mitigated by the Region. Specific mitigation measures will be identified during detailed design.

3. Destroy 33 large trees and 200 feet of 6 ft tall cedar hedge. Included in the trees is a 70-year old 45 foot tall ash tree.

As part of the detailed design process that will be undertaken subsequent to the completion of the Class Environmental Assessment Study, a detailed landscaping plan will be developed to mitigate any loss of vegetation. This plan will be made available to property owners as part of the detail design process for review and comment.

4. Destroy 220 feet of cedar fencing.

Any fencing impacted by the New North Oakville Transportation Corridor would be reinstated by the Region.

5. Create safety concerns driving in and out of our driveway.

Traffic operations and safety are major factors in determining a preferred alternative. As noted above, a centre left-turn lane through this section will be provided in order to facilitate the safe access to abutting properties. In addition, multi-use pathways and on-street cycling lanes are being proposed for the safe use by pedestrians and cyclists.

6. Bring traffic noise to our bedrooms because they face the roadway.

As noted in our February 2nd letter, noise resulting from road improvements and growth in traffic have been examined as part of this Study and will be documented in the Environmental Study Report. The assessment of the impact of the predicted sound levels utilized the MTO/MOE Noise Protocol and the MOE noise prediction software STAMSON version 5.03.

The noise analysis predicted the following noise levels in the year 2021 that would be experienced at the outdoor living area with and without the proposed improvements (i.e. New North Oakville Transportation Corridor). The location is selected to reflect an outdoor living space located 3 m from the rear of the house and 1.5 m above the ground, and is intended to represent the position of the human ear when seated at an outdoor patio.

- Future noise condition without the undertaking: 54.3 dBA*
- Future noise condition with the undertaking: 57.7 dBA
- Increase in noise level attributed to undertaking: 3.4 dBA

*dBA is a logarithmic unit of measure used for expressing sound but weighted to reflect those frequencies that can be heard by the human ear.

Where the difference in predicted noise levels is less than 5 dBA, no noise mitigation is required by the MTO/MOE Noise Protocol. Also by way of comparison, in new developments under MOE noise protocol, builders are not required to provide noise mitigation i.e. noise walls for outdoor living areas in new residential developments unless noise levels reach 60 dBA or greater.

7. Isolate our property completely / 8. Ruin quality of Life.

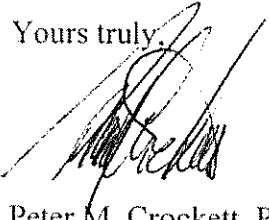
It should be noted that the New North Oakville Transportation Corridor is required in order to serve the land use plan and the associated development of the North Oakville Secondary Plan area as proposed by the Town of Oakville.

Page 3

With respect to the community concerns all impacts will be mitigated as the Region wishes to minimize impacts wherever possible. It should also be noted that the New North Oakville Transportation Corridor will be a higher order facility (i.e. Major Arterial Roadway). The sections of existing Burnhamthorpe Road (Regional Road 27) that do not coincide with the New North Oakville Transportation Corridor will revert back to the Town and will be designated as "Character Road".

If you have any questions, please contact Mary Lou Tanner, Director of Planning and Transportation Services, at ext. 7966.

Yours truly,



Peter M. Crockett, P. Eng.
Commissioner of Planning and Public Works

- c: Gary Carr, Regional Chair
Jane MacCaskill, Acting CAO, Halton Region
Ray Green, CAO, Town of Oakville
Jane Clohecy, Commissioner Planning, Development & Building Services, Town of Oakville
Mike Delsey, Totten Sims Hubicki
Mary Lou Tanner, Director of Planning and Transportation Services, Halton Region



Office of the Mayor

Town of Oakville

P.O. Box 310, 1225 Trafalgar Road

Oakville, Ontario L6J 5A6

Tel.: (905) 338-4173 Fax: (905) 815-2001

E-mail: mayor@oakville.ca

May 8, 2007.

Mr. Peter M. Crockett, P. Eng.,
Commissioner of Planning and Public Works,
Region of Halton,
1151 Bronte Road,
Oakville, Ontario. L6M 3L1.

Dear Mr. Crockett:

**Re: New North Oakville Transportation Corridor and Crossing
of the Sixteen Mile Creek Class Environmental Assessment Study**

Thank you for your letter of April 26, 2007 in response to my questions from March 13, 2007. Please allow me to offer the following comments on your responses.

1. The difference between his estimate and your report of the distance to be left between road and house seems quite large, about 17 feet. Before I respond to the gentleman, can you offer me any ideas about how he could have so inaccurately perceived his situation?
- 2,3,4. When "detailed design" takes place, what rights does the homeowner enjoy with respect to securing mitigation of a satisfactory nature?
5. Are the amenities you describe for cyclists and pedestrians already known and established components of the design of the project, and if so have they been depicted for residents in drawings or other visual aids?
6. Your response to his concerns deals only with noise levels that may be anticipated in a backyard. The gentleman's concern is his front-facing bedrooms. What comfort or mitigation can you offer him for his stated concerns?

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HALTON REGION
PLANNING AND
PUBLIC WORKS DEPT.



Office of the Mayor

7,8. Your answer is as responsive as it could be given the rhetorical nature of his stated concerns.

Answers for my four questions would be most helpful and appreciated, especially with regard to his front-facing bedrooms issue.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rob Burton'.

Rob Burton,
MAYOR,
TOWN OF OAKVILLE.

RB/ds

THE REGIONAL MUNICIPALITY OF HALTON
1151 BRONTE ROAD
OAKVILLE, ONTARIO, CANADA L6M 3L1



PLANNING & PUBLIC WORKS DEPARTMENT
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)

May 10, 2007

Dear _____

**Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
Class Environmental Assessment Study**

Further to your meeting with Halton Region on April 12th regarding the above noted study, please find enclosed a plan of the New North Oakville Transportation Corridor in the vicinity of your property.

If you have any further questions, please do not hesitate to contact the undersigned at 905-825-6000, ext. 7213.

Yours truly,

A handwritten signature in black ink that reads "Melissa Green-Battiston". The signature is written in a cursive style.

Melissa Green-Battiston, P. Eng.
Transportation Engineer

cc: M. Delsey, TSH

THE REGIONAL MUNICIPALITY OF HALTON
1151 BRONTE ROAD
OAKVILLE, ONTARIO, CANADA L6M 3L1



PLANNING & PUBLIC WORKS
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)

May 10, 2007

Dear _____

**Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
Class Environmental Assessment Study**

Further to your meeting with Halton Region on March 5th regarding the above noted study, please find enclosed a plan of the New North Oakville Transportation Corridor in the vicinity of your property.

If you have any further questions, please do not hesitate to contact the undersigned at 905-825-6000, ext. 7213.

Yours truly,

A handwritten signature in cursive script that reads "Melissa Green-Battiston".

Melissa Green-Battiston, P. Eng.
Transportation Engineer

c: M. Delsey, TSH

THE REGIONAL MUNICIPALITY OF HALTON
BRONTE ROAD
OAKVILLE, ONTARIO, CANADA L6M 3L1

PLANNING & PUBLIC WORKS DEPARTMENT
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)



May 28, 2007

Dear _____

**Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
Class Environmental Assessment Study**

Halton Region has initiated a Class Environmental Assessment (EA) Study for the New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek in order to address the transportation needs associated with the planned development in the North Oakville Secondary Plan Area between Ninth Line and Regional Road 25 in the Town of Oakville. The Project Team is currently documenting the study process and recommendations in an Environmental Study Report (ESR).

Please note that the Technically Preferred Alternative for the New North Oakville Transportation Corridor as presented at the June 22, 2006 Public Information Centre has been developed through careful consideration of existing and future conditions in the study area that could have a bearing on the functionality of the roadway and the environment through which it passes. The proposed new corridor will be comprised of a major four lane arterial roadway, centre two-way-left-turn lane, on-road bike lanes and multi-use pathways on both sides of the road.

Based on the Project Team's review of the preferred route, it is anticipated that the existing CHWO radio towers will not be directly impacted by the proposed road corridor. It is expected however that some property will be required from the north end of the CHWO parcel of land. We will be completing our study in the fall of 2007, at which time you will receive a notification of Study Completion and will have the opportunity to review and comment on the final study report.

If you have any further questions regarding the project or would like to further discuss your property and potential impacts specifically, please do not hesitate to contact the undersigned at 905-825-6000, ext. 7213.

Yours truly,

A handwritten signature in black ink that reads "Melissa Green-Battiston". The signature is written in a cursive, flowing style.

Melissa Green-Battiston, P. Eng.
Transportation Engineer

c: M. Delsey, TSH

THE REGIONAL MUNICIPALITY OF HALTON
1151 BRONTE ROAD
OAKVILLE, ONTARIO, CANADA L6M 3L1



PLANNING & PUBLIC WORKS DEPARTMENT
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)

May 30, 2007

Dear

**Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
Class Environmental Assessment Study**

Further to our meeting on February 22, 2007 and your information request with respect to proceeding with a landscaping plan on your property, we have prepared the attached plan as an aid. The plan details the planned new right-of-way limits and offset from the existing right-of-way. The plan also details a further setback that may be required for grading associated with the proposed road work. New plantings should be located south of the setback area to ensure that they will not be impacted by the future road construction.

If you have any further questions or require more details, please do not hesitate to contact the undersigned at 905-825-6000, ext. 7213.

Yours very truly,

A handwritten signature in cursive script that reads "Melissa Green-Battiston".

Melissa Green-Battiston, P. Eng.
Transportation Engineer

Attachment
cc: M. Delsey, TSH



PLANNING & PUBLIC WORKS
OFFICE OF THE COMMISSIONER
TEL: 905-825-6000 FAX: 905-825-1823
TOLL FREE: 1-866-4HALTON (1-866-442-5866)

July 6, 2007

Mayor Rob Burton
Town of Oakville
P.O. Box 310
1225 Trafalgar Road
OAKVILLE ON L6J 5A6

Dear Mayor Burton:

**Re: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
Class Environmental Assessment Study**

This letter is in response to your letter dated May 8, 2007, regarding the New North Oakville Transportation Corridor and specifically the impacts of this project on [redacted] property located at [redacted]. In order to address your additional comments, Regional staff would like to provide you with the following responses to your most recent concerns:

1. The difference between his estimate and your report of the distance to be left between road and house seems quite large, about 17 feet. Before I respond to the gentleman, can you offer me any ideas about how he could have so inaccurately perceived his situation?

The Region can only offer the explanation that perhaps he thought the roadway was extending to where the right-of-way is marked on the plan. This can be a common misconception for members of the public that may not be familiar with reading engineering drawings. A plan of [redacted] is attached for your reference. Based on the plan, you will note that under existing conditions the offset from the house to the existing edge of pavement is approximately 19.3 m, and the distance from the house to the existing right-of-way is approximately 10.7 m. Under future conditions you will note that the offset from the proposed edge of travel lane to the house is approximately 10 m, and the offset from the proposed right-of-way to the house is approximately 2.3 m. The existing right-of-way is shifted approximately 8.4 m to accommodate the New North Oakville Transportation Corridor and would require approximately 0.14 acres of property frontage.

2.3.4 When "detailed design" takes place, what rights does the homeowner enjoy with respect to securing mitigation of a satisfactory nature?

Homeowners and all interested stakeholders are consulted during the detailed design phase to ensure that all local concerns and suggestions are incorporated into the final design where possible. Unfortunately, we cannot offer a guarantee for securing what Mr. Sum may see as a satisfactory solution but it will be the Region's goal to accommodate homeowner requests where feasible in the final design plan. The Project Team is dedicated to addressing concerns through reasonable and effective mitigation measures in an effort to find mutually satisfying solutions with affected stakeholders.

5. Are the amenities you describe for cyclists and pedestrians already known and established components of the design of the project, and if so have they been depicted for residents in drawings of other visual aids?

Yes, these amenities are established components of the preliminary design as prepared as part this Environmental Assessment Study for the New North Oakville Transportation Corridor. Both the cross-section and preferred plan was presented to the public at the last Public Information Centre on June 22, 2006, via display boards and a presentation (see attached). Please note that the public consultation material is also posted on the Region's web site at www.halton.ca/eaprojects.

6. Your response to his concerns deals only with noise levels that may be anticipated in a backyard. The gentleman's concern is his front-facing bedrooms. What comfort or mitigation can you offer him for his stated concerns?

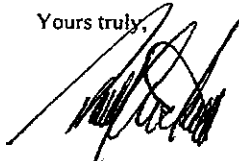
As we noted in the Region's previous letter, the MTO/MOE Noise Protocol is the guiding document we have followed for assessing noise for this project. This protocol is specific in how noise is measured for studies of this nature (i.e. outdoor living space 3 m from the rear of the house and 1.5 m above ground) as well as for the level of noise at which mitigation measures are required (5 dBA or greater). Given that the increase measured in the area of Mr. Sum's property was 3.4 dBA, mitigation is not required by the protocol.

In light of Mr. Sum's concerns, the Project Team has considered the possibility of noise mitigation options between his house and the roadway. Unfortunately, the nature of noise barriers/mitigation is such that the barriers have to be continuous in order to effectively reduce noise levels. As it is necessary to provide access to Mr. Sum's driveway from the road, a continuous barrier is not an option. As an alternative, a landscape feature could be provided as a visual separation from the roadway. These types of mitigation measures would be explored in more detail during detail design.

I hope that our previous response regarding noise measurements and protocols offer Mr. Sum some level of comfort that, in the experience of MTO and MOE, the expected increase in noise levels anticipated near his home are within the acceptable "range" of noise impacts relating to regional arterial roadways.

I hope this letter provides information you require. If you have any further questions, please contact Mary Lou Tanner, Director of Planning and Transportation Services, at Ext. 7966.

Yours truly,



Peter M. Crockett, P. Eng.
Commissioner of Planning and Public Works

Attach.

c: Gary Carr, Regional Chair
Jane MacCaskill, Acting CAO, Halton Region
Ray Green, CAO, Town of Oakville
Jane Clohecy, Commissioner of Planning, Development & Building Services, Town of Oakville
Mary Lou Tanner, Director of Planning and Transportation Services



September 12, 2007

Dear

RE: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek Class Environmental Assessment Study, Town of Oakville

The Class Environmental Assessment (EA) Study for the New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek in the Town of Oakville is nearing completion. The Project Team is currently documenting the study process and recommendations in an Environmental Study Report (ESR). Refinements to the Technically Preferred Alternative have been made based on input received from stakeholders and property owners. The revised Technically Preferred Alternative now:

- Connects the New North Oakville Transportation Corridor (NNOTC) to Bronte Road south of the existing intersection at Bronte Road (Regional Road 25) and Old Bronte Road;
- Does not include a connection road from Old Bronte Road to Dundas Street (as originally shown at Public Information Centre #2);
- Connects Old Bronte Road to the NNOTC with a right-in/right-out only; and
- Provides a cul-de-sac at the northern portion of Old Bronte Road immediately north of the NNOTC.

As a result of the revisions to the Technically Preferred Alternative, your property (3087 Regional Road 25) is affected. Plans that illustrate the revised Technically Preferred Alignment in the vicinity of your property are attached for your information. This section of the NNOTC is currently planned for the start of construction in 2018, which is currently outside of the Region's 10 year Roads Capital Projects. Property requirements for the improvements are normally acquired two to three years prior to construction. Property requirements from individual landowners would be acquired at fair market value through the Region's standard property acquisition process. If you have any questions regarding the property acquisition process please contact Linda Leeson, Senior Realty Officer, Halton Region at 905-825-6000, ext 7242.

The Environmental Study Report will be finalized in late Fall 2007 and presented to Regional Council for endorsement in Winter 2008. You will be notified when the Environmental Study Report has been submitted to the Ministry of the Environment and is available for review and

Page 2

comment. If you have any questions or require additional information, please contact the undersigned at 905-825-6000, ext 7623 or melissa.green-battiston@halton.ca or Nick Zervos at 905-825-6000, ext 7632 or nick.zervos@halton.ca.

Sincerely,

A handwritten signature in black ink that reads "Melissa Green-Battiston". The signature is written in a cursive style with a long horizontal flourish at the end.

Melissa Green-Battiston, P. Eng.
Transportation Engineer

c: R. Thun, Town of Oakville
M. Delsey, TSH
L. Leeson, Halton Region



The Regional Municipality of Halton

Planning & Public Works
Planning and Transportation Services
1151 Bronte Road,
Oakville, ON L6M 3L1

September 12, 2007

Dear Sir/Madam:

RE: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek Class Environmental Assessment Study

The Class Environmental Assessment (EA) Study for the New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek in the Town of Oakville is nearing completion. The Project Team is currently documenting the study process and recommendations in an Environmental Study Report (ESR). Refinements to the Technically Preferred Alternative have been made based on input received from stakeholders and property owners. The revised Technically Preferred Alternative now:

- Connects the New North Oakville Transportation Corridor (NNOTC) to Bronte Road south of the existing intersection at Bronte Road (Regional Road 25) and Old Bronte Road;
- Does not include a connection road from Old Bronte Road to Dundas Street (as originally shown at Public Information Centre #2);
- Connects Old Bronte Road to the NNOTC with a right-in/right-out only; and
- Provides a cul-de-sac at the northern portion of Old Bronte Road immediately north of the NNOTC.

As a result of the revisions to the Technically Preferred Alternative, your property (3069 Dundas Street) is affected. Plans that illustrate the revised Technically Preferred Alignment in the vicinity of your property are attached for your information. This section of the NNOTC is currently planned for the start of construction in 2018, which is currently outside of the Region's 10 year Roads Capital Projects. Property requirements for the improvements are normally acquired two to three years prior to construction. Property requirements from individual landowners would be acquired at fair market value through the Region's standard property acquisition process. If you have any questions regarding the property acquisition process please contact Linda Leeson, Senior Realty Officer, Halton Region at 905-825-6000, ext 7242.

Page 2

The Environmental Study Report will be finalized in late Fall 2007 and presented to Regional Council for endorsement in Winter 2008. You will be notified when the Environmental Study Report has been submitted to the Ministry of the Environment and is available for review and comment. . If you have any questions or require additional information, please contact the undersigned at 905-825-6000, ext 7623 or melissa.green-battiston@halton.ca or Nick Zervos at 905-825-6000, ext 7632 or nick.zervos@halton.ca.

Sincerely,

A handwritten signature in black ink that reads "Melissa Green-Battiston". The signature is written in a cursive, flowing style.

Melissa Green-Battiston, P. Eng.
Transportation Engineer

c: R. Thun, Town of Oakville
M. Delsey, TSH
L. Leeson, Halton Region



The Regional Municipality of Halton

Planning & Public Works
Planning and Transportation Services
1151 Bronte Road,
Oakville, ON L6M 3L1

September 12, 2007

Dear Sir/Madam:

**RE: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
Class Environmental Assessment Study, Town of Oakville**

The Class Environmental Assessment (EA) Study for the New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek in the Town of Oakville is nearing completion. The Project Team is currently documenting the study process and recommendations in an Environmental Study Report (ESR). Refinements to the Technically Preferred Alignment have been made based on input received from stakeholders and property owners. The revised Technically Preferred Alternative now:

- Connects the New North Oakville Transportation Corridor (NNOTC) to Bronte Road south of the existing intersection at Bronte Road (Regional Road 25) and Old Bronte Road;
- Does not include a connection road from Old Bronte Road to Dundas Street (as originally shown at Public Information Centre #2);
- Connects Old Bronte Road to the NNOTC with a right-in/right-out only; and
- Provides a cul-de-sac at the northern portion of Old Bronte Road immediately north of the NNOTC.

While your property is not directly impacted by these changes we have attached a plan that illustrates the revised Technically Preferred Alignment in the vicinity of your property for your information.

The Environmental Study Report will be finalized in late Fall 2007 and presented to Regional Council for endorsement in Winter 2008. You will be notified when the Environmental Study Report has been submitted to the Ministry of the Environment and is available for review and comment.

Sincerely,

Melissa Green-Battiston, P. Eng.
Transportation Engineer

c: R. Thun, Town of Oakville
M. Delsey, TSH



The Regional Municipality of Halton

Planning & Public Works
Planning and Transportation Services
1151 Bronte Road,
Oakville, ON L6M 3L1

September 20, 2007

Dear _____

**RE: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
Class Environmental Assessment Study, Town of Oakville**

Thank you for your comments on the above noted study regarding the potential impacts of the proposed New North Oakville Transportation Corridor on your property at Sixth Line. Since your meeting with the Region on March 15th of this year, the Project Team has made an adjustment to the alignment for the proposed new corridor in the vicinity of Sixth Line.

In response to your concerns, alternative route alignments for the proposed new corridor were investigated. Unfortunately, your property could not be avoided entirely due to the many existing constraints as well as the considerations of the North Oakville Secondary Plan. After a careful review of available alternatives, and through discussions with Town of Oakville staff, the Region has recommended a new alignment as shown (in Red) on the attached plan. Also shown is the previously preferred alternative (in Black) as presented at Public Information Centre #2. It should be noted that this section of the New North Oakville Transportation Corridor is currently planned for the start of construction in 2015 as part of the Region's 10 year Roads Capital Projects. Property requirements for the improvements are normally acquired two to three years prior to construction. Property requirements from individual landowners would be acquired at fair market value through the Region's standard property acquisition process. If you have any questions regarding the property acquisition process please contact Linda Leeson, Senior Realty Officer, Halton Region at 905-825-6000, ext 7242.

The Environmental Study Report will be finalized in late Fall 2007 and presented to Regional Council for endorsement in Winter 2008. You will be notified when the Environmental Study Report has been submitted to the Ministry of the Environment and is available for review and comment.

Yours very truly,

Melissa Green-Battiston, P. Eng.
Transportation Engineer

c: M. Delsey, TSH
L. Leeson, Halton Region



The Regional Municipality of Halton

Planning & Public Works
Planning and Transportation Services
1151 Bronte Road,
Oakville, ON L6M 3L1

October 11, 2007

Dear _____

**RE: New North Oakville Transportation Corridor and the Crossing of Sixteen Mile Creek
Class Environmental Assessment Study**

Further to our telephone conversation on Thursday, October 4, 2007, please note that your property fronts Burnhamthorpe Road in the Town of Oakville at a location where the proposed New North Oakville Transportation Corridor follows the existing alignment. To provide you with a better understanding of the property impacts associated with the roadway, a plan of the Technically Preferred Alternative at your property is attached.

Please note that the Technically Preferred Alternative for the New North Oakville Transportation Corridor has been developed through careful consideration of existing and future conditions in the study area that could have a bearing on the functionality of the roadway and the environment through which it passes. The proposed new corridor will be comprised of a major four lane arterial roadway, centre two-way-left-turn lane, on-road bike lanes and multi-use pathways on both sides of the road.

The Environmental Study Report will be finalized in late Fall 2007 and presented to Regional Council for endorsement in Winter 2008. You will be notified when the Environmental Study Report has been submitted to the Ministry of the Environment and is available for review and comment.

Sincerely,

Melissa Green-Battiston, P. Eng.
Transportation Engineer

c: M. Delsey, TSH



The Regional Municipality of Halton

Planning & Public Works
Planning and Transportation Services
1151 Bronte Road,
Oakville, ON L6M 3L1

January 31, 2008



Dear _____

RE: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek Class Environmental Assessment Study, Town of Oakville

Further to your email dated January 21, 2008, please find enclosed a preliminary plan of the New North Oakville Transportation Corridor in the vicinity of the _____ Please note that these plans are preliminary only and subject to EA Approval as well as refinement during detail design.

If you have any questions, please do not hesitate to contact the undersigned at 905-825-6000, ext. 7623 or melissa.green-battiston@halton.ca

Sincerely,

Melissa Green-Battiston, P. Eng.
Transportation Engineer

Green-Battiston, Melissa

From: Green-Battiston, Melissa
Sent: Friday, May 16, 2008 11:44 AM
To:
Cc: Krusto, Matt; Zervos, Nick; 'Mike Delsey'
Subject: RE: New North Oakville Transportation-Corridor and Crossing of the Sixteen Mile Creek Class Environmental Assessment Study

Attachments:

Further to our telephone conversation and my email below, please note that your property in the Town of Oakville at Trafalgar Road south of Highway 407 is at a location where the proposed New North Oakville Transportation Corridor crosses Trafalgar Road. To provide you with a better understanding of the property impacts associated with the roadway, a plan of the Technically Preferred Alternative at your property is attached.

Please note that the Technically Preferred Alternative for the New North Oakville Transportation Corridor has been developed through careful consideration of existing and future conditions in the study area that could have a bearing on the functionality of the roadway and the environment through which it passes. The proposed new corridor will be comprised of a major four lane arterial roadway, centre two-way-left-turn lane, on-road bike lanes and multi-use pathways on both sides of the road.

The Environmental Study Report is proposed to be finalized and presented to Regional Council for endorsement in late 2008. You will be notified when the Environmental Study Report has been submitted to the Ministry of the Environment and is available for review and comment.

Sincerely,

Melissa Green-Battiston, P. Eng.
Transportation Engineer
Transportation Services
Regional Municipality of Halton
1151 Bronte Road
Oakville, ON L6M 3L1

Tel: (905) 825-6000 ext 7623

Fax: (905) 825-8822

Email: melissa.green-battiston@halton.ca

Effective Monday, August 27, Transportation Services will be moving to 1075 North Service Road, Unit 27. My contact information and mailing address will remain the same.

From: Green-Battiston, Melissa
Date: Wednesday, May 07, 2008 11:12 AM
To: Krusto, Matt; Zervos, Nick
Subject: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek Class Environmental Assessment Study

Further to our telephone conversation please find below a link to the project website for the New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek Class Environmental Assessment Study.

<http://www.halton.ca/PPW/Roads/EAs/Current-Burnhamthorpe.htm>

For the plan of the preferred alignment please refer to Slides 26,27 and 28 in the presentation under Public Information Centre #2 - Thursday, June 22, 2006.

If you have any questions, please do not hesitate to contact me.

Melissa Green-Battiston, P. Eng.
Transportation Engineer
Transportation Services
Regional Municipality of Halton
1151 Bronte Road
Oakville, ON L6M 3L1

Tel: (905) 825-6000 ext 7623
Fax: (905) 825-8822
Email: melissa.green-battiston@halton.ca

Effective Monday, August 27, Transportation Services will be moving to 1075 North Service Road, Unit 27. My contact information and mailing address will remain the same.

Friends of Glenorchy

friendsofglenorchy@gmail.com
905-257-6756

February 11, 2010

Conservation Halton Board

Dear Members of the Board,

Friends of Glenorchy is a grassroots group interested in the protection of nature within and adjacent to Glenorchy Conservation Area and the Sixteen Mile Creek ANSI.

We have previously presented to the Board on Jan. 28, where we advised the Board on the years of public and government input that preceded the engagement of the consultants for the Master Plan. Some concerns expressed at that time related to the damage from ATVs, especially in the vicinity of the 4th line pedestrian bridge. We noted our questions about the proposed replacement bridge at the 4th line by the Town of Oakville. And finally we noted our concerns as to the potential for further fragmentation and loss of diversity from two proposed roads in the vicinity of and directly crossing Glenorchy Conservation Area.

We are writing to you today to provide comment on the Stage 3 Report of the Master Plan for Glenorchy Conservation Area, recently released by staff.

Firstly, we see much to commend in the Stage 3 report with its emphasis on restoration and protection of the natural environment in the Glenorchy Conservation Area. However, we also have some concerns, notably the described Interpretive Centre and proposed road crossings by Burnamthorpe and James Snow *see page 9* Parkway.

We have only had a short period in which to review the final plan. We would advise a longer period for public input, after the Stage 3 plan has been posted to the CH website. However, our comments based on our review of the hardcopy plan follow:

2.2.1 Restoration Plan

Overall, we are very supportive of the plan to restore the various natural habitats at Glenorchy. The plan supplies many interesting opportunities for volunteer involvement, in the areas of stewardship, biological inventory, invasive species management and control, seed collection and propagation and reforestation/re-vegetation. We are not opposed to establishment of a native plant propagation nursery in the restoration area.

2.2.1.1 Forest Restoration: The Master Plan recommends a change with respect to the North Oakville Creeks Subwatershed Plan (NOCSS) insofar as recommending that one area proposed under NOCSS as open country habitat, be re-vegetated using pit and mound forest to increase more interior forest habitat. At the time of writing, FOG has not had an opportunity to review the NOCSS and would welcome further clarification of which specific area is being referred to. However, FOG does support the objective of increasing interior forest habitat as an important protection measure for breeding birds. At this time we see no reason to object to the Conservation Halton recommendation.

3.1.5 Pit and Mound: As noted in the plan, the Clear Creek Forest Nature Reserve is a much smaller project. Overall, we support the objectives of restoration as described in the plan. But we would advise a staged approach, with an emphasis on Quality rather than Quantity of habitat.

3.1.6 and 3.1.7 Wetland and Riparian: FOG hopes that the Town of Oakville will work with CH to extend the restoration efforts for buffers along McCraney Creek through the Town's community park. We also hope that MTO will be engaged in restoration on those sections of the creek on MTO lands.

3.1.4 Grassland/Prairie: FOG supports the objective of increasing high quality Grassland/Prairie habitat. We support the staged restoration of suitable areas of high quality and diverse species. We do not support intensive management or restoration if it involves extensive large scale pesticide use for control or suppression of invasive species. We recommend a staged implementation of suitably sized areas, with management review of the success of each phase, with a focus on Quality of restored areas over Quantity of restored areas.

3.1.8 Forest Nucleation Cell Planting: Birds have been noted as effective seed dispersal agents (Stutchbury, 2007) as they defecate from perches. The cell planting will assist in this process by providing perching areas for birds. However, it is recommended that cell planting program be accompanied by a monitoring program to detect possible invasive species such as buckthorn that can also be spread by birds. Fast growing native stock propagated using the air root pruning method may increase the ability of native stock to out compete invasive woody species. Again a staged approach is recommended, with the focus on Quality of habitat over Quantity of habitat.

2.2.3 Educational and Recreational Facilities: Throughout the report, mention is made of the possibility of constructing an Interpretive Centre at the southwest central border. While the construction is not specifically proposed as an immediate item, there is suggestion made of the possibility of this occurring in the future.

For example on page 23, it is stated:

Through public consultation, interest has been expressed in the possibility of including an interpretive centre associated with Glenorchy. However, the current policies in the NOSP do not permit a development of this nature, nor does the current Zoning By-law. The need for this type of facility could be considered in the future in concert with the development of the Town of Oakville's adjacent community park master plan. If it does not prove feasible to locate an interpretive centre on town lands, further consideration could be given to locating a facility within the low priority protection zone. This however, would be subject to further public consultation and would necessitate an amendment to the Town's Official Plan.

It is our recollection of the design charrette open house, that it was the consultants and not the public that proposed the idea of an interpretive centre. The construction of such a centre is not in keeping with the previously determined NHS policies for the area, and we were left with the impression that the consultants were not aware of these restrictions. The result is that the options presented to the public at the charrette, in particular many aspects of Option C, skewed the public participation away from Option A and toward Option C. We would ask the Board to keep this in mind when reviewing the report.

For example, page 15 under Section 1.7 Study Process references the Stage 2 report as recommending exploration of the potential for an interpretive centre. Section 4.1 Park Classification, p. 65, states "the future need for a visitor interpretive facility is recognized." Section 4.2.2.4 again asserts that the desire for a potential interpretive centre was identified through the consultation process. Table 4.1 describes what such a centre might entail. Section 7 concludes with a mention of the interpretive centre. We feel that educational opportunities do not necessarily require such a centre. There are many ways to engage the community through nature hikes and through stewardship activities that can be of immense educational value.

2.3 Land Securement: We support efforts to develop and round-out a contiguous Natural Heritage System through additional land securement. Consideration could be given to securing the 4th Line bridge crossing from the Town, to CH.

2.4 Sustainability Evaluation Overview: We find the evaluation under 2.4.2 to be subjective. It is not necessarily the case that Education requires the existence of a building or multi-use amenities. It is far more valuable education to be out in nature, examining trees, plants, birds, insects, and soil, aquatic habitats and local geology, than to do so through the medium of an interpretive facility. Such education is best achieved through person to person demonstration and teaching.

FOG is in disagreement on the conformity of the plan with respect to Provincial Policy, as it relates to the proposed road alignments for Burnamthorpe Road and the James Snow Parkway. We cannot think of anything more counter intuitive to the concept of a Natural Heritage System with protection of linkages and ecological functions, than to bisect it by two major highways.

The proposed James Snow Parkway will bisect two ANSIs (Fig1-2) directly through a Very High Priority Protection Area (Fig. 3-3), beside the second largest 200 m interior forest in the area. The Burnamthorpe alignment will cut through the widest section of the ANSI east of the Creek valley (Fig. 1-2) in close proximity to the largest remaining remnant 200 m. of interior forest on that side of the creek. It will then cross 5 more tributaries, including two more designated High Priority Protection Areas (Fig. 3-3) before it joins Bronte Rd. a mere 400 m. or less north of Dundas.

We would draw the attention of the Board toward the **Stage 1 , Volume II** report, **Figure 3-6**, which displays **Areas of Functional Ecological Importance** both within and adjacent to Glenorchy. This map shows that the proposed James Snow Parkway will abut the second largest 100 m and 200 m Interior Forests in the area covered by the map. The proposed alignment will directly cross an area of habitat for Species at Risk of Special Concern. It will transect a line of species designated as Halton Region Rare, and an area of Provincially Rare Vegetation Habitat ranked as S2S3, where the highest possible Provincial ranking is S1.

It equally shows that the proposed Burnamthorpe Road alignment abuts the largest 100m and 200m Interior Forest areas within the entire map coverage region, east of the Sixteen Mile Creek. It shows the alignment will cross the creek through an area with both Species at Risk designations of Special Concern, as well as NHIC tracked species at rank S2. The alignment then continues to cross the Sixteen Mile Creek tributary directly abutting an area of High Constraint Stream Corridor within the Glenorchy CA itself, and continues westward through McCraney Creek and Fourteen Mile Creek, where it again bisects an area of High Constraint Stream Corridor near a Species At Risk of Special Concern, within the Glenorchy CA.

R. Reigen, et al, 1995, in a study of the effect of car traffic on the reduction of breeding bird density in adjacent woodlands, determined that 60% of species studied had reduced density adjacent to roads. The key factor was noise. For a zone as little as 250 m from the roadway, the reduction in density ranged from 20% to **fully 98%**. **The calculated effect distances for a road with 60,000 cars per day ranged from 70 to 2800m.**

We note that these distances from the proposed alignments for James Snow and Burnamthorpe will effectively cover the two largest remnants of interior forest fragments in the vicinity of Glenorchy.

Banks (1979) estimated 29% of annual avian mortality in the United States due to human activity was caused by road collisions.

We offer below new information on species of birds observed directly adjacent to Glenorchy. We also note that the species lists for other taxa in the Stage I report, are also, while extensive, always open to addition through additional inventory, an example being the addition of Wintergreen (*Gaultheria procumbens*), which has been observed in the oak forest north of the 407. We welcome the opportunity to work with CH on further inventory work.

As recognized by Conservation Halton staff, birds are not the only species affected by roads, as amphibians and reptiles, including turtles, are also subject to being killed. Turtles such as Snapping Turtles are now listed as Species of Special Concern by COSEWIC because of factors such as mortality from roads, which can decimate a species with a long lifespan and low reproductive capacity. Estimated range movements for Snapping Turtles reach a maximum of 183 m. in Michigan (Semlitsch, et al, 2003). The same study lists a maximum of 621m. in Quebec for the Midland Painted Turtle, a mean of 406 m. in New York for the Bullfrog, a maximum of 457 m. for the Green Frog in Ontario, and a mode of 800m. for the Red-spotted Newt in Massachusetts (Semlitsch, et al, 2003).

A study at Long Point (Ashley et al, 1996) showed high mortality rates for reptiles and amphibians, including species such as the American Toad, a species with a terrestrial migration range in Ontario of between 23 and 480 m. (Semlitsch, et al, 2003).

In summary, there is a negative effect on species of breeding birds, reptiles, and amphibians at large distances from roadways.

With respect to conflicts between the Places To Grow Act and the Provincial Policy Statement, "the direction that provides more protection to the natural environment or human health prevails". The PPS defines negative impact to include "degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple or successive development or site alteration activities." It also provides direction that sensitive land uses must be separated from major facilities to prevent adverse effects.

We cannot conceive of a proposed land use that more poorly conforms to Provincial Policy in the area of Natural Heritage protection. We wonder if the problem may not lie in the lack of awareness of Regional Transportation Planning staff on the intent and direction outlined in the Provincial Policy Statement 2005, possibly due to failure to explicitly include this Policy Statement within ROPA 138.

4.2 Park Management Page 66 references bookings for educational programs and hosting of special, historic or tourism events. We would like some assurance of what kind of bookings will be allowed, and that the nature of the proposed events will be in keeping with the theme of natural history appreciation and protection. Bookings related to historic events should be limited to that area around the Palermo schoolhouse.

4.2.1 Park Management Zones We are not completely clear on the zoning of Fig. 4-1 as it relates to the Priority Protection Areas on Fig. 3-3. There are two Very High Priority Protection Areas north of the 407 which are zoned as the less restrictive Nature Reserve as opposed to Special Nature Reserve and we are not clear on the rationale for this.

4.4.4.1 Birds FOG has cross-referenced the Stage I report of observed species against the MNR ANSI report table of significant breeding bird species (MNR, 2006). This table lists species with the highest sensitivity to forest cover in southern Ontario. Species such as Ovenbird and Wood Thrush have been shown to be at greater risk of nest parasitism by cow birds in areas where forests are more fragmented (Stutchbury, 2007).

FOG has reviewed the species lists in the Stage 1 report and would like to provide additional information on bird species as recorded by our members. In particular, we note the addition of the following species to the list of species observed at Glenorchy by two of our group, Jennifer and David Brink:

List of observed bird species not found on Glenorchy MP Stage 1 report

Common name	ScientificName	Observer/Source	Species in decline*
Red-Headed Woodpecker	Melanerpes carolinus	J. and D. Brink	X
Red-breasted Nuthatch	Sitta Canadensis	J. and D. Brink	
American Tree Sparrow	Spizella arborea	J. and D. Brink	X
Common Redpoll	Carduelis flammea	J. and D. Brink	X
Pine Siskin	Carduelis pinus	J. and D. Brink	X
Eastern Bluebird	Sialia sialis	J. and D. Brink	
Cooper's Hawk	Accipiter cooperii	J. and D. Brink	
Sharp-shinned Hawk	Accipiter striatus	J. and D. Brink	
Great Horned Owl	Bubo virginianus	J. and D. Brink	X
Common Nighthawk	Chordeiles minor	J. and D. Brink	

*Peel-Halton Counties Christmas Bird Count 1963-2005

Mark Chojnacki in Birds of Hamilton, Curry et al, 2006.

An item of particular note in the above table is the Red-Headed Woodpecker, a Species of Special Concern which is in significant decline over much of its range (Curry et al, 2006). According to Curry, the Red-headed Woodpecker was reported as a common summer resident in Milton in the early 1900's. Hamilton Fall Bird Count numbers totals declined by roughly half from 1974 through to 2003 (B. Lamond, in Curry et al, 2006). Collisions with automobiles are thought to be a significant factor in the decline of the population (Curry et al, 2006) as they are attracted to roads in their hunt for flying or road-killed insects.

Mark Chojnacki (Curry et al, 2006) remarks in his summary of the Peel-Halton Christmas Bird Counts:

The expansion of suburbia into the 'urban shadow' of zone of fields and orchards in Oakville and western Mississauga over recent decades has harmed species such as Rough-legged Hawk, American Kestrel, Short-eared Owl, Northern Shrike, Eastern Towhee, American Tree Sparrow, Field Sparrow, Song Sparrow, Swamp Sparrow, and Eastern Meadowlark (last seen in 1995)

5.2.1 Trail System The proposed 2.5 m wide trails depicted on page 98 look very wide. We would support a somewhat narrower trail as we feel such a wide trail may encourage use by motorized vehicles.

5.3.3 Recreation Opportunities FOG supports passive recreational activities that are oriented toward nature appreciation. We do not support hard surfaces on trails if that is what is needed to facilitate recreational activities such as biking, jogging or inline skating.

5.3.5 Conformance to Policy Context This section makes reference to the Town's Plan by noting under item "C31. The Town should consider establishing a paved trail loop/route in a park.....to provide additional opportunities for inline skating, biking, walking, etc..".

FOG does not support paved trails or inline skating within the conservation area.

Fencing The plan recommends extensive fencing. We recognize the difficulty in managing access especially to ATVs; however, we also know that ATVs have managed to break through heavy fencing on the north side of the 407. The need for fencing can be balanced against the need for wildlife movement. This is a difficult issue, we realize. Perhaps thick woody vegetation buffers could be used in some areas.

Summary

In summary, FOG finds much to be commended in the overall direction of the plan towards protection of natural habitats. We support the overall aim of increasing forest interior habitat and high quality diverse grassland/prairie habitat. We believe the restoration effort is ambitious in scope and would advise a staged implementation, with a focus on Quality of habitat over Quantity of habitat. We look forward to future opportunities with CH.

However, we do not feel that the need for an interpretive centre was expressed through the public design charrette or that it would be in keeping with the previously approved policies for the NHS within North Oakville.

We also have significant concerns over the proposed road alignments for the James Snow Parkway and the Burnamthorpe Road extension. As stated, we cannot conceive of a proposed land use that more poorly conforms to Provincial Policy in the area of Natural Heritage protection. We would ask for the support of the Conservation Halton Board in our call for a moratorium on both the Burnamthorpe Road and James Snow Parkway extensions.

Signed,

cc. Bob Edmondson, Director Watershed Management Services

References Cited

Ashley, E. Paul and J. T. Robinson. 1996. Road mortality of amphibians, reptiles and other wildlife on the Long Point Causeway, Lake Erie, Ontario. *Canadian Field-Naturalist* 110(3): 403-412.

Banks, Richard C. 1979. Human related mortality of birds in the United States. U.S. Department of the Interior, Fish and Wildlife Service, Special Scientific Report - Wildlife No. 215.

Candidate Sixteen Mile Creek Valley Life Science Area of Natural and Scientific Interest. Ontario Ministry of Natural Resources, Aurora District, September 2006.

Curry, Robert. 2006. *Birds of Hamilton and Surrounding Areas*. Hamilton Naturalists' Club.

R. Reijnen, et al. 1995. The effects of car traffic on breeding bird populations in woodland. III Reduction of density in relation to the proximity of main roads. *J. Appl. Ecology*, 32, 187-202.

Semlitsch, Raymond D. and J. Russell Bodie. 2003. Biological criteria for buffer zones around wetlands and riparian habitats for amphibians and reptiles. *Conservation Biology*, 17(5), 1219-1228.

Stutchbury, Bridget. 2007. *Silence of the Songbirds: How We Are Losing the World's Songbirds and What We Can to Save Them*. Walker and Company.

ANSI Table 3. Significant breeding birds

St	St2	P	F	Species	Breeding Status x=pos P=prob C=confirm	Source	Glenorchy MP=Master Plan Brink=FOG	Species in decline, Halton Peel CBC
		p4		Green Heron	X	LGL,ESA		
	L	p3	f	Turkey Vulture	X	MNR, LGL,ESA	MP	
		p4	f	Wood Duck		LGL		
	L	p2	f	Sharp-shinned Hawk		LGL	Brink	
	Lh	p3	f	Cooper's Hawk		LGL	Brink	
SC	Lh	p3	f	Red-shouldered Hawk	X	LGL,ESA		x
		p2		American Kestrel	X	LGL,ESA		x
	L	p1		Ruffed Grouse	P	LGL,ESA		x
		p3		Spotted Sandpiper	X	MNR, LGL,ESA	MP	
		p4		American Woodcock	X	MNR, LGL,ESA		
		p2	f	Black-billed Cuckoo	X	LGL,ESA	MP	
		p3		Yellow-billed Cuckoo		LGL	MP	
		p3	f	Ruby-throated Hummingbird	X	LGL,ESA	MP	
SC		p1		Red-headed Woodpecker		LGL	Brink	
		p2	f	Pileated Woodpecker	X	MNR, LGL	MP	
		p3	f	Alder Flycatcher		LGL		
		p3	f	Eastern Phoebe	X	LGL,ESA	MP	
		p3		Eastern Kingbird		LGL		
		p3		Horned Lark		LGL		
		p2		Northern Rough-winged Swallow		LGL		
		p4		Barn Swallow	P	LGL,ESA	MP	
		p4		Black-capped Chickadee	C	MNR, LGL,ESA	MP	
	L	p2	f	Brown Creeper		LGL	MP	x
		p3		Blue-gray Gnatcatcher	X	LGL,ESA	MP	
	Lh	p1		Eastern Bluebird	X	MNR	Brink	
		p3	f	Veery		LGL		
		p4	f	Wood Thrush	P	MNR, LGL,ESA	MP	
		p4		Gray Catbird	P	LGL,ESA	MP	
	L	p1		Northern Mockingbird		LGL		
		p1		Brown Thrasher	C	MNR, LGL,ESA		x
	L			Blue-winged Warbler	X	ESA		
	L	p1	f	Nashville Warbler		LGL		
		p1	f	Chestnut-sided Warbler		LGL		
	L	p1	f	Black-throated Green Warbler	P	LGL,MNR,ESA		
	L	p2	f	Pine Warbler	P	LGL,ESA		
SC	L	p2		Cerulean Warbler		LGL		
	L	p3	f	Black-and-White Warbler		LGL		
		p2	f	American Redstart	X	LGL,ESA		
		p4	f	Ovenbird		LGL	MP	
		p2	f	Mourning Warbler		LGL	MP	
		p2	f	Scarlet Tanager	P	LGL,ESA	MP	
		p2	f	Eastern Towhee	C	MNR,LGL,ESA	MP	x
	L	p1		Clay-colored Sparrow		LGL		

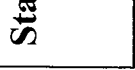
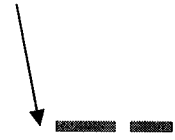
		p3	Field Sparrow	C	LGL,ESA		x
		p3	Vesper Sparrow		LGL	MP	
		p1	Savannah Sparrow	P	MNR, LGL, ESA		
		p3	Grasshopper Sparrow	P	ESA		
		p2	f White-throated Sparrow		LGL		
		p2	Bobolink	P	LGL,ESA		
		p3	Eastern Meadowlark	P	MNR, LGL		x
		p2	f Purple Finch	X	MNR, LGL		
		p3	American Goldfinch	X	MNR, LGL,ESA		

Table 3. Significant breeding birds

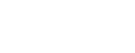
Status: SC – special concern provincially (designated by COSSARO and/or COSEWIC); L – locally rare in site district 7E4 being known from 25% or less of the breeding bird 10X10 km atlas squares that cover site district 7E4 (based on Cadman et al. 1987); h – species rare in the Regional Municipality of Halton and known for 5 or less stations in the municipality (Geomatics 1991, 1993); p – conservation priority forest, wetland and open country breeding bird species ranging from conservation priority level p1 (highest) to level p4 (lowest), based on Bird Studies Canada (Couturier 1999). Conservation priority species are defined by 3 criteria: jurisdictional responsibility (i.e. proportion of a breeding birds distribution in the municipality at the provincial, regional and local level), preservation responsibility (i.e. species rare or of limited distribution, having low reproductive output or declining in numbers) and Area sensitivity (i.e. species requiring larger forest, wetland or Open country habitat); f – forest bird species with the highest sensitivity to forest cover in southern Ontario (based on Cadman 1999, Couturier 1999, Burke & Nol 1998, 2000). Breeding bird status where known: x – possible breeder, P – probable breeder, C – confirmed breeder.

Stage 1 Report, Fig. 3-6. Areas of Functional Ecological Importance

James Snow Parkway will impact interior forest, provincially rare habitat, species of Special Concern, species that are rare in Halton region



Burnamthorpe will impact interior forest, species of special concern, locally rare vegetation



CONSERVATION HALTON
Glenorchy Conservation Area
Areas of Functional Ecological Importance
Figure 3-6

Legend

- Burnamthorpe Road Extension
- Secondary Roads
- Highway
- Stream
- Glenorchy Conservation Area*
- Waterbodies/Ponds
- Seeps
- Vernal Pool
- High Constraint Stream Corridor (North Oakville West Secondary Plan)
- Medium Constraint Corridor (North Oakville West Secondary Plan)
- Low Constraint Corridor (North Oakville West Secondary Plan)
- Forest*
- 100m Interior Forest*
- 200m Interior Forest*
- Locally Rare Vegetation*
- Provincially Rare Vegetation Habitat

Species at Risk Designations

- Endangered
- Special Concern

NHC Tracked Designations

- S2
- S3

Halton Region Designations

- Halton Region Rare

EcoDistrict Designations

- EcoDistrict Rare

Scale: 1:18,000
 0 400 800 1,200
 North Arrow

Checked by: NAC
 Date Checked: 03/04/03
 File Path: \\C:\GIS\2002\2002 - Conservation
 Map: Conservation Map\Map\Conservation Data
 of Provincially Designated Ecological Features

Oakvillegreen Conservation Association comments on the Stage 3 Master Plan for Glenorchy Conservation Area

February 11, 2010

In general, Oakvillegreen is supportive of many of the plans for Glenorchy Conservation Area. We are especially pleased with the emphasis on restoration of the environment and on protecting it as a nature reserve.

In particular we support wetland and riparian restoration, the creation of a significant interior forest habitat, increasing grassland/prairie habitat and recreating pit and mound topography with all its accompanying benefits in terms of providing habitat for threatened species. We see this as an exciting and innovative project and commend staff for recommending it.

As well, the restoration work provides a number of opportunities for partnerships with local groups as well as many educational opportunities for community members.

We also applaud the use of lookouts, educational signage and especially webcams which will provide residents with an enticing window on the natural world without imposing on it.

I would also like to say we have read and endorse the comments made by Friends of Glenorchy. Our concerns do not differ significantly from theirs and I will endeavour to not go over the same material in significant detail.

Our main areas of concern with the plan are as follows:

Understanding The Purpose of the NHS

Our concern about whether CH truly understood the NHS designation came from some of the first public meetings where those in attendance were encouraged to suggest potential uses that could not be accommodated under the NHS designation. CH would have received much more helpful feedback if they had explained the limitations and purpose of the NHS and then asked for comments that could best support those purposes.

We have made our concerns about this known but having read this report, our concern remains.

The plan must be prefaced with a clear understanding of what the Natural Heritage System is but on Page 3 of the plan it's described as "consisting of a network of parks, trails, woodlots, wetlands and meadows for those who live and work in North Oakville to enjoy, as well as other watershed residents and visitors to the area." Again on Page 104 your report makes reference to the PCRL master plan and says while conceding that Glenorchy is not a "park" it should meet the objectives for human recreational opportunities as part of the Town-wide trails."

But that is not in fact the intended purpose of the NHS. The North Oakville West Secondary Plan, section 8.6.3. NATURAL HERITAGE SYSTEM AREA states: "The primary purpose of the Natural Heritage component of the System is to protect, preserve and, where appropriate, enhance the natural environment. The focus of the Natural Heritage component is on the protection of the key ecological features and functions of North Oakville. It will also contribute to the enhancement of air and water resources, and provide for limited, passive recreational needs."

So to be very clear, the part of the Natural Heritage and Open Space System that is primarily for public use and enjoyment is the Open Space component. The Natural Heritage portion, as is clearly stated in all relevant documents, is to protect, preserve and enhance the natural environment.

The fact that the Glenorchy portion of the NHS has become a Conservation Area does not supersede it's original intent or the relevant policies that govern the NHS, therefore, it's important that it is recognized that Glenorchy is not just another CA and that it be planned accordingly.

On page 6 the report notes the establishment of a NHS in Oakville was a precedent-setting achievement protecting about 30% of the developable land. It's important to note, and it's not included in the report, that the Regional Council has recently unanimously followed suit, creating a

Regional NHS that protects about 33% of its area. The point is, the Town and the Region have both chosen to make the protection of our natural areas a priority. And the Town has made very clear the Oakville NHS is being protected for its own intrinsic value.

On page 13, the report refers to the Town-Wide Active Transportation Master Plan and its intention to create a trails system to link parks and provide recreational opportunities for residents. This is used in part, to justify an extended trail network in Glenorchy that encroaches into areas of high and very high priority protection.

So it's important for you to know, and this information isn't in the report, that Oakvillegreen led widespread community opposition to putting paved trails through the Natural Heritage System and while other components of the Master Transportation Plan were approved, the plan for trails in the NHS was not. Council has asked staff to relook at the plan and report back. In putting a hold on the plan for trails through the NHS, Council was responsive to our concerns about their impact on land that by Council's own direction was to first and foremost protect, preserve and enhance nature. It also demonstrates they took into account our arguments that the Town is planning an extensive Open Space System where parks, recreational facilities and trails will be available to meet the recreational needs of citizens. As well, an extensive network of on road bike lanes will provide lots of opportunities for safe cycling.

Again, human needs are largely being taken care of through the built urban form and infrastructure and the Open Space System. The primary purpose of the NHS is to take care of nature's needs.

Trail Location and Human Impact

We are concerned that the Master Plan continues to recommend that trails be placed in areas of High and Very High Priority Protection. On Page 19 of the Stage Two report it states: "Trails proposed in Concept B are likely to have an additional impact on the long-term ecological function of the area."

On Page 16 of the Stage 2 report it states: "it is anticipated that some negative impact on the natural heritage functions will occur as a result of trail and visitor presence and maintenance requirements. Examples of

some impacts that could occur include increased invasive species in areas adjacent to trails, trampling of sensitive vegetation from off trail use and increased noise in interior forest areas during core breeding season.”

In the Stage 3 report, on Page 61, it states: “It is anticipated that this trail system would have a limited negative impact on the priority protection areas, if properly managed and maintained.”

These negative impacts are not acceptable to Oakvillegreen in areas of high and very high priority protection. If the primary purpose of the land is to preserve, protect and enhance the natural environment, then these intrusions and their negative impacts are not acceptable.

We are concerned not only about the land disturbance, compaction to soil, impact on wildlife etc. during the construction phase, but also on the long-term damage caused by increased human use of these areas. A major concern is people walking unleashed dogs which has proven problematic on Oakville’s existing trails and natural areas. We are also concerned about the harm continuing trail maintenance causes as buffers are mowed, “hazard trees” removed etc.

We are appreciative that “proper management” may cut down on these problems but we also note we have seen what has happened in Oakville’s natural spaces and in Bronte Creek Provincial Park where organized pickers arrive by the van load and strip the parks of saleable commodities like wild leeks and native flowers. These areas are well-used by citizens, and in Bronte Creek’s case, there are staff on the ground, that has not however, been enough to enforce leash laws or stop the wild-scale looting of plants.

The fact remains, the more we make these areas accessible to people, the more people will use them in both appropriate and respectful ways, and in destructive and unlawful ways.

Altogether 455 m of trail are being proposed in areas of very high priority protection while 1,811m are being proposed through areas of high priority protection.

Oakvillegreen has always called for trails to be limited to areas of moderate and low protection. And we ask again for you to consider that

now.

Trail Width

Like the Friends of Glenorchy, we are also concerned about the proposed width of the paths that seems somewhat excessive to us at 2.5 m with .5 m mowed buffers on either side and that are illustrated on page 98 of your report.

The wider the path, the wider the area of disturbance. Please note, as we mentioned before, these paths are part of the Natural Heritage System not part of the Open Space System. They are meant to provide according to the Secondary Plan, “passive” human uses as long as they “be designed and located to minimize any impact on the natural environment”. We cannot state often enough that the primary purpose of the NHS is to protect, preserve and enhance the environment. **Trails should be minimized to ensure minimal negative impact.**

Fencing

Oakvillegreen understands the need to make the property more secure from the intrusions of ATVs and other unauthorized use. At the same time, we remain concerned that the fencing does not unduly limit wildlife movement

Of particular concern is the proposed fencing in the southeast corner of the property in an area of very high priority protection that could cut wildlife off from accessing the 16 Mile Valley system. We hope this concern has been addressed.

We are also concerned by the substantial damage that erecting fencing can cause. Therefore we request that all options be explored to reduce the amount of fencing required.

Building On The NHS

Like the Friends of Glenorchy, we are concerned by the number of references made to the need for an interpretive and visitors centre.

As Conservation Halton knows, under The North Oakville East Secondary

Plan, under Section 7.4.7.3 buildings are not allowed.

The Town made this clear to Conservation Halton on August 9 2009, as reported in CH report CA/CRAC 04-09-03 - Master Planning Update – Glenorchy, “the area's designation as a Natural Heritage Area . . . does not permit suggested uses such as parking lots, green industry demonstration areas or visitor centres. Trails and signage are permitted uses and shared parking with their community park would be considered.”

We appreciate that the Town and CH are discussing ways to accommodate these things on adjacent Town-owned land and we fully support such a cooperative venture, however, we see the continued references to building something on the CH land as a threat to the NHS as a whole.

If an exception is made for the Glenorchy lands then it will open the whole of the NHS to the threat of deviation from its original purpose and policies. Oakvillegreen will not let this happen to the Natural Heritage System that we spent eight years fighting for. Oakvillegreen is intent to see that the NHS remains true to its original purpose to protect the needs of nature.

Opposing Burnamthorpe and James Snow Expansion

Finally, we agree with the Friends of Glenorchy’s concerns about the proposed road alignments for Burnamthorpe Road and the James Snow Parkway. We will take our concerns up with the Region as the proposed roads will have a significant impact on very sensitive areas and will have many negative consequences that cannot be mitigated.

However, we also join with Friends of Glenorchy in asking CH to oppose the proposed Burnamthorpe and James Snow Parkway extensions through the Glenorchy land.

Thank you.

March 19, 2010

Dear Ms. Green-Battiston,

Please find enclosed some background information you requested regarding our concerns with The New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek.

Our group, The Friends of Glenorchy, submitted this report to the Conservation Halton Board of Directors, commenting on the Dillon (Consultant's) plan for the planning and management of the new Glenorchy Conservation Nature Reserve. The Conservation Halton Board of Directors accepted the Plan as finalized by Dillon, but there was no time for public comment on the final plan due to time constraints. The Board granted permission to our Group and to Oakvillegreen Conservation Association to present to them our concerns at their meeting. (Oakvillegreen's submission is also copied to you for background information). Our comments were taken into consideration by the Board of Directors and we will be working with them to try and achieve the best outcomes to protect the habitats, in the most pristine manner possible, of this new nature reserve.

Our Region and Oakville Town Governments have been extremely helpful in working towards this goal. When the intrusion of the Boyne Sewer extension that had been planned to be trenched through the nature preserve was brought to their attention, the necessity of mitigating the destructive effects of such infrastructure was recognized. More than two thirds of the route of the sewer pipes were moved out of the Glenorchy reserve with only a small portion crossing Glenorchy in the lower part of the park area, with the least impact to the natural area. The sewers will be tunnelled and not trenched, the ground structure will be tested to assure the tunnelling does not drain the water aquifers, no service roads are now necessary to monitor these pipes, and they are now away from the high impact areas they once were to dissect. This was a successful mitigation of a once very destructive situation of inappropriate infrastructure within the Glenorchy nature reserve.

Our comments regarding the possible planned intrusion of the new Burnhamthorpe Road and the James Snow Parkway and are covered in our letter. We are concerned that the original Burnhamthorpe EA from 2005 and 2006 has not taken into consideration the new status of the NHS and Conservation that now protects Glenorchy from development and infrastructure.

We are looking forward to meeting with you and appreciate very much your consideration of our request.

Sincerely,

Good morning Chairman Carr and members of committee,

My name is _____ and I am a resident of Oakville. I am a member of a relatively new group, The Friends of Glenorchy and I am speaking to you on my own behalf with their endorsement. My delegation to you this morning is a very last minute preparation because only two days ago representatives of our two citizen groups, Friends of Glenorchy and Oakvillegreen Conservation Association met, at our request, with the Director of Transportation and Planning, Ms. Van Raven, the Project Director, Ms. Millissa Green- Battiston and a representative of Aecom Consultants, Mr. Mike Delsey. We received a review of the planning process for the proposed Burnhamthorpe Road extension from Ninth Line to Bronte Road in Oakville. We were told that today the Committee of Planning and Public Works would be voting to endorse the Aecom Consultant's plan for the route and details of this new Burnhamthorpe Road east-west corridor proposal.

This staff report you are being asked to endorse was made available to us only yesterday and to yourselves only a short time ago. Our groups are concerned that you are being asked to vote to endorse this study and we are requesting that you do not do so until some apparent discrepancies have been resolved. 1. You have not read the "full environmental study report" pertaining to this EA (the full ESR) that will be available in May 2010. It appears you are being asked to endorse a study which contains proposals to "mitigate" extensive environmental damage that will be inflicted throughout the Natural Heritage System and the Glenorchy Conservation Nature Reserve. This proposed road route dissects numerous forested areas, impacts interior forests, wet land enclaves, species at risk of special concern, high, medium constraint stream corridors, Provincially rare vegetation habitat and locally rare vegetation. The Glenorchy features map, (see attached) identifies the natural features of the area and illustrates the location of some of the inappropriate disturbances due to the proposed road location. There is evidently included in the full environmental study report (soon to be available) a three season inventory of species and migration patterns of fauna of the area that was prepared by a previous Consultant in 2006. I believe this should be compared to the new Glenorchy features map and flora and fauna inventory

recently documented by the recent Glenorchy study of 2010. Do the two studies reach the same conclusions? The most important question to resolve from the results of these studies is: Will the proposed mitigation measure be sufficient and carried out in a timely manner before damage is inflicted upon these fragile areas? You must decide if these are sufficient and appropriate but you do not know what is being proposed until the full ESR is analyzed.

2. It was in the year 2000 that the Region decided it wanted to have an east west transportation corridor at Burnhamthorpe Road. During the next seven years, the citizens of Oakville fought for the establishment of our Natural Heritage System and for the dedication of the ORC lands to the Glenorchy nature reserve. These areas will be the last refuge for our Halton's indigenous wildlife species before the great bull-dozers of urban sprawl destroy the surrounding areas. Do these new designations mean nothing at all to the transportation planning consultants? Massive infrastructure must not be hammered through these protected areas. Please consider that "mitigation" measures are never enough to deal with environmental destruction. Despite derisive laughter amongst our disappointed local environmentalists, I am asking the question one last time: Could our transportation planners redirect Burnhamthorpe Road to remain on the East side of 16 mile creek and out of the Natural Heritage System?

3. Similar to the result of the EA of the year 2000, the consultant told us yesterday that an East- West crossing was necessary along Burnhamthorpe Road due to the predicted travel patterns and load across the Region from Mississauga, through to Burlington and beyond. He stated the new Burnhamthorpe Rd Sixteen Mile creek crossing was to needed in addition to the future widening of the Dundas Street as a major transportation corridor, widening again the QEW and widening again the 407. With three major East West corridors now provided as cross regional transportation routes it is questionable whether Burnhamthorpe is needed to augment these transport routes. Also, is this EA you are being asked to endorse a one stand alone project or is it in fact a part of a longer intended corridor which will extend across Bronte Creek, in which case this EA could this be considered as a project being piecemealed.

Piecemealing is not in compliance with the EA Act. Thus, this report could possibly not be in compliance with the EA Act.

4. Has the issue of the resultant salt run-off into the waterways and creeks through-out the natural heritage system due to the route of the proposed Burnhamthorpe Road been considered as an environmental hazard by the Aecom consultants and have they a mitigating solution for this problem. I have attached a note of this newly recognized environmental hazard that will be inflicted within our NHS. Again, the noise, vibrations, lights, chemical pollution from water run-off, physical damage etc are extremely detrimental to wildlife and we do not know if these factor are being compensated for in the full ESR.

In concluding I would like to let you know that if you would delay endorsing this Report until after you have read the full ESR the delay would also allow other members of our groups to provide you with further research and questions about the wisdom of this Burnhamthorpe Road extension through our environmentally protected areas. I am very aware that resolving the question of the Burnhamthorpe Road extension has been a ten year endeavour. However, it will finally be decided at Regional Council where this road is placed and we have not given up in continuing to request to re-direct this route with consideration of the new criteria of the Natural Heritage System and the Glenorchy nature reserve designation be taken seriously in the planning process. I thank you for the opportunity to present to you an outline of our concerns and to explain that the short time frame did not allow for further representatives to be available today to speak with you.

Thank you.

Sincerely,

1

Report To: Chair and Members of the Planning and Public Works Committee

From: Mitch Zamojc, P. Eng., Commissioner of Public Works

Date: March 26, 2010

Report No. - Re: PW-26-10 - New North Oakville Transportation Corridor and Crossing of

the Sixteen Mile Creek Class Environmental Assessment Study -

Environmental Study Report, Wards 4, 5, & 6, Town of Oakville, Our File:

PR-2263A

RECOMMENDATION

1. THAT the Environmental Study Report prepared by AECOM Canada Limited of Whitby,

Ontario (March 2010) for the New North Oakville Transportation Corridor and Crossing of

the Sixteen Mile Creek, Class Environmental Assessment Study, Town of Oakville be

endorsed by Regional Council.

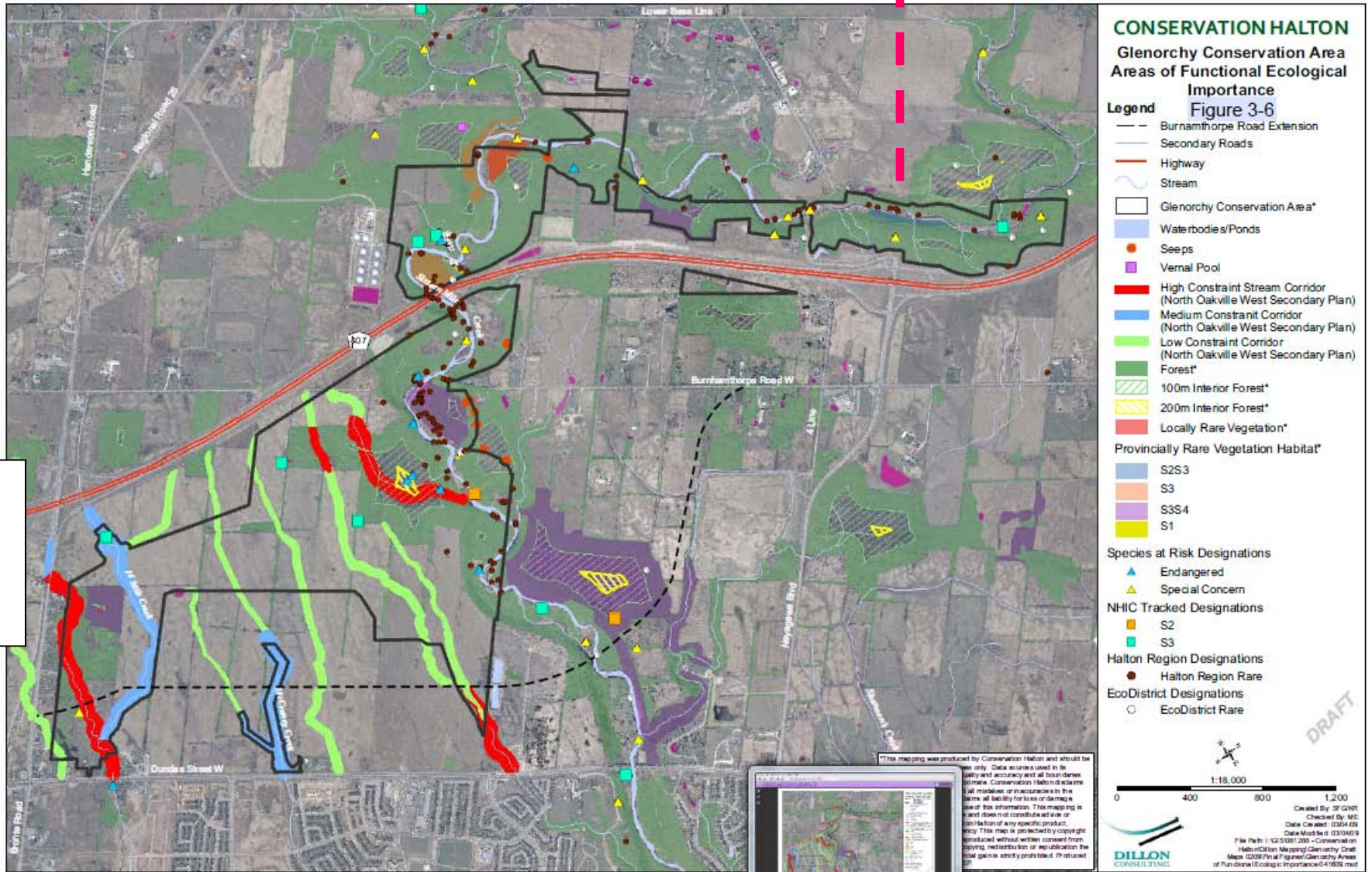
2. THAT the Regional Clerk forward a copy of Report No. PW-26-10 to the Town of

Oakville for their information.

Stage 1 Report, Fig. 3-6. Areas of Functional Ecological Importance

James Snow Parkway will impact interior forest, provincially rare habitat, species of Special Concern, species that are rare in Halton region

printed form if you would like a copy for your records.



Burnhamthorpe will impact interior forest, species of special concern, high constraint stream corridor

DRAFT

Globe & Mail
MARTIN MITTELSTAEDT
ENVIRONMENT REPORTER
Published on Friday, Mar. 05, 2010

One of the most detailed investigations ever conducted in Canada into the fate of road salt has found that it is polluting groundwater and causing some streams during winter thaws to have salinity levels just under those found in the ocean.

The elevated salt readings were detected in Pickering, where researchers from the University of Toronto have been studying how the salt spread on highways, such as the 401, and other roadways through suburban sprawl affects water quality. They found that so much salty water from the community is ending up in Frenchman's Bay, a scenic lagoon on the shores of Lake Ontario, that the small water body is being poisoned.

"Our findings are pretty dramatic, and the effects are felt year-round," said Nick Eyles, a geology professor at the university and the lead researcher on the project. "We now know that 3,600 tonnes of road salt end up in that small lagoon every winter from direct runoff in creeks and effectively poison it for the rest of the year."

He called the findings, which were published recently in the journal *Sedimentary Geology*, "a really bad-news story" involving a "relentless chemical assault on a watershed."

The Pickering area provided researchers with an ideal place to study the effects of road-salt spreading, because most of the city lies within a relatively compact 27-square-kilometre watershed, where it was easy for pollution monitors to track where salt spread on roads ended up.

About 7,600 tonnes of salt is applied each year to roads in the community. About half of this amount seeps into groundwater, which in turn flows into streams year-round, making the water courses more salty than they should be, according to the research. The rest drains into Frenchman's Bay, which is visible to commuters on the 401 and has a struggling fish population because salt levels are more than double the amounts typically found in the Great Lakes.

The salt water "knocks out fish," Dr. Eyles said, adding that in the most contaminated areas, only older fish can survive, while younger ones move to areas of the lagoon closer to Lake Ontario and its fresher water.

The finding of major impacts on Pickering's ground and surface water suggests a far greater toll from the use of salt elsewhere across Canada, where an estimated five million tonnes, or approximately 150 kilograms per Canadian, is used on roads each year to make them safe for travel in winter. The vast majority is applied in Ontario and Quebec.

"It's a general problem. ... There are lots of other areas like this," Dr. Eyles said, referring to the Pickering findings.

Environment Canada has recognized that salt has adverse impacts on wildlife, plants, water and soil, and in 2001 considered adding it to the country's list of the most toxic substances. Instead, in 2004, the government instituted a voluntary code of practices to encourage municipalities and others to use the

de-icer more sparingly, while maintaining highway safety. But with the vast amount used, huge quantities are still polluting soil and water, according to Dr. Eyles.

"It's a toxic material and yet we continue to throw it with gay abandon on our roads," he said.

The University of Toronto research was based on water monitoring between May, 2002, and March, 2003, before the code went into effect.

It noted that after winter thaws, there were spikes in the amount of salt in streams, with those taking runoff from the 401 having approximately double the concentration of the pollutant than watercourses nearby that don't take its storm water. Runoff from the highway, Canada's busiest, also contains benzene, toluene, and xylene, hydrocarbons associated with contamination from underground gasoline storage tanks.

Environment Canada says it is currently reviewing whether the voluntary practices code has led to any reduction in the amount of salt being spread on roads. "If it is concluded, based on the review of progress, that other steps are needed for the management of road salts, Environment Canada will consider a range of possible options," the department said in reaction to the study.

From:

Sent: Wednesday, April 14, 2010 8:56 AM

To: Carr, Gary

Subject: RE: PPW meeting Agenda Item in Sixteen Mile Creek crossing and extension of Burnamthorpe Road

Gary,

I am submitting comments to you re the EA on the agenda this morning for the Burnamthorpe Road extension and crossing of Sixteen Mile Creek.

- 1) What was the rationale for selecting the study area?
- 2) I requested to be advised about the next steps in the EA several weeks ago. It was only by word of mouth at a meeting on Monday that I learned that the matter was going to PPW today. It was only yesterday that I found the documents that are being presented to PPW on the agenda for today's meeting. I would have supplied comments to PPW yesterday by email but my internet service has been down till now. The ESR is still not publicly available. Why is the EA being brought to PPW before the ESR is released for comment?
- 3) Staff at the Monday meeting indicated that the employment area west of the creek and east of Bronte will be a sufficient traffic generator to justify an arterial road. The example provided was that of the hospital. Staff indicated the EA is for an arterial road. The definition of arterial road is below from the Municipal Engineers website.

ROADS:

Arterial Roads:

Means roads which move moderate to high traffic volumes over moderate distances within a municipality between principal areas of traffic generation and which gather traffic from collector roads and local roads and move it to the provincial highway system; arterial roads are generally designed for medium speed, have capacity for 2 - 6 lanes, may be divided, with limited or controlled direct access from adjacent developments and with on-street parking discouraged.

Collector Roads:

Means roads which move low to moderate traffic volumes within specific areas of a

municipality and collect local traffic for distribution to the arterial or Provincial highway system; collector roads are generally designed for medium speed, have capacity for 2 - 4 lanes, are usually undivided, with direct access from adjacent development permitted but usually controlled, and with controlled on-street parking usually permitted.

Local Roads:

Means roads which provide for low volumes of traffic and access to private properties; local roads are designed for low speeds, have capacity for 2 undivided lanes of traffic; through traffic is discouraged and parking is usually permitted though often controlled.

- 4) The study area is entirely within the local municipality. The only connection to a provincial roadway is the link to the 407 at Neyagawa. What was the rationale for designating this road as an arterial road as opposed to a collector road?
- 5) The only traffic generator on the west side of the creek is the employment area, the main employer of which will be the hospital. What is the justification for crossing the creek?
- 6) The information available concerning bed capacity at the hospital is that it will have a bed capacity little greater than the existing hospital. If the hospital is expected to be a significant generator of regional traffic requiring an arterial road to the 407, why is the Region not contributing to the cost of the hospital?
- 7) If the employment area on the west side of the creek needs access to a provincial highway, why is it not accessing the 407 at Bronte?
- 8) Our existing hospital is situated in a residential area where it is well-served by transit. Why is there no plan for transit to serve the employment area and the residential area east of the creek?
- 9) If the justification for the arterial road is for the hospital to attain adequate access to roads on the basis that Dundas will be over capacity, what does this say about the access that will continue to be needed by the population south of Dundas? Will their needs be crowded out by population travelling to the new hospital from Burlington or Mississauga?
- 10) Is this EA really for a stand alone project as define on the Municipal Engineers Association website, or is it in fact a component of a longer corridor to serve the needs west of Bronte or east of ninth line?

Proposed works are **separate projects** if:

- i. they are initiated to solve **distinctly different** sets of problems
- ii. the resulting works are **stand alone facilities** without the requirement of further works to completely solve the problem.

Piecemealing

It is inappropriate for proponents to reduce their responsibility under the EA Act by breaking up or piecemealing a larger project into smaller component parts, with each part addressed separately. Piecemealing is not in compliance with the EA Act.

Best Regards,

From: Carr, Gary
Sent: Wednesday, April 14, 2010 12:18 PM
To:
Cc: McIsaac, Kristen; Dennis, Tim; Zamojc, Mitch
Subject: RE: Burnhamthorpe Rd

Thanks for your email. I appreciate you taking the time to email me.
I will have our Commissioner reply to you directly. This issue was discussed at committee today.
I will also send you any information I think will be of interest to you.
Regards
Gary

From:
Sent: Wednesday, April 14, 2010 9:30 AM
To: Carr, Gary
Subject: Burnhamthorpe Rd

Good morning,

I'm writing today to express our concerns and objections about the plans to extend Burnhamthorpe road through Glenorchy. I understand there is a meeting about this matter taking place this morning and I hope these views can be represented and considered. After all the recent celebrations about securing this new green space, it is disheartening to hear that the Region will allow a road to dissect numerous high impact areas and species at risk. I believe there are already

alternatives- a widened Dundas Street, the QEW and plans to widen the 407. The added cost of this new road is another factor that should be considered when these other alternatives exist. Glenorchy has been declared a conservation area and is an area of scientific interest (ANSI) recognized by the province. I think putting in another road sends the wrong message- that people and cars come before nature, that it's okay to carve up sensitive green space and it discourages the use of public transportation. Allowing the building of this road will set a bad precedent and will permanently damage the most significant area of Interior Forest Habitat.

I hope you will consider these points when it comes to the decision making process.

Thank you,

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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, fax or e-mail and permanently delete the original transmission from us, including any attachments, without making a copy.

Thank you



April 16, 2010

Public Works
Transportation Services
1151 Bronte Road
Oakville ON L6M 3L1
Fax: 905-847-2192

Dear

RE: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek Class Environmental Assessment Study

Thank you for your comments regarding the above noted study. The following provides a response to each of the points raised in your email dated April 14, 2010 to Chair Carr and subsequent email dated April 15, 2010.

1. The need for the New North Oakville Transportation Corridor (NNOTC) and Crossing of the Sixteen Mile Creek was originally identified in the 2004 Halton Transportation Master Plan (TMP), based on the identified need for increased transportation capacity in an east-west direction between Ninth Line and Bronte Road (Regional Road 25). The Study Area was established at the outset of the Class Environmental Assessment (EA) process so that reasonable solutions to the transportation need could be developed within its boundaries. This Study Area was confirmed as work progressed. By adopting a broad area of analysis for the study we were able to ensure regional transportation travel patterns and transportation services/infrastructure were appropriately considered.
2. For the NNOTC Class EA Study, staff has provided members of Council with progress updates as the study progressed through Staff Reports. The Executive Summary to the Environmental Study Report was provided as an Attachment to Staff Report PW-26-10 which was part of the agenda for the Planning & Public Works (PPW) meeting held on April 14, 2010. The Staff Report was intended to provide members of Planning & Public Works Committee with an overview of the study in advance of issuing the Notice of Study Completion for the Environmental Study Report and commencement of the 30-day public review period. During the review period copies of the Environmental Study Report will be available to the public for review and comment at the following locations:
 - Halton Region Clerk's Department;
 - Town of Oakville Clerk's Department;
 - Halton Citizen Reference Library;
 - Oakville Public Libraries – White Oaks Branch, Glen Abbey Branch and Iroquois Ridge Branch.
3. The TMP identifies a range of transportation system improvements necessary to support planned population and employment growth within the Region including the NNOTC. As noted above, the NNOTC has been identified to provide increased transportation capacity in an east-west direction between Ninth Line and Bronte Road. A component of the employment growth to be served by the corridor is the new Oakville Hospital at Third Line and Dundas Street. The need

The Regional Municipality of Halton

and justification for the NNOTC has been documented and presented over the course of the Class EA Study.

4. The Transportation Master Plan defines the regional road function, character, and network, and provides the basis for the development of the Regional transportation system as noted under items 1 and 3. Access to Highway 407 throughout North Oakville is available via Highway 407 interchanges at Bronte Road, Neyagawa Boulevard and Trafalgar Road (Regional Road 3).
5. The purpose of the NNOTC is to provide continuous roadway capacity between Bronte Road and Ninth Line which includes a new crossing of the Sixteen Mile Creek and is in addition to the capacity provided by the Dundas Street Corridor.
6. Funding for the New Oakville Hospital at Third Line and Dundas Street is beyond the scope of the NNOTC Class EA Study.
7. Access is provided to provincial highways through a network of arterial roadways. Access to Highway 407 throughout North Oakville is available via Highway 407 interchanges at Bronte Road, Neyagawa Boulevard and Trafalgar Road. The NNOTC will intersect with each of these major north-south arterial roadways.
8. The Town of Oakville has recognized the importance of Transit to the North Oakville Area through its land use designations and transit plan for the area.
9. The TMP identifies a range of transportation system improvements necessary to support planned population and employment growth within the Region. These strategies and improvements include:
 - a. Programs to encourage transportation demand management measures that will result in reduced auto travel, increased transit trips and emphasis on active transportation - cycling and walking.
 - b. Transportation infrastructure improvements including Dundas Street, NNOTC, Neyagawa Boulevard, Trafalgar Road, Bronte Road, etc.
 - c. Transit system improvements which support such initiatives as higher order transit on Dundas Street and Trafalgar Road
10. Numerous road improvement projects have been identified in the Halton TMP as noted above. The TMP recognizes that individual projects must be subject to further Class EA studies where required. The TMP demonstrates the need and justification for projects and completes Phase 1 – Need and Justification; and Phase 2 – Alternatives to the Undertaking of the Class EA process for individual subsequent Class EA studies. Class EAs typically confirm the work from a TMP and re-consult on these Phases as an additional opportunity for input from agencies and the public, which was the process for the NNOTC Class EA. This is not considered piecemealing and is in compliance with the EA Act.

11. Further to your April 15th email Staff Report PW-26-10 will be going to Council as part of the agenda for the April 21st Council Meeting. With respect to Town of Oakville Council a copy of Staff Report PW-26-10 will be forwarded to the Town for their information. As noted under item 2. issuing the Notice of Study Completion would commence the 30-day public review period which is anticipated to begin in May 2010.

If you have any further question, please do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in black ink that reads "Melissa Green-Battiston". The signature is written in a cursive, flowing style.

Melissa Green Battiston, P.Eng.
Transportation Engineer
Melissa.green-battiston@halton.ca



April 16, 2010

Public Works
Transportation Services
1151 Bronte Road
Oakville ON L6M 3L1
Fax: 905-847-2192

Dear _____

RE: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek Class Environmental Assessment Study

This letter responds to the issues raised in your presentation at the April 14th Planning and Public Works Committee meeting regarding the New North Oakville Transportation Corridor (NNOTC) and Crossing of the Sixteen Mile Creek Class Environmental Assessment (EA) Study.

The NNOTC is recognized and illustrated in key planning documents for the Region including the North Oakville East and West Secondary Plans and the Master Plan for the Glenorchy Conservation Area. The Glenorchy Conservation Area Master Plan was approved in February, 2010 by the Conservation Halton Board of Directors. Section 5.1.1.2 of the Master Plan recognizes the re-alignment of Burnhamthorpe Road (NNOTC) and that it passes through the Glenorchy Conservation Area in two places (as illustrated in an associated exhibit). Text in the Master Plan indicates that Conservation Halton will work with Halton Region and other appropriate agencies to ensure that the environmental impact of the realignment of Burnhamthorpe Road (NNOTC) is minimal, that site rehabilitation is thorough, or that comparable compensation is made.

The NNOTC Class EA Study included an extensive data collection and field investigation program as well as a comprehensive program of consultation with technical agencies such as Conservation Halton, Ministry of Natural Resources, Ontario Realty Corporation and the Town of Oakville. Six Technical Agency Committee meetings were held throughout the Class EA Study process that provided dialogue with key commenting agencies. Individual agency meetings were also held as required.

A copy of the draft Environmental Study Report and background reports were provided to Conservation Halton for its review and comment. The project team met with Conservation Halton staff on December 10, 2008 to review comments submitted on the draft Environmental Study Report. As a result of dialogue with Conservation Halton and other key agencies, a list of commitments have been included in the ESR that will be carried forward into the detail design process to ensure that the mitigation measures proposed are sufficient and carried out in a timely manner. Commitments included in the Environmental Study Report address areas such as hydrogeology, stormwater management; light impacts on natural features; and noise. Halton Region will work with Conservation Halton and other authorities, during detail design and prior to the start of construction to ensure that the proposed works are acceptable and to obtain required permits.

The need for the New North Oakville Transportation Corridor (NNOTC) and Crossing of the Sixteen Mile Creek was originally identified in the 2004 Transportation Master Plan (TMP), based on the identified need for increased transportation capacity in an east-west direction between Ninth Line and Bronte Road (Regional Road 25). The need and justification for the NNOTC has been further reviewed

The Regional Municipality of Halton

as part of the Class EA Study and documented in the Environmental Study Report. The need and justification was presented to agencies, stakeholders and the public for input over the course of the study.

It should be noted that the TMP recognizes that individual projects must be subject to further Class EA studies where required. The TMP demonstrates the need and justification for projects and completes Phase 1 – Need and Justification; and Phase 2 – Alternatives to the Undertaking of the Class EA process for individual subsequent Class EA studies. Class EAs typically confirm the work from a TMP and re-consult on these Phases as an additional opportunity for input from agencies and the public, which was the process for the NNOTC Class EA. This is not considered piecemealing and is in compliance with the EA Act.

The Executive Summary to the Environmental Study Report was provided as an Attachment to Staff Report PW-26-10 which was part of the agenda for the Planning & Public Works (PPW) meeting held on April 14, 2010. The Staff Report was intended to provide members of the Planning and Public Works Committee with an overview of the study in advance of issuing the Notice of Study Completion for the Environmental Study Report and commencement of the 30-day public review period. During the review period copies of the Environmental Study Report will be available to the public for review and comment at the following locations:

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If you have any further question, please do not hesitate to contact the undersigned.

Sincerely,

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Melissa Green-Battiston, P. Eng.
Transportation Engineer
melissa.green-battiston@halton.ca



April 16, 2010

Public Works
Transportation Services
1151 Bronte Road
Oakville ON L6M 3L1
Fax: 905-825-8822

Dear

RE: New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek Class Environmental Assessment Study

Thank you for your comments regarding the above noted study. The following provides a response to the comments provided in your email dated April 14, 2010 to Chair Carr.

The NNOTC is recognized and illustrated in key planning documents for the Region including the North Oakville East and West Secondary Plans and the Master Plan for the Glenorchy Conservation Area. The Glenorchy Conservation Area Master Plan was approved in February, 2010 by the Conservation Halton Board of Directors. Section 5.1.1.2 of the Master Plan recognizes the re-alignment of Burnhamthorpe Road (NNOTC) and that it passes through the Glenorchy Conservation Area in two places (as illustrated in an associated exhibit). Text in the Master Plan indicates that Conservation Halton will work with Halton Region and other appropriate agencies to ensure that the environmental impact of the realignment of Burnhamthorpe Road (NNOTC) is minimal, that site rehabilitation is thorough, or that comparable compensation is made.

The need for the NNOTC and Crossing Sixteen Mile Creek was originally identified in the 2004 Transportation Master Plan (TMP), based on the identified need for increased transportation capacity in an east-west direction between Ninth Line and Bronte Road (Regional Road 25). The TMP identifies a range of transportation system improvements necessary to support planned population and employment growth within the Region including the NNOTC and the widening of Dundas Street (Regional Road 5). The need and justification for the NNOTC has been further reviewed as part of the Class Environmental Assessment Study and documented in the Environmental Study Report. The need and justification was presented to agencies, stakeholders and the public for input over the course of the study.

As part of the Environmental Study Report for this Class Environmental Assessment study a list of detailed commitments have been included that will be carried forward into the detail design process to ensure that the mitigation measures proposed are sufficient and carried out in a timely manner. Commitments included in the Environmental Study Report address areas such as hydrogeology, stormwater management; light impacts on natural features; and noise. Halton Region will work with Conservation Halton and other authorities, during detail design and prior to the start of construction to ensure that the proposed works are acceptable and to obtain required permits.

If you have any further question, please do not hesitate to contact the undersigned

Sincerely,

A handwritten signature in black ink that reads "Melissa Green-Battiston".

Melissa Green-Battiston,
Transportation Engineer
melissa.green-battiston@halton.ca

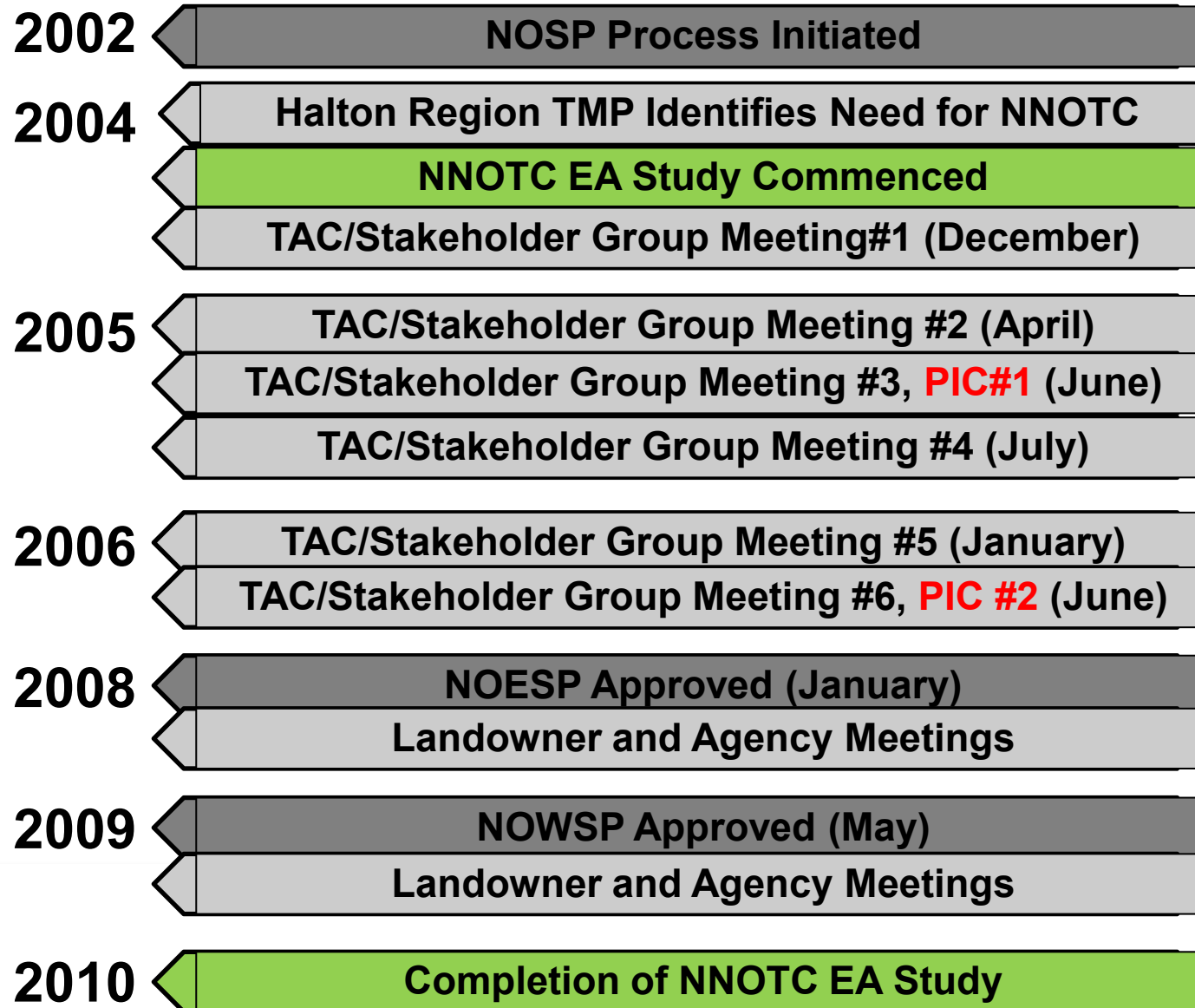
The Regional Municipality of Halton

New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek Class EA Study

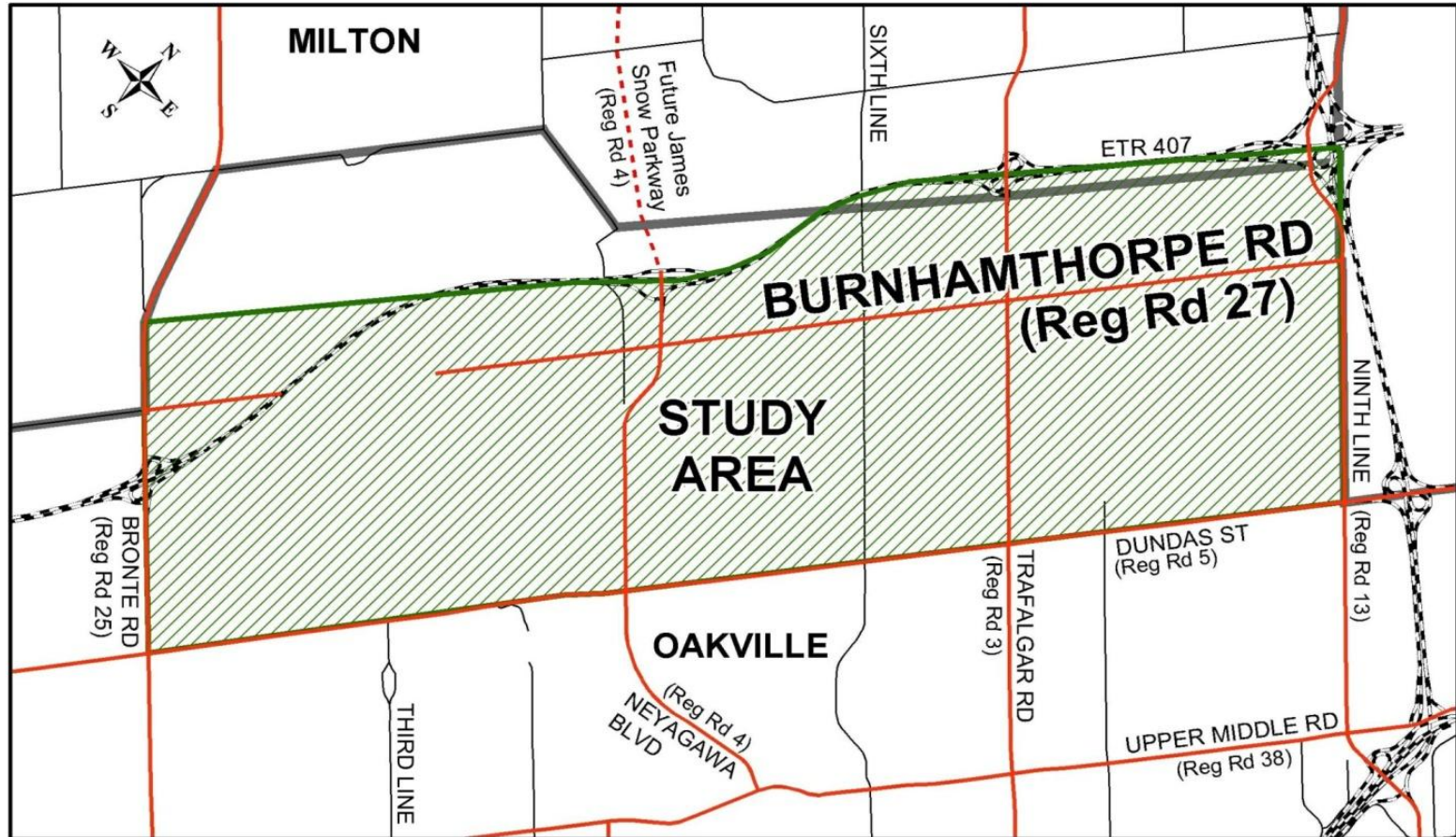
Meeting with Friends of Glenorchy and
Oakvillegreen
April 12, 2010



Study Timeline



Study Area



Key Objectives

- Provide a transportation solution that addresses:
 - Planned levels of population and employment growth
 - Access to existing and planned developments, especially NOWSP & NOESP and the planned hospital at Dundas and Third Line
 - Transit opportunities
 - Aesthetics, streetscaping, safety
 - Natural Heritage System including Sixteen Mile Creek
 - Property impacts, cultural, heritage and community features

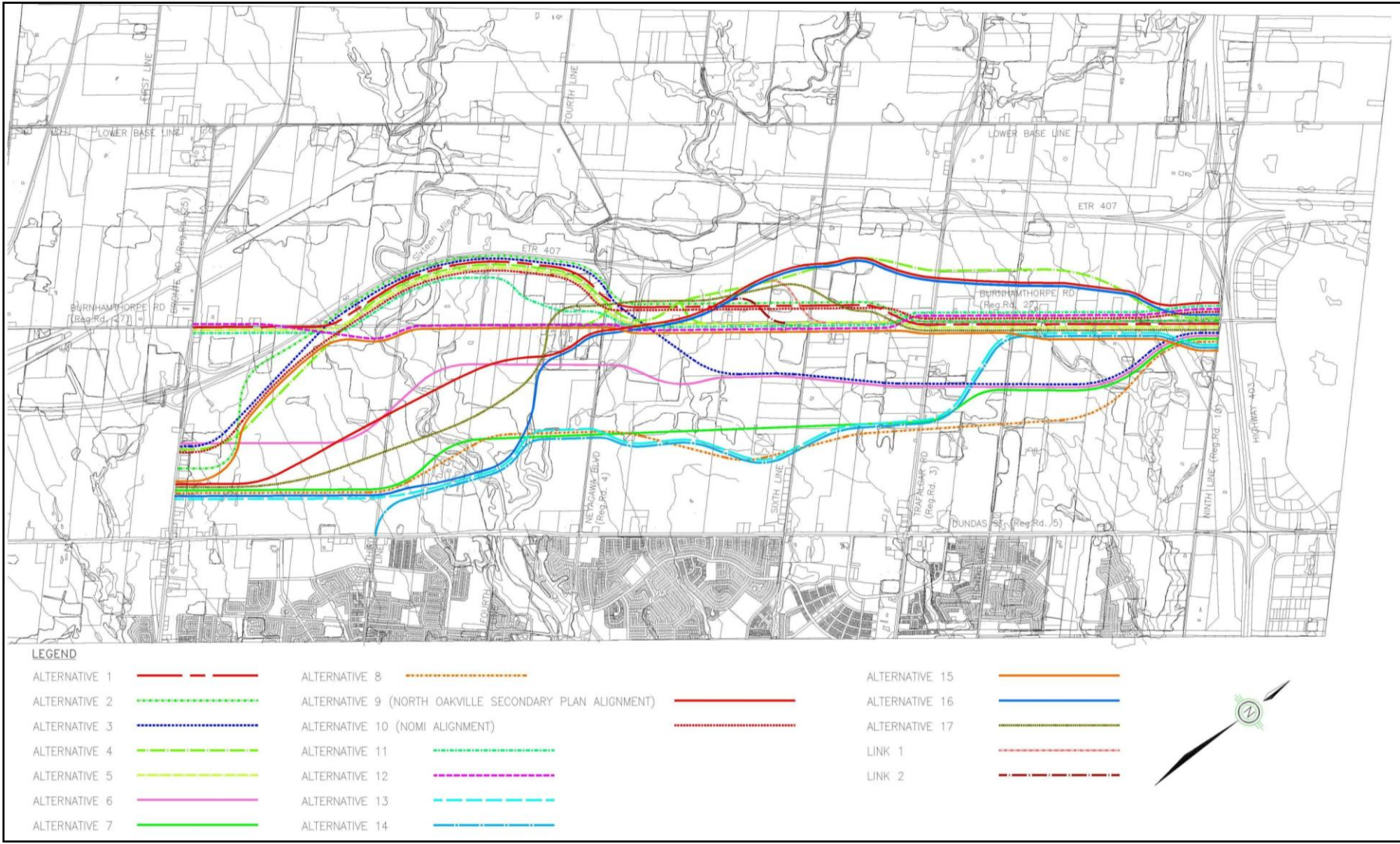
Class EA Process

- The following tasks were undertaken:
 - Examine the need and justification for improvements
 - Identify significant technical, environment and public issues, concerns and constraints
 - Identify planning alternatives and assess alternative solutions and design concepts
 - Identify measures to mitigate impacts and public concerns
 - Identify a preliminary design for the recommended improvements
 - Document process and conclusions in an Environmental Study Report (ESR)

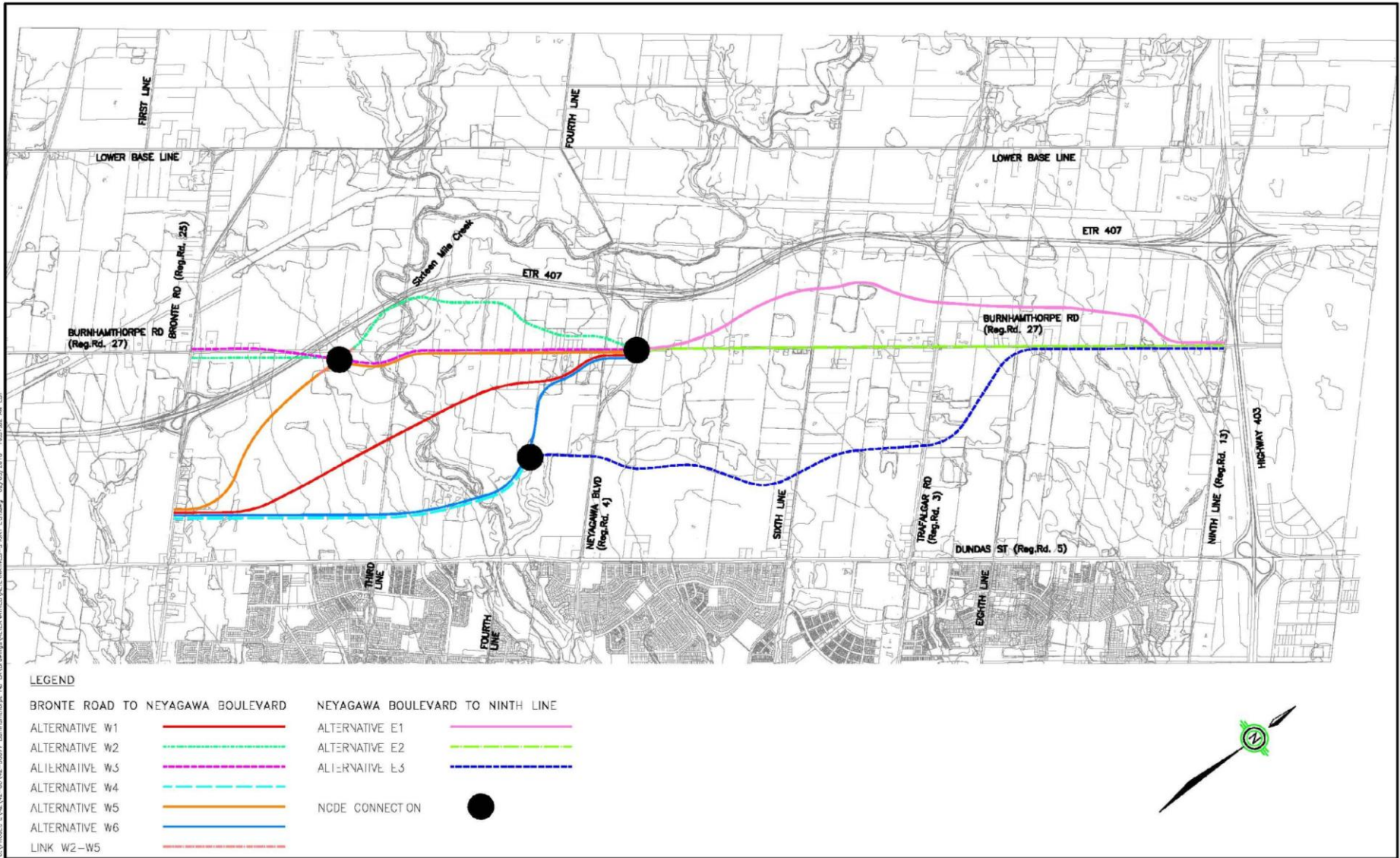
Consultation Process

- Technical Agencies Committee (TAC) and Stakeholder Group for potentially affected property owners (six meetings)
- Two Public Information Centres (PICs)
 - PIC #1 - June 9, 2005 - input on the problem and opportunities, alternatives, and preliminary factors for analyzing and evaluating the alternatives.
 - PIC #2 June 22, 2006 - input on alternative design concepts, analysis and evaluation of the alternative design concepts and preferred alternative.
- Individual meetings with affected property owners held following the second Public Information Centre in 2007
- Individual meetings with key agencies including Conservation Halton, Ministry of Natural Resources (MNR), Ministry of the Environment (MOE) and Town of Oakville in 2008.

Long List of Alternatives



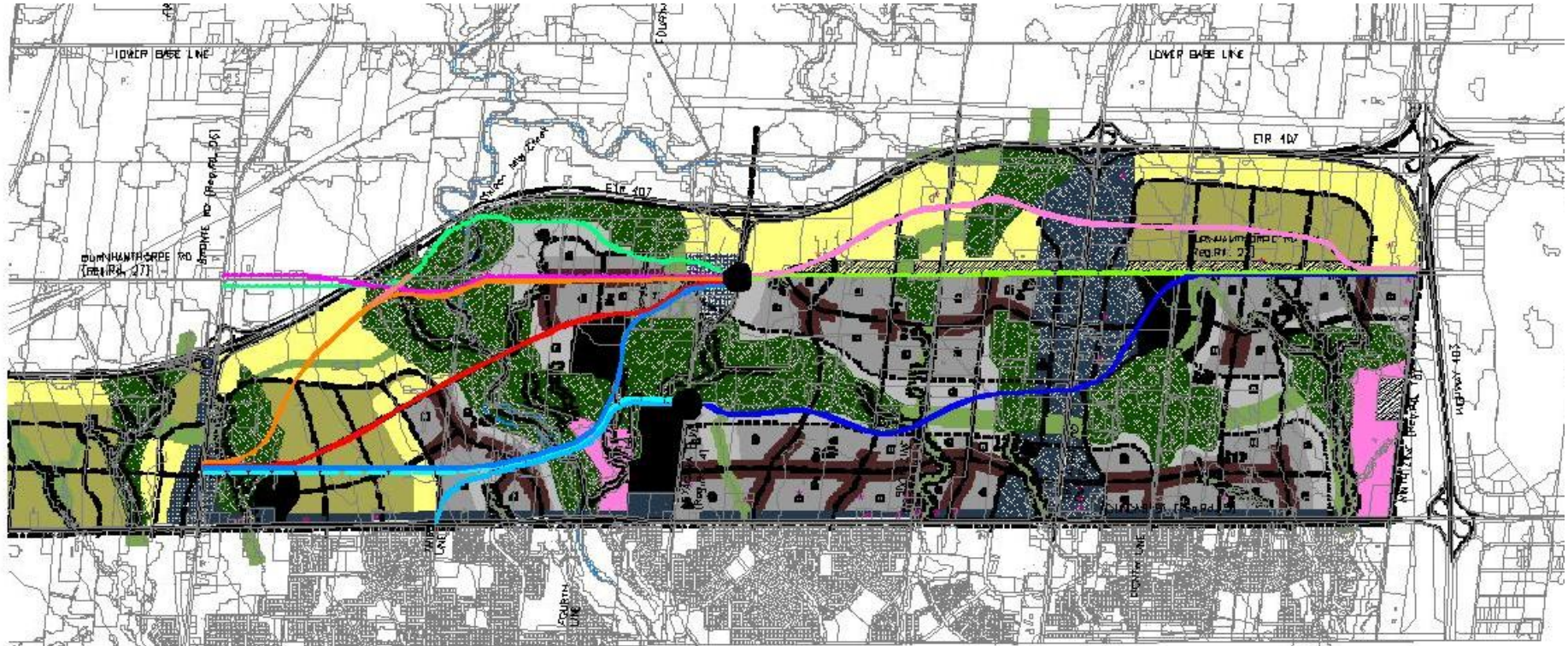
Short List of Alternatives



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Short List of Alternatives

Context – North Oakville Secondary Plan



LEGEND

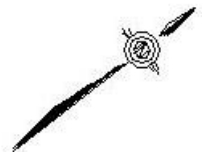
BRONTE ROAD TO NEYAGAWA BOULEVARD

- ALTERNATIVE W1
- ALTERNATIVE W2
- ALTERNATIVE W3
- ALTERNATIVE W4
- ALTERNATIVE W5
- ALTERNATIVE W6
- ALTERNATIVE W7
- LINK W2-W6

NEYAGAWA BOULEVARD TO NINTH LINE

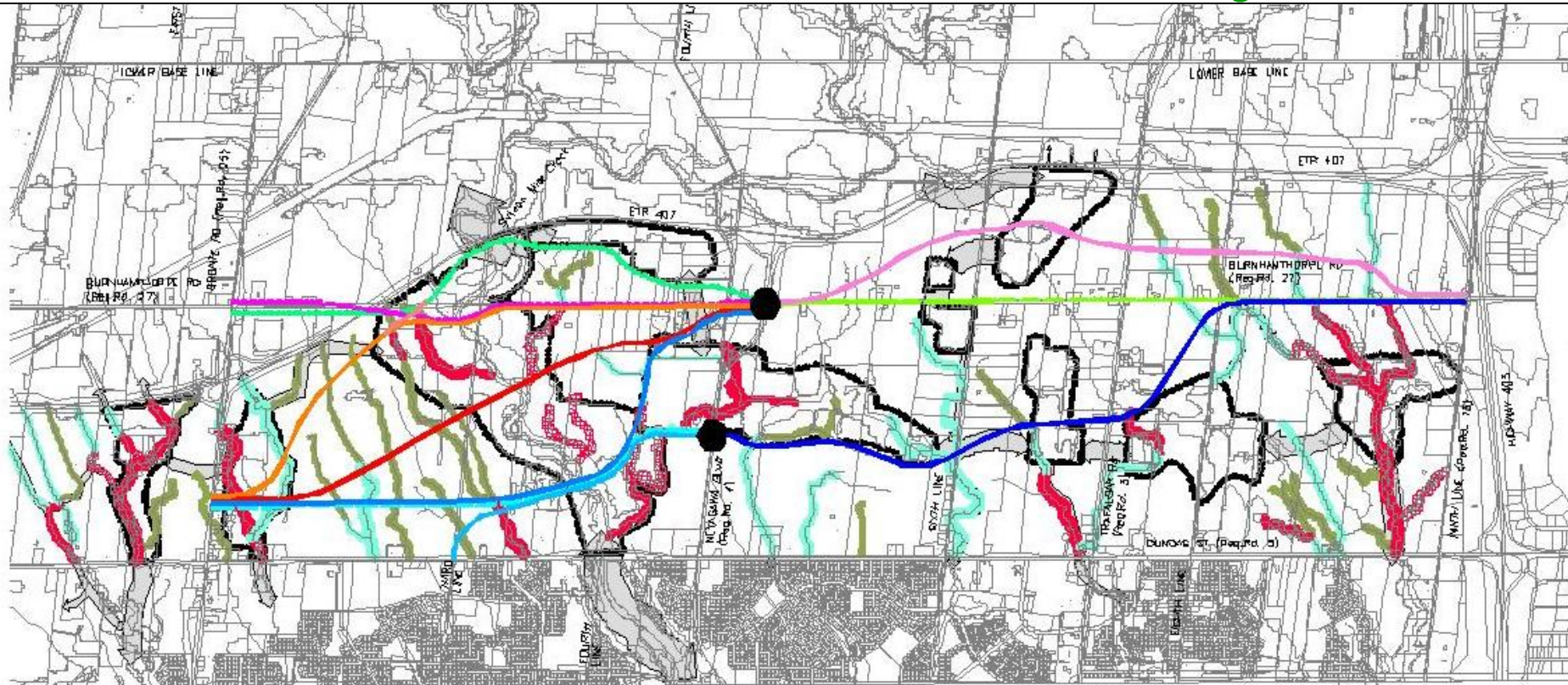
- ALTERNATIVE E1
- ALTERNATIVE E2
- ALTERNATIVE E3

SOURCE: LAND USE PLAN-NORTH OAKVILLE SECONDARY PLAN



Short List Alternatives

Context – Subwatershed Study



LEGEND

BRONTE ROAD TO NEYAGAWA BOULEVARD

- ALTERNATIVE W1
- ALTERNATIVE W2
- ALTERNATIVE W3
- ALTERNATIVE W4
- ALTERNATIVE W5
- ALTERNATIVE W6
- ALTERNATIVE W7
- LINK W2-W6

NEYAGAWA BOULEVARD TO NINTH LINE

- ALTERNATIVE E1
- ALTERNATIVE E2
- ALTERNATIVE E3

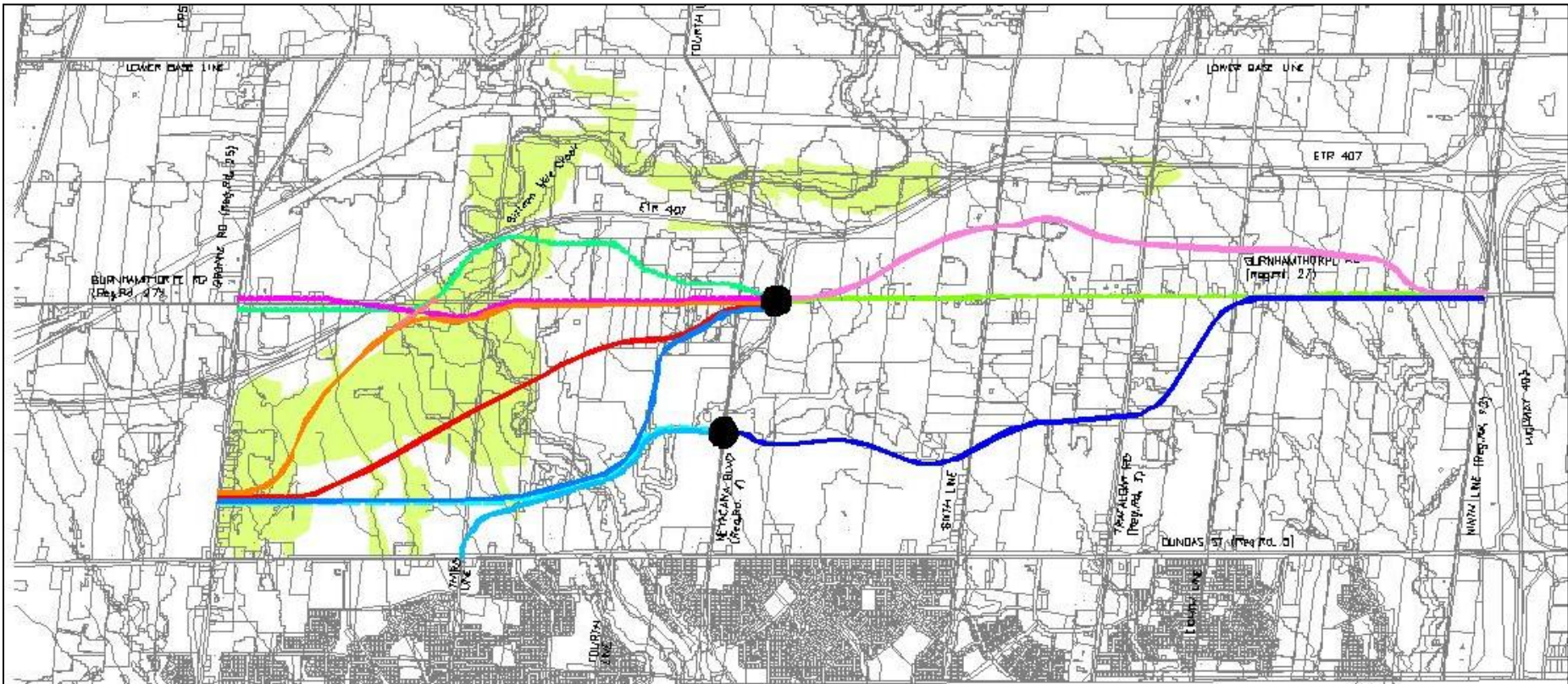
Reach Level

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

SOURCE: METROPOLITAN CORRIDOR CLASSIFICATION-NORTH OAKVILLE SUBWATERSHED STUDY

Short List Alternatives

Context - Green Space Protection



LEGEND

BURKHAMPTON ROAD TO NETAGAWA BOULEVARD

- ALTERNATIVE W1 —
- ALTERNATIVE W2 —
- ALTERNATIVE W3 —
- ALTERNATIVE W4 —
- ALTERNATIVE W5 —
- ALTERNATIVE W6 —
- ALTERNATIVE W7 —
- LINK W2-W6 —

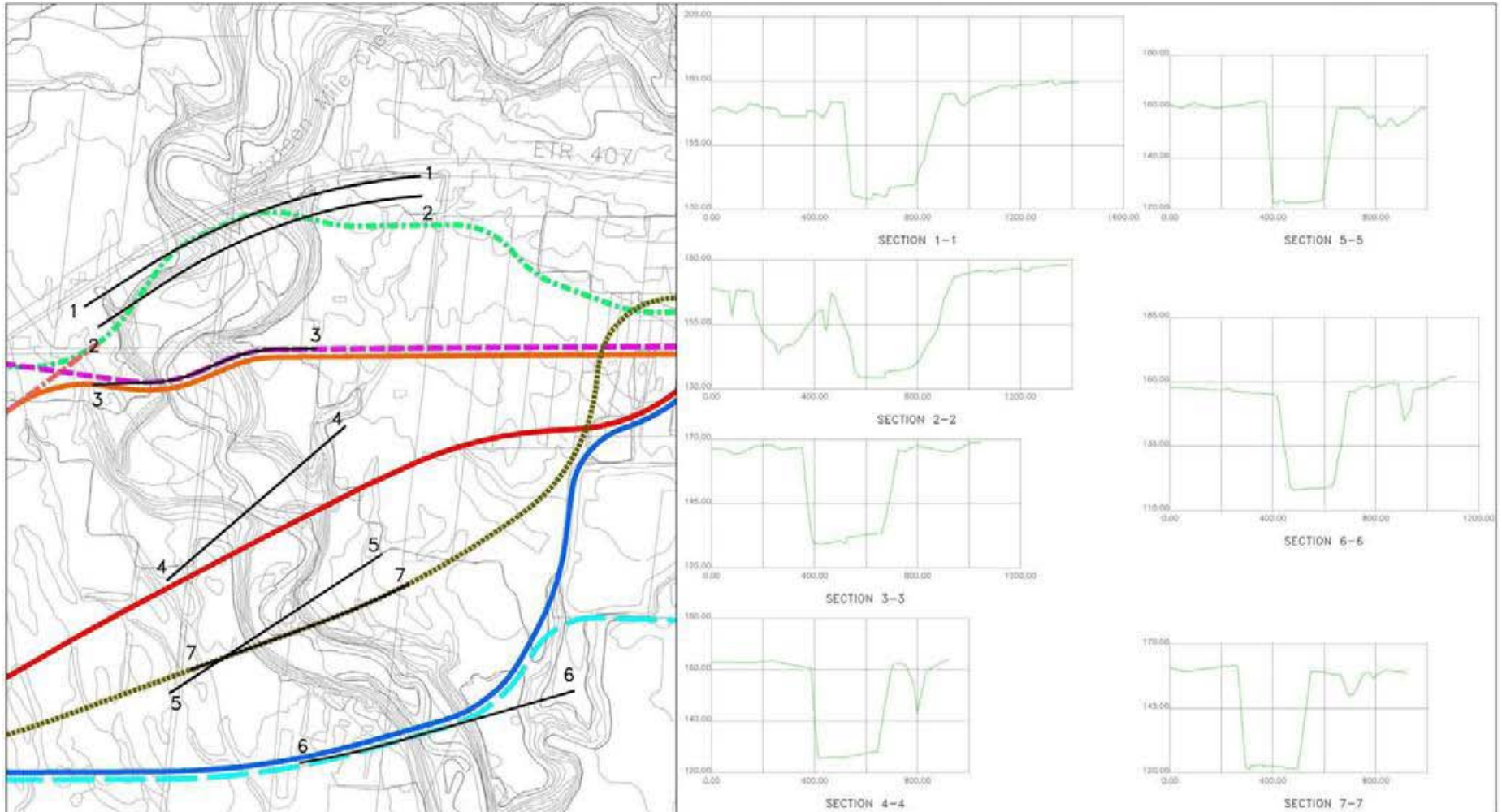
NETAGAWA BOULEVARD TO NINTH LINE

- ALTERNATIVE C1 —
- ALTERNATIVE C2 —
- ALTERNATIVE C3 —

SOURCE: FOOTPRINT OF DFC LANDS-MNR NOVEMBER 5, 2004



16 Mile Creek Crossing Alternatives



Sixteen Mile Creek Crossing

- Crossing alternatives were reviewed and evaluated with direct input from agencies (i.e. Conservation Halton, Town of Oakville, etc.) as well as stakeholders and public. If not considered viable, a route was screened out.
- Evaluation considerations included:
 - Sensitivity of valley features and Natural Heritage System
 - Consideration of construction disturbance and access
 - Length/span of Creek crossing

Sixteen Mile Creek Crossing Alternatives

- Hwy 407/Transitway Crossing
 - Located at disturbed area of creek valley
 - Crossing location adjacent/south of 60 m transitway corridor which would require a bridge span of 800 m
 - Option to continue westward to Bronte Road on existing Burnhamthorpe alignment would require an additional grade separation of Hwy 407 and terminate in a rural area of Region. This option would also require a north south connector roadway between Burnhamthorpe and Dundas to serve the planned hospital site
 - Option to extend south to connect to Bronte Road south of woodlot would result in bisecting Green Space protection area/Glenorchy Conservation Area
- **This alternative not considered viable**

Sixteen Mile Creek Crossing Alternatives

- Burnhamthorpe Crossing
 - Undisturbed valley location; significant environmental impacts associated with access road and bridge construction
 - Crossing location shifted 10 m to south to minimize span – 380 m
 - New access road into valley required
 - Option to continue westward to Bronte Road on existing Burnhamthorpe alignment requires grade separation of Hwy 407
 - Option to extend south to connect to Bronte Road south of woodlot places alignment in Green Space protection area/Glenorchy Conservation Area
- **This alternative not considered viable**

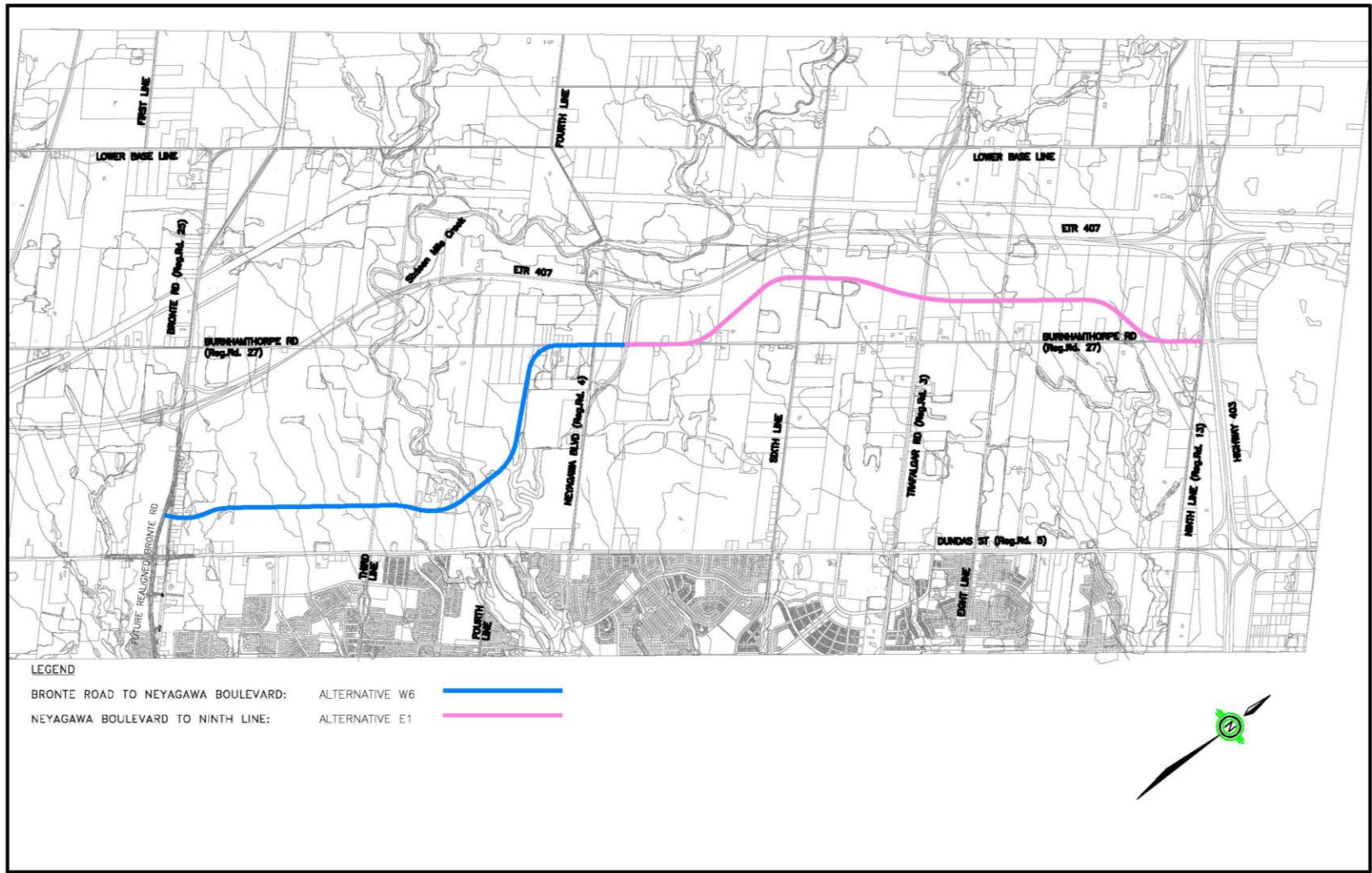
Sixteen Mile Creek Crossing Alternatives

- Mid-Point Crossing
 - Undisturbed valley location; significant environmental impacts associated with access road and bridge construction
 - Alignment adjusted slightly to minimize span length – 350 m
 - New access road into valley required
 - Option to extend south to connect to Bronte Road south of woodlot places alignment in Green Space protection area/Glenorchy Conservation Area
- **This alternative not considered viable**

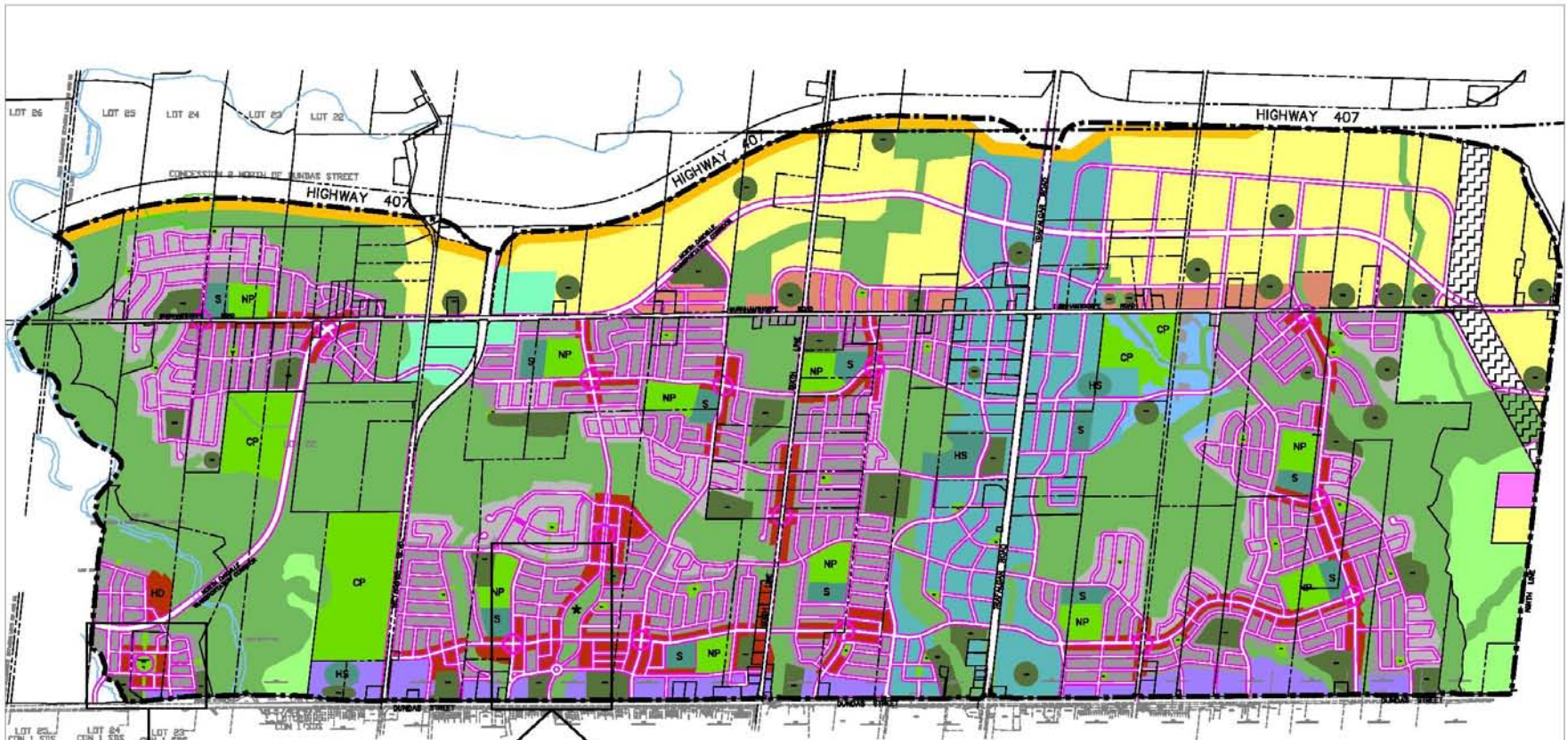
Sixteen Mile Creek Crossing Alternatives

- South Crossing
 - Located at disturbed area of creek valley
 - Crossing location preferred by Conservation Halton
 - Crossing location furthest south possible given existing land use constraints (Trafalgar Cemetery)
 - Span 300 m
 - Existing access road can be used for construction access, however some improvements are required
 - Option to extend westerly to Bronte Road supported by MNR and ORC
- **This alternative is considered preferred**

Preferred Alternative



North Oakville East Secondary Plan



Town of Oakville

Appendix 7.3
North Oakville Master Plan

August 13, 2007

NOTE: The Master Plan assumes the protection of designated heritage resources in accordance with the provisions of Section 7.4.12 of the Secondary Plan



LEGEND

- | | | | | | |
|--|--------------------------------------|--|-----------------------------------------------------|--|-----------------------------------------------|
| | SECONDARY PLAN AREA BOUNDARY | | INSTITUTIONAL AREA | | UTILITY CORRIDOR |
| | OAKVILLE / MILTON MUNICIPAL BOUNDARY | | STORMWATER MANAGEMENT FACILITY (final location tbd) | | NEIGHBOURHOOD ACTIVITY NODE |
| | TRANSITWAY | | COMMUNITY PARK AREA | | CEMETERY AREA |
| | DUNDAS STREET URBAN CORE AREA | | NEIGHBOURHOOD PARK AREA | | NEIGHBOURHOOD CENTRE AREA |
| | NEYSAGAWA BLVD. URBAN CORE AREA | | VILLAGE SQUARE/URBAN SQUARE | | GENERAL URBAN AREA |
| | TRAFALGAR ROAD URBAN CORE AREA | | ELEMENTARY SCHOOL SITE | | SUB URBAN AREA |
| | TRANSITIONAL AREA | | SECONDARY SCHOOL SITE | | HIGH DENSITY RESIDENTIAL AREA |
| | EMPLOYMENT AREA | | JOSHUA CREEK FLOODPLAIN AREA | | POLICY REFERENCE - SEE POLICY SECTION 7.4.7.2 |
| | NATURAL HERITAGE SYSTEM AREA | | | | |



North Oakville West Secondary Plan



NOTE: This Plan must be read in conjunction with NOW 1, NOW 3 & NOW 4

LEGEND

SECONDARY PLAN AREA BOUNDARY	TRANSITWAY
PROVINCIAL FREEWAY	SPECIAL STUDY AREA
MAJOR ARTERIAL/TRANSIT CORRIDOR	EMPLOYMENT DISTRICT
MINOR ARTERIAL/TRANSIT CORRIDOR	NATURAL HERITAGE SYSTEM AREA
AVENUE/TRANSIT CORRIDOR	COMMUNITY PARK AREA
HEALTH ORIENTED MIXED USE NODE	SUBJECT LANDS UNDER APPEAL

Town of Oakville

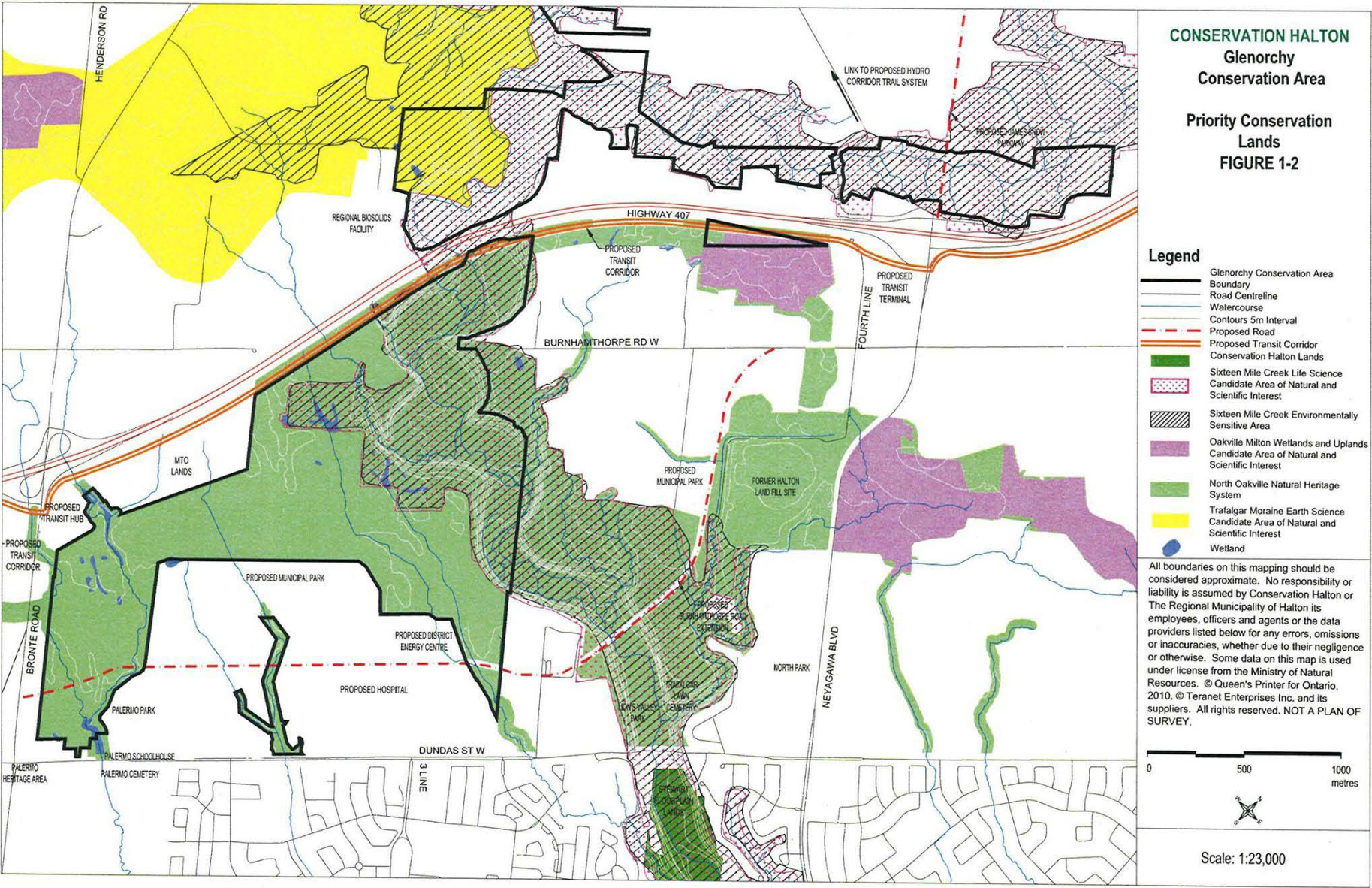
North Oakville West of Sixteen
Mile Creek Secondary Plan

FIGURE NOW 2
Land Use Plan

April 2009



Glenorchy Conservation Area



Next Steps

- File the ESR and Notice of Study Completion in May 2010
 - Notice of Study Completion will be sent to the Project Mailing List which includes landowners and review agencies and placed in local newspapers
 - Hard copies of the ESR will be available for review (30 days) at various locations and electronically on the Region's website
- Following the completion and filing of the ESR, the detailed design phase will commence
- Additional opportunities for public involvement and input will be provided during detail design