Regional Municipality of Halton

New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek

Appendix D-3: Public Information Center #2

REGIONAL MUNICIPALITY OF HALTON

NEW NORTH OAKVILLE TRANSPORTATION CORRIDOR & CROSSING OF SIXTEEN MILE CREEK

CLASS EA

Public Information Centre #2

Meeting Summary

June 22, 2006

St. Volodymyr Cultural Centre
Oakville, ON

TABLE OF CONTENTS

1.0 Introduction

Public Information Centre #2 was held on Thursday June 22, 2006 from 6:00p.m. to 9:00p.m. A drop-in centre was held from 6:00p.m. to 7:00p.m. to allow the public time to view the information panels and ask questions one-on-one of the project team. The presentation started at 7:10p.m., followed by a question and answer period. The meeting was held in Oakville at **St. Volodymyr Cultural Centre** on Dundas Street.

The purpose of the meeting was:

- To present and obtain feedback on:
  - the alternative design concepts considered for the preferred alternative solution;
  - the environmental conditions fieldwork;
  - the assessment of the alternative design concepts; and
  - the preferred design concept.
- To identify future activities to be undertaken as part of the Class Environmental Assessment Study.

Representatives from TSH Engineers, Architects and Planners, Gartner Lee Limited, the Halton Region and the Town of Oakville were on hand to respond to questions and concerns.

The following members of the project team were in attendance:

Halton Region	Jane Clohecy, Director, Planning and Transportation Services Edward Soldo, Manager, Transportation Services Chris Duyvestyn, Transportation Engineer Melissa Green-Battiston, Transportation Planner Heather Burnett, Communications Specialist
Town of Oakville	David Bloomer, Director of Engineering and Construction Robert Thun, Senior Planner
TSH	Mike Delsey, Consultant Project Manager Brenda Jamieson, Roadway Engineering Lead Sabeen Khokhar, Environmental Planner
Gartner Lee Limited	Sean Spisani, Biologist

2.0 Notification

A notice advertising the Public Information Centre, was published in the Oakville Today, on June 8th and June 15th, 2006, the Oakville Beaver on June 9th and June 16th, 2006 and the North Halton Compass on June 4th and June 16th, 2006. The notice was sent by mail/email to property owners within the Study Area and south of Dundas Street on June 7th 2006. A copy of the notice is provided in **Appendix A**.

3.0 Attendance

Upon arrival, people were asked to sign the meeting register. Forty-one people registered.

4.0 Information Presented

Information panels were on display and contained the following information:

- Welcome
- Introduction and Purpose of Tonight's Information Centre
- Class EA Process
- Previous Studies
- Planning Context
- Existing Conditions
- Problem and Opportunity Statement
- Preferred Alternative Solution
- Alternative Design Concept Process
- Long List of Route Alternatives
    - Assessment of Long List of Route Alternatives
- Short List of Route Alternatives
    - 16 Mile Creek Crossing Alternatives
    - Typical Bridge Arrangement Plan
    - Short List Assessment Criteria
    - Assessment of Short List of Route Alternatives
    - Bridge Crossing Features
- Preferred Route
- Preferred Design
- Typical 4- and 5- lane sections
- Typical Bridge Crossing section
- Noise Assessment
- Capital Program
- Next Steps

A copy of the text panels is included in **Appendix B**.

5.0 Presentation

The Project Team gave a presentation at 7:10p.m. A copy of the presentation is provided in **Appendix C**.

6.0 Summary of Comments

6.1 Question and Answer Period

Following the presentation, a question and answer period was held. The following table is a summary of the question and answer period:

Question/Comment	Response
If the New North Oakville Transportation Corridor is to accommodate truck traffic, how practical is it to have bicycle lanes on this road?	A 1.5m designated bike lane is planned along both sides of the New North Oakville Transportation Corridor as per Halton's Transportation Master Plan. This design was fully endorsed by the Regional Cycling Committee. In addition, 3.0m off-road multi-purpose pathways are proposed on both sides of the new corridor.
Is the OMB dealing with the decision made for the New North Oakville Transportation Corridor?	The EA Process is separate from the OMB Process. The OMB deals with land use issues. The route for the New North Oakville Transportation Corridor won't be determined by the OMB. The EA Process is being undertaken to determine the route. Once the Study is completed, an Environmental Study Report will be filed for a 30 day public review period.
Why isn't the bicycle path raised like the multi-purpose pathways, when the bicycle path is on a 4-lane highway?	The multi-purpose lane is available for both pedestrians and cyclists, while the bike lane is for serious cyclists who prefer on-road travel.
What are the plans for old Burnhamthorpe Road?	It is known as a Character Road in the North Oakville Secondary Plan. This 'classification' involves the preservation of the existing Burnhamthorpe Road. There may eventually be a need for sewer/water lines, transit, sidewalks etc., as required.
Are the roads connecting to the New North Oakville Transportation Corridor going to be 4 lanes also?	It depends on the road and what its function will be within the network. They will either be 2 or 4 lanes.
Will the existing Burnhamthorpe Road be widened to 4 lanes?	There are no intentions for old Burnhamthorpe to be widened to 4 lanes except for the portions that are part of the New North Oakville Transportation Corridor.
How will the E1 and W6 connections be treated – what sort of intersection will they have?	The intersections will be signalized.
Will the road be lit?	The New North Oakville Transportation Corridor will be illuminated.
Will Old Burnhamthorpe Road be lit?	Because it is a Character Road, it is difficult to say. The development and land use of the area will change. As developments occur, there may be a need to illuminate the roadway.

Question/Comment	Response
What are the timelines for the roads as marked in the Secondary Plan map that was included in the Toronto Star? The source of the map is indicated as the Town of Oakville.	The roads will be completed as the development applications come in. The Town of Oakville provided the information to the Toronto Star, however, did not provide the map which was printed in the newspaper. The map is not an accurate representation of the NOSP.
Will there be a dead end where the New North Oakville Transportation Corridor and old Burnhamthorpe Road meet between Trafalgar Road and 9th Line?	It will be a cul-de-sac.
Will all the roads with access to the New North Oakville Transportation Corridor be exit/entry points with stop signs, or lights etc.?	They will have traffic signals.
If traffic has to stop three times along New Burnhamthorpe Road, why would anyone take Burnhamthorpe Road to Neyagawa Blvd?	The traffic signals will be coordinated so as to minimize stopped traffic for long periods of time.
Why not reroute the proposed new route south of the land fill?	This option was not considered preferred because of the natural heritage features, however it was considered as part of the development of the design concepts. Natural heritage features and land use impacts were considered which are very important for the Town.
16th Mile Creek is recognized as a significant environmental area. What features exist east of Neyagawa Blvd. that prevent other route options?	This area has significant woodland and aquatic features. According to the Town's plan this was considered significant. The towns plan is based on input from several agencies including Conservation Halton and Ministry of Natural Resources.
Will there be any accommodation for buffers etc for properties which have the potential to be impacted by the route?	The road will be kept as narrow as possible within the proposed right-of-way to minimize impacts to existing properties. The widening may be equal on both sides (north and south) to reduce impacts to any one side.
With all the accommodations as listed, will the road be more pedestrian friendly?	The design of the urban core area would assume a more pedestrian friendly environment with sidewalks and/or multi-use paths on both sides.
This plan assumes that the land owners aren't there – no consideration has been given to how residents will get in and out of their properties.	The regional network is designed with residents living along those roads in mind. The plan will ensure access (etc) to homes is maintained. The Project Team will meet with residents to determine access requirements during detail design (next phase of implementation).
It was noted that there is a school along the road.	King's College currently has more than one access. The existing access will be reviewed during the detail design.

Question/Comment	Response
Has there been any consideration of compensation for those who will lose frontages, which could impact the sale of their homes?	For those property owners who are not redeveloping their property, the Region will provide compensation based on fair market value which will be completed as part of the detail design stage to follow, prior to construction.
Are you going to expropriate land that is required along Burnhamthorpe where 4-lanes are required?	For those property owners who are not redeveloping their property, the Region will provide compensation based on fair market value which will be completed as part of the detail design stage to follow, prior to construction.
Right now there is only one entrance to the college. It is a safety concern right now. Will this be closed?	The Project Team will review the King's College entrances with the College during detailed design.
Will there be sidewalks on both sides of the roadway?	The entire roadway will have a 35m ROW including 3m multi-use paths on both sides.
A route was suggested immediately north of the landfill site, with an intersection at Neyagawa Boulevard to the south of the existing alignment.	This route option was examined but eliminated due to significant issues relating to the crossing angle of the two roads. A 90 degree intersection is preferred to optimize traffic operations. Significant natural features in the surrounding area would also be affected. Most of the properties on the south side of Burnhamthorpe Road would be fragmented in half.
The Town is trying to preserve a 2-lane character road and then have a 4-lane highway breaking up the community. There were many other options that were less impacting to the community.	There were many crossings examined on Neyagawa Blvd. We went through several assessments and these other options were not feasible. We understand that there is much opposition to a connection at this point, but this route provided the best balance of all evaluation factors.
In the HTMP, Burnhamthorpe Road is shown as 6 lanes.	The HTMP was based on 2004 data, but was only proposed as 4 lanes. This study is more current and builds upon and refines the work done in the TMP.

6.2 Comment Sheets

No comment sheets were received at the PIC.

APPENDIX A
NOTICE OF MEETING

REGIONAL MUNICIPALITY OF HALTON

NOTICE OF PUBLIC INFORMATION CENTRE # 2

New North Oakville Transportation Corridor
&
Crossing of Sixteen Mile Creek Class Environmental Assessment Study
(Bronte Road to Ninth Line)

The Regional Municipality of Halton has initiated a Class Environmental Assessment for transportation improvements in North Oakville, particularly in the vicinity of Burnhamthorpe Road (Regional Road 27) to satisfy east-west travel demands in the Town of Oakville (refer to study area map shown below). The need to satisfy east-west capacity requirements has been identified in studies such as the Halton Transportation Master Plan (2004). The study is being conducted in compliance with Schedule C of the *Municipal Class Environmental Assessment* (June 2000), which is approved under the Ontario Environmental Assessment Act.

A second Public Information Centre (PIC) is planned to provide further information to the public and interested stakeholders and to receive input and feedback on the Study activities completed to date. PIC # 1 provided the public the opportunity to meet the Project Team, review and discuss the study scope and issues related to the project including the need and justification for the new east-west transportation corridor and the crossing of Sixteen Mile Creek. The map below shows the approximate limits of the study area.

PIC # 2 will provide the opportunity to provide comments on the assessment of the design alternatives, the assessment criteria and results and the preliminary recommended design alternative. Comments obtained at the PIC will be incorporated into the next phase of this Study.

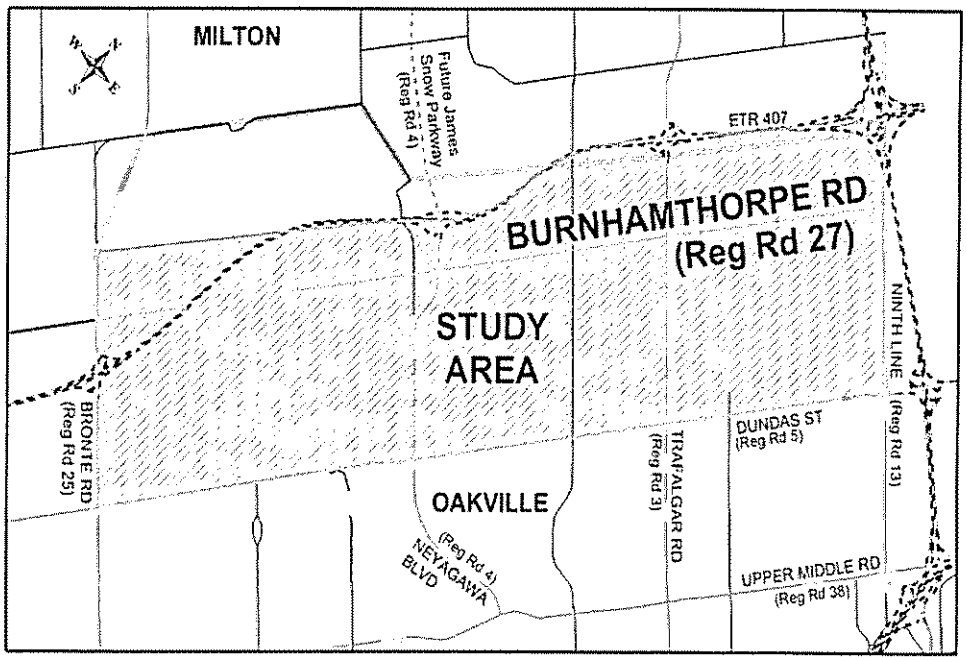
The Public Information Centre is scheduled for:

Thursday June 22nd, 2006
King's Christian Collegiate – Gymnasium
528 Burnhamthorpe Road West, Oakville
6:00 p.m. to 9:00 p.m.
Open House: 6:00 p.m. to 7:15 p.m.
Presentation: 7:15 p.m., followed by a question and answer period

If you are unable to attend the PIC and wish to fill out a comment sheet or require additional information please contact:

Mr. Edward Soldo, P.Eng.
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

Mr. Mike Delsey, P. Eng.
Consultant Project Manager
TSH Engineers Architects and Planners
300 Water Street
Whitby, Ontario L1N 9J2
Phone: 1-800 668-1983
Fax: 905 668-0221
Email: mdelsey@tsh.ca



www.region.halton.on.ca/ppw/planningroads

APPENDIX B
TEXT PANELS

NEW NORTH OAKVILLE TRANSPORTATION CORRIDOR & CROSSING OF SIXTEEN MILE CREEK

CLASS ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION CENTRE #2

Thursday, June 22, 2006

Presentation at 7:00 p.m.

Halton

TSH

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

INTRODUCTION

- The Regional Municipality of Halton is undertaking an Environmental Assessment Study to identify future transportation improvements in North Oakville.
- *YOUR COMMENTS ARE IMPORTANT.* Following your review of the information presented, please complete one of the comment sheets provided.
- Staff from Halton Region and the Consultant Team are present to answer your specific questions.
- Your comments will be considered in the assessment and selection of the preferred solution for transportation improvements in North Oakville.

PURPOSE OF TONIGHT'S MEETING

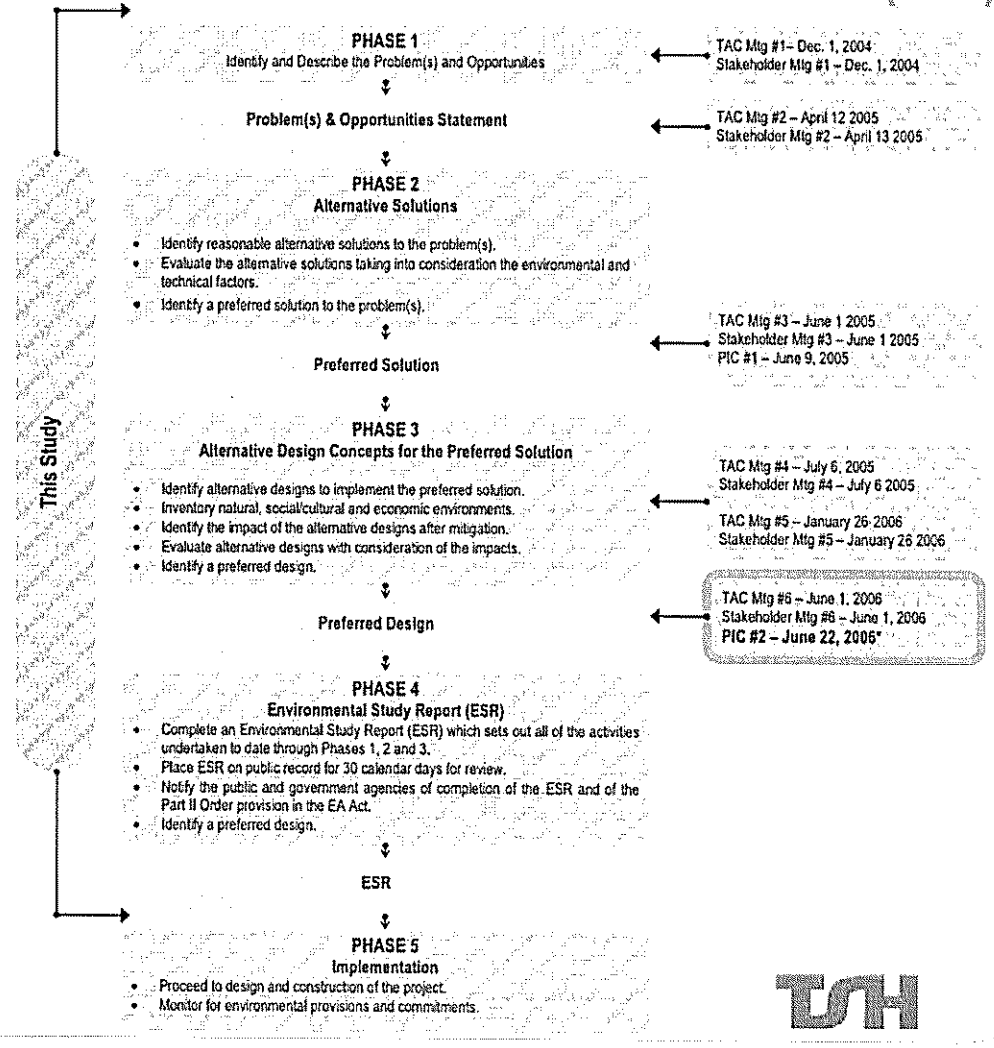
- To present and obtain feedback on:
  - the alternative design concepts considered for the preferred alternative solution;
  - the environmental conditions fieldwork;
  - the assessment of the alternative design concepts; and
  - the recommended design concept.
- To identify future activities to be undertaken as part of the Class Environmental Assessment Study.

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

WHAT IS A CLASS ENVIRONMENTAL ASSESSMENT (EA)?

The Class EA process for the planning and design of road improvement projects is described in the Municipal Class Environmental Assessment (June 2000) and approved under the Provincial Environmental Assessment (EA) Act.

This Study includes Phases 1 through 4 of the activities detailed in the process chart to the right.



PREVIOUS STUDIES THAT RELATE TO THIS CLASS EA

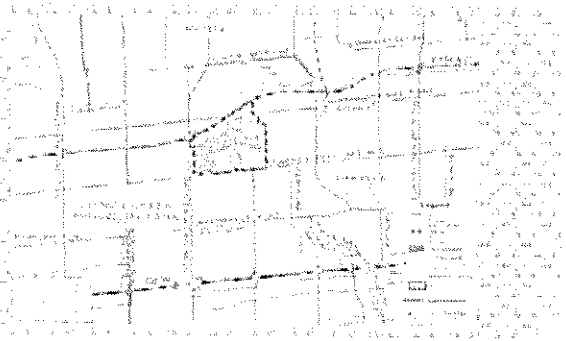
- Halton Functional Road Network and North Halton Transportation Study, May 1999.
- Halton Region Transportation Master Plan, November 1999 and June 2004.
- Regional Road 5 & 25 Corridor Strategy Study, November 1999.
- Making Connections: Transit for Halton, October 2002.
- Region of Halton Road Needs Study, 2003
- Draft Oakville Transportation Master Plan, February 2004.
- Draft North Oakville East and West Secondary Plans, February 2004.
- Draft Greater Golden Horseshoe Growth Plan, February 2005.
- Greenbelt Plan, Province of Ontario, February 2005.
- Class EA for Disposition of ORC Lands in North Oakville, ongoing.
- North Oakville Secondary Plan, June 2006.

PLANNING CONTEXT

- The Halton Urban Structure Plan (HUSP) is a long term plan for growth management in Halton. The plan was adopted in July 1994 by Regional Council.
- In 1999, the Regional Official Plan Amendment No. 8 (ROPA 8) designated the majority of the Study Area as urban.
- Town of Oakville Official Plan Amendment 198 (OPA 198) designated the North Oakville area as 'Urban Special Study Area'. Secondary Planning is ongoing.
- The Ontario Municipal Board approved the OPA 198 in Sept. 2003
- Ministry of Public Infrastructure Renewal (MPIR) Draft Growth Plan identifies the following growth targets for Halton Region by 2031:

Population – 750,000 Employment – 370,000

MNR Greenspace Protection – lands previously designated for development were designated as open space by the Province in 2004. Population and employment assigned to this area by prior plans now must be reassigned to other areas in North Oakville.



EXISTING CONDITIONS

Natural Environment

- **Surface Water and Fisheries / Aquatics**
  - Sixteen Mile Creek
    - Largest watercourse in Study Area
    - Deeply incised warm to coolwater stream supports resident populations of smallmouth bass and migratory runs of rainbow trout, chinook salmon and coho salmon
  - Joshua's Creek
    - Second largest system in the Study Area
    - Limited fisheries potential
  - Morrison Creek
    - Flow within the Study Area is intermittent
    - Potential coldwater habitat downstream of Study Area
  - Other minor watercourses: McCraney, Taplow, Glen Oaks, Shannon's
- **Terrestrial / Vegetation**
  - Approximately 10% of Study Area covered by woodlands and wetlands
  - Pasture, hedgerow, pioneer communities and prairie ecosystems associated with agricultural activities
  - 50 species of provincial, regional or local significance were reported based on rarity in the Study Area
- **Wetlands and Environmentally Sensitive Areas**
  - Sixteen Mile Creek Life Science ANSI/Sixteen Mile Creek Valley ESA
  - Oakville-Milton Wetlands and Uplands Candidate Life Science ANSI
  - Trafalgar Moraine Candidate Earth Science ANSI

EXISTING CONDITIONS

Social Environment - Existing Land Use

- **Agriculture**
  - Field and cash crops
  - Livestock
  - Several equestrian ranches
- **Residential**
  - Farms
  - Rural Residential
  - Palermo - at Regional Road 5 and 25
- **Community/Institutional**
  - 3 cultural/community facilities
  - 2 schools
  - 2 cemeteries
  - 4 places of worship
- **Recreation/open space**
  - Golf courses, driving ranges, parks and trails
  - 125 hectares of municipal parkland
- **Commercial**
  - Restaurants, gas stations/auto service centres and rural commercial uses (associated with farms)
- **Utility/service**
  - Hydro transmission corridor/transformer station
  - Communications towers
  - Moore reservoir/water tower

EXISTING CONDITIONS

Social Environment – Cultural Heritage & Archaeology

- **Cultural**
  - Active farm complexes and former farmhouses/rural residences
  - 19th century historical settlements of Palermo, Munn's Corners and Trafalgar
  - Trace remains of the 19th century hamlets of Glenorchy and Snider's Corners
  - Numerous buildings and structures and cultural landscape features dating from the nineteenth century and of 40 years of age or older in Study Area
- **Archaeology**
  - Over 50 archaeological sites within or near Study Area
  - Creeks in Study Area have high archaeological potential
  - Potential for Aboriginal and Euro-Canadian artifact recovery

Economic Environment

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

PROBLEM & OPPORTUNITY STATEMENT

Planning Context

- Provincial policy has identified increased population and employment targets for Halton Region. A significant share of growth would be accommodated within the approved urban area of Oakville.
- This Study is proceeding in parallel with the North Oakville Secondary Plan.

Needs Assessment

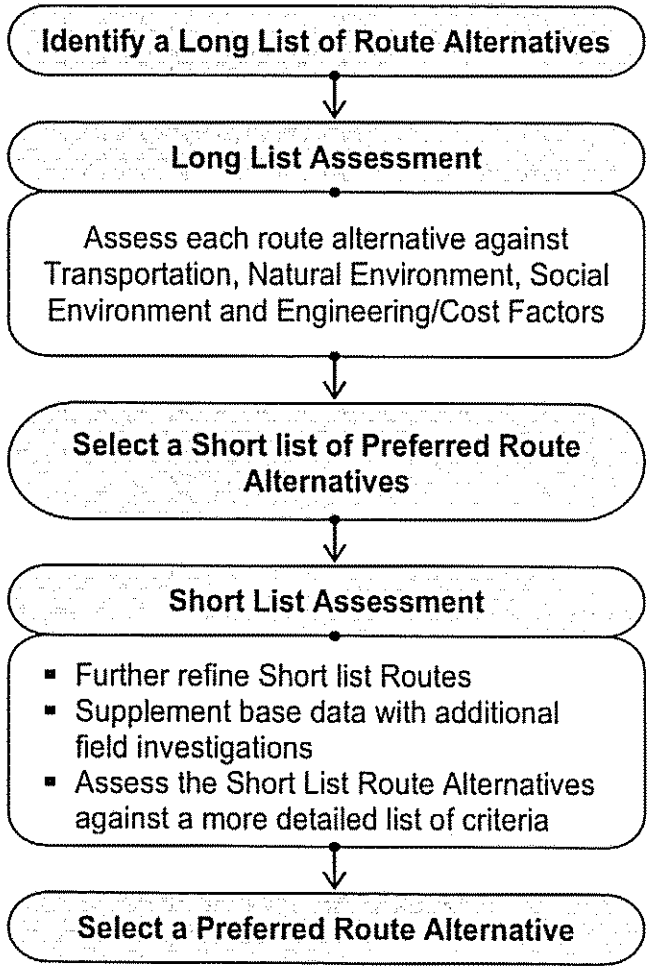
- Approved growth will generate additional travel demand across the Study Area.
- Travel demand forecasts indicate the need for transportation system capacity improvements in an east-west direction from Bronte Road to Ninth Line, including crossing of the Sixteen Mile Creek.

PREFERRED ALTERNATIVE SOLUTION

- **Do Nothing** was carried forward as a benchmark for comparison
- **Burnhamthorpe Corridor** widening from Bronte Road to Ninth Line (on **existing or new alignment**), including a new crossing of Sixteen Mile Creek, was carried forward to develop and assess alternative routes (design concepts)
- **Transit supportive/dedicated infrastructure** was considered as part of the solution for Burnhamthorpe Road
- **TDM, TSM** and **Enhanced Transit Services** were recommended on a Region-wide basis as components of the overall transportation strategy (as per the Halton Transportation Master Plan, June 2004)

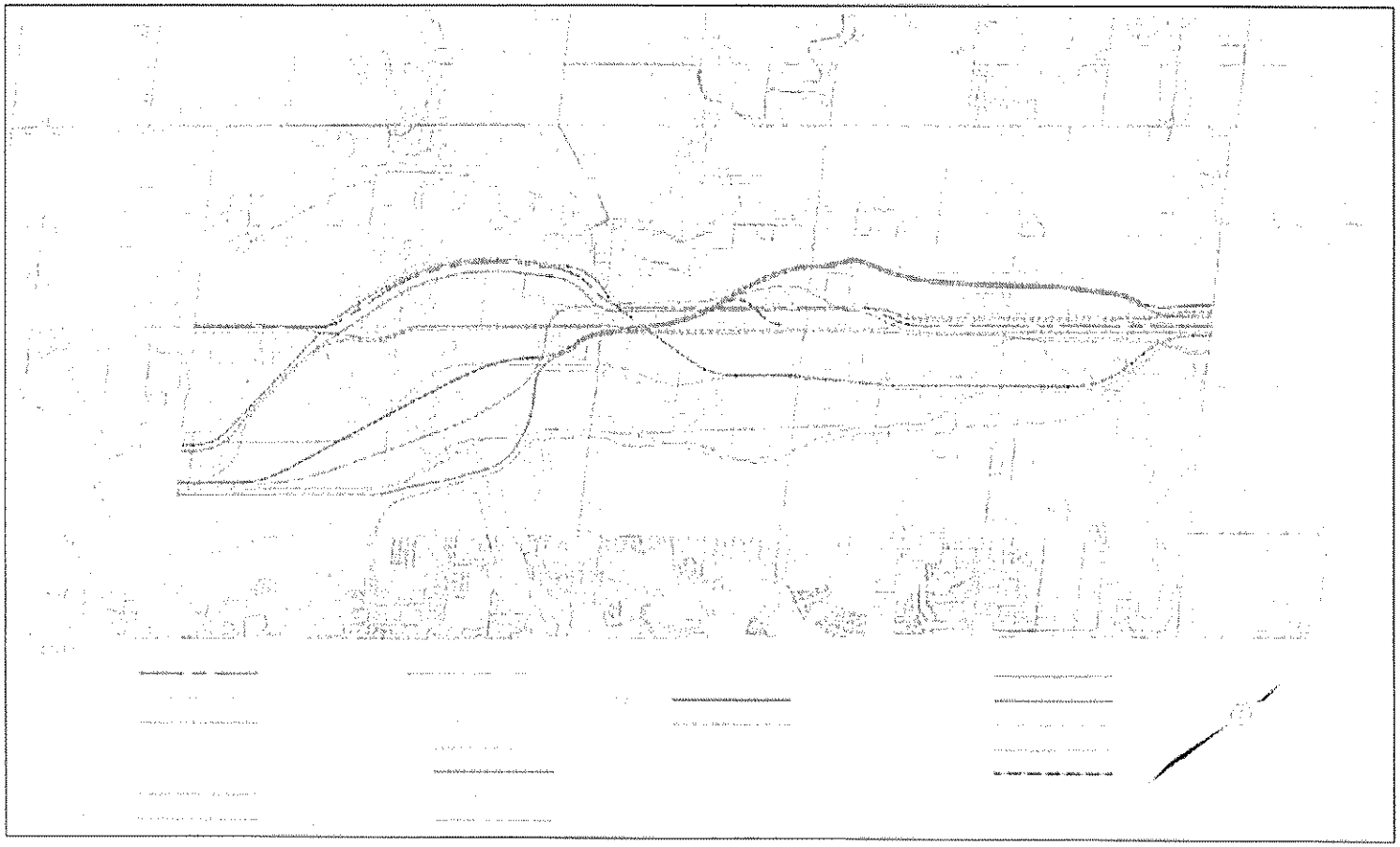
NEW NORTH OAKVILLE TRANSPORTATION CORRIDOR & CROSSING OF SIXTEEN MILE CREEK
CLASS ENVIRONMENTAL ASSESSMENT

ALTERNATIVE DESIGN CONCEPT PROCESS



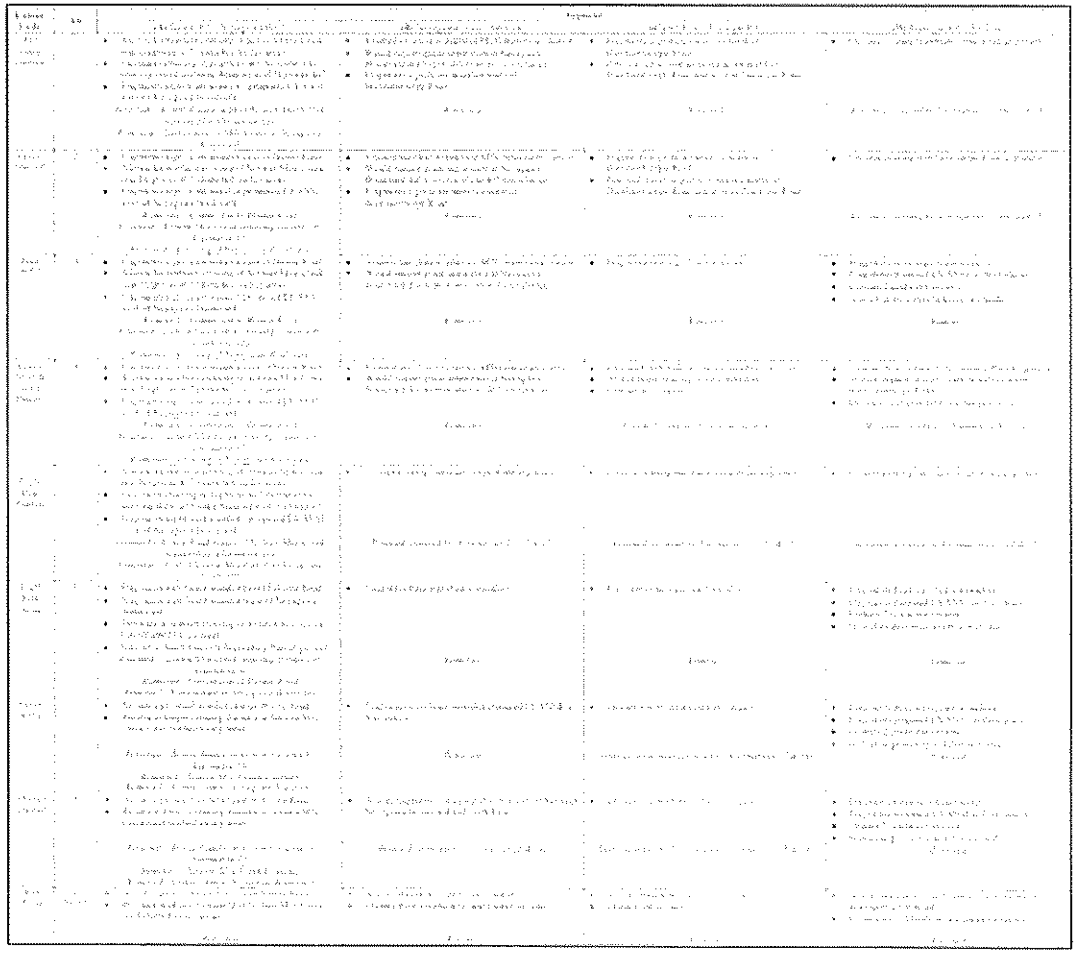
NEW NORTH OAKVILLE TRANSPORTATION CORRIDOR & CROSSING OF SIXTEEN MILE CREEK
CLASS ENVIRONMENTAL ASSESSMENT

LONG LIST OF ROUTE ALTERNATIVES



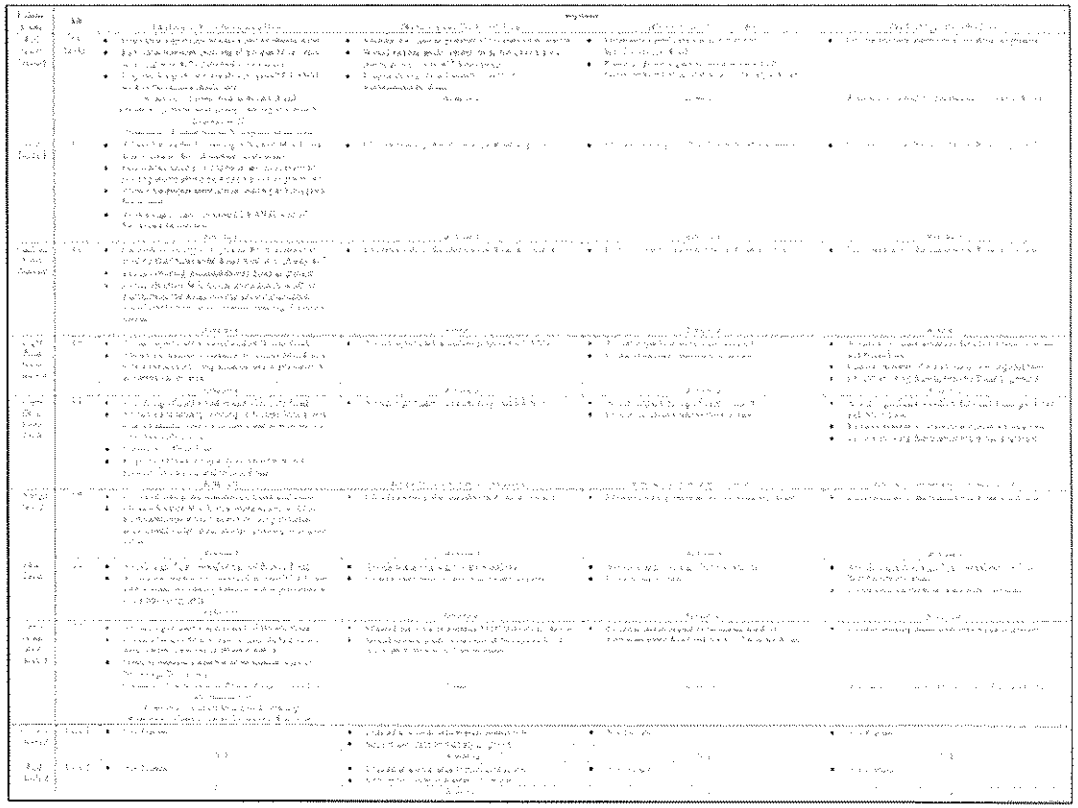
NEW NORTH OAKVILLE TRANSPORTATION CORRIDOR & CROSSING OF SIXTEEN MILE CREEK
CLASS ENVIRONMENTAL ASSESSMENT

ASSESSMENT OF LONG LIST ALTERNATIVES (1 – 9)



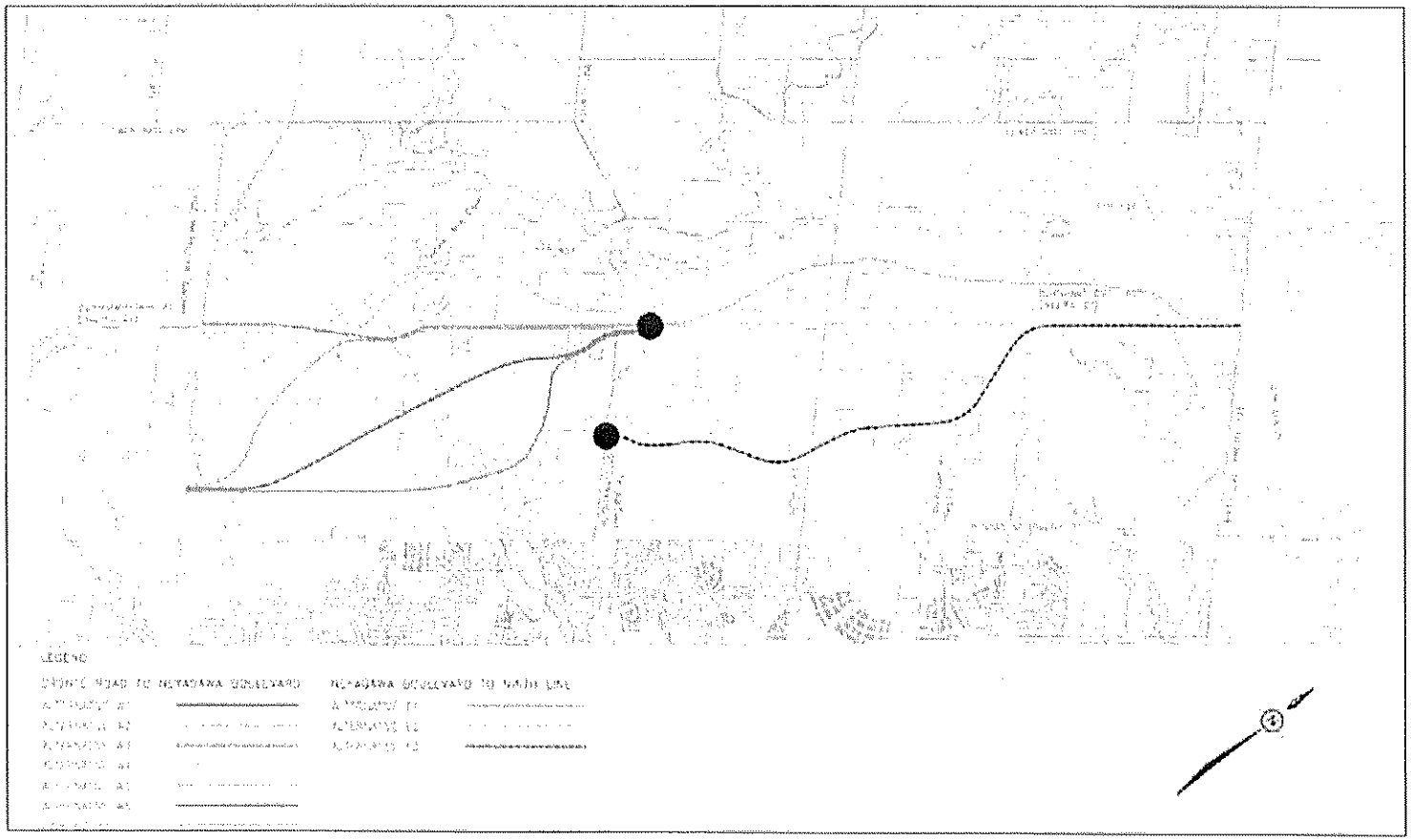
NEW NORTH OAKVILLE TRANSPORTATION CORRIDOR & CROSSING OF SIXTEEN MILE CREEK
CLASS ENVIRONMENTAL ASSESSMENT

ASSESSMENT OF LONG LIST ALTERNATIVES (10 – 17 & links)



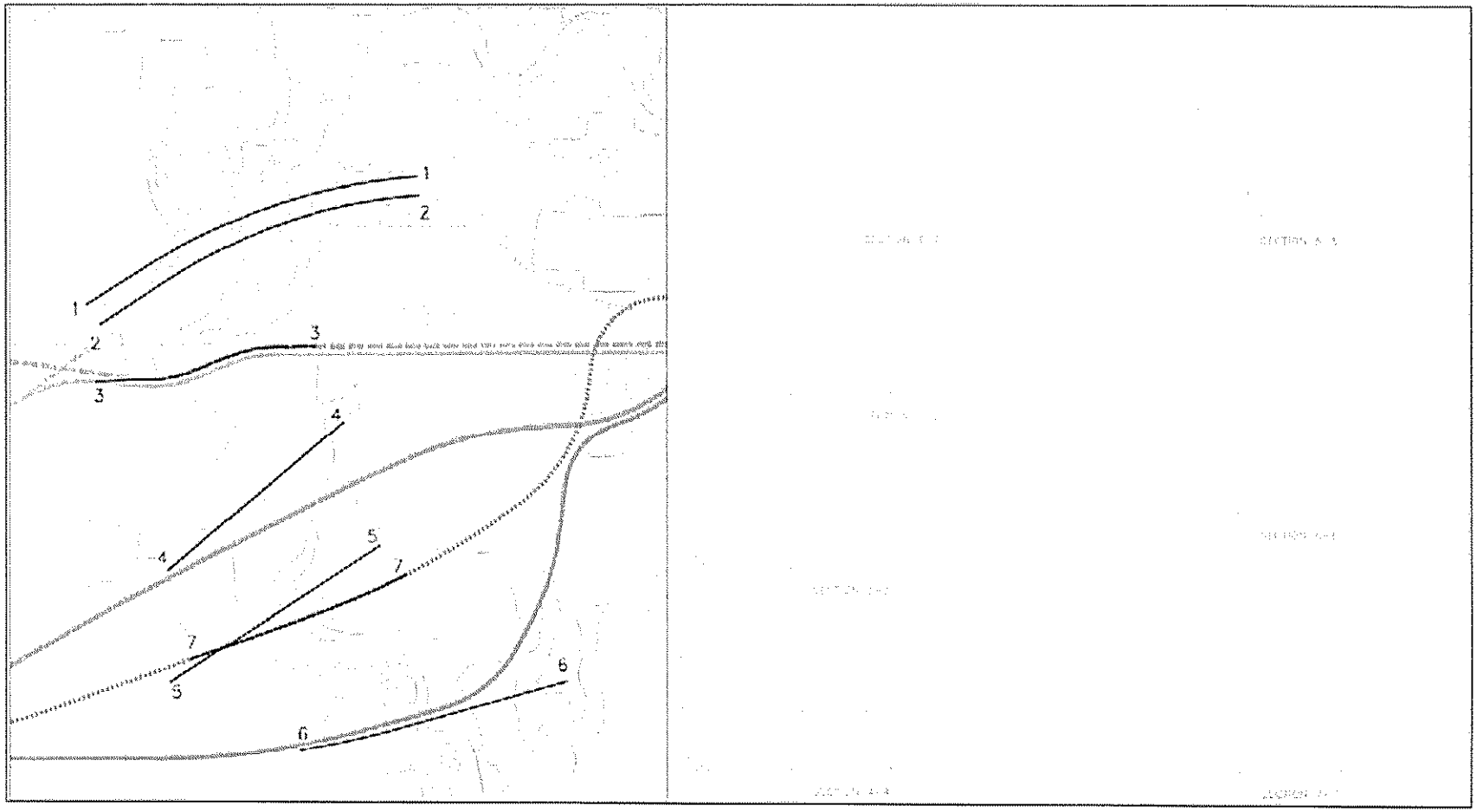
NEW NORTH OAKVILLE TRANSPORTATION CORRIDOR & CROSSING OF SIXTEEN MILE CREEK
CLASS ENVIRONMENTAL ASSESSMENT

SHORT LIST OF ROUTE ALTERNATIVES



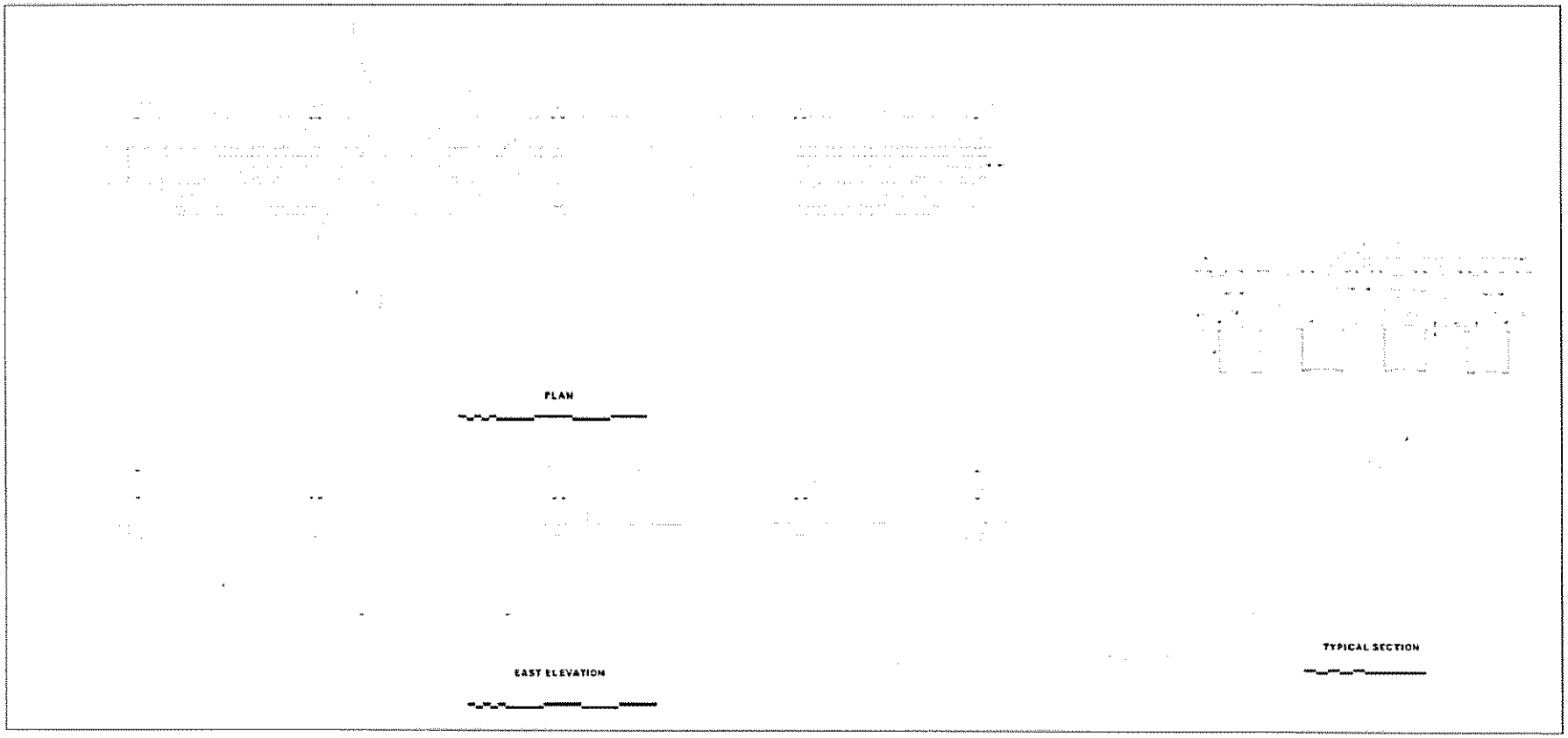
NEW NORTH OAKVILLE TRANSPORTATION CORRIDOR & CROSSING OF SIXTEEN MILE CREEK
CLASS ENVIRONMENTAL ASSESSMENT

16 MILE CREEK CROSSING ALTERNATIVES



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

TYPICAL BRIDGE ARRANGEMENT PLAN



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

SHORT LIST ASSESSMENT CRITERIA

Transportation

- Accommodation of future travel demand
- Traffic operations
- Travel safety
- Emergency services
- Road network compatibility with the HTMP
- Transit network connectivity/support
- Commercial goods movement
- Accommodation of pedestrian/cyclists

Natural Environment

- Watercourses/fisheries
- Vegetation and woodlots
- Terrestrial wildlife
- Natural heritage systems connectivity
- Wetlands/marsh areas
- Fluvial geomorphology conditions
- Groundwater/surface water interaction

Social/Cultural/Economic Environment

- Proximity impacts (noise, aesthetics) and compatibility with existing land use
- Future development/redevelopment potential and compatibility with future land uses/plans
- Consistency with Local/Regional Official Plans, and Provincial Planning Policies
- Archaeological and Built Heritage Resources and Rural Character
- Recreational opportunities
- Community connectivity and integration
- Air quality

Engineering/Cost

- Construction impacts
- Utility/service relocations
- Property requirements
- Capital costs

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

NEYAGAWA BLVD. TO NINTH LINE

PRELIMINARY ASSESSMENT RESULTS

ASSESSMENT FACTOR GROUP	ALTERNATIVE ROUTES		
	E1 (Pink)	E2 (Dashed Green)	E3 (Dashed Blue)
TRANSPORTATION SUMMARY	• All options are comparable in accommodating future travel demand, commercial goods movement and serving transit, pedestrians and cyclists. • All options would improve emergency vehicle response times. • All options are compatible with the Halton Transportation Master Plan (HTMP)		
	• Best control of access, fewer potential conflict points. • Most compatible with road network in North Oakville Secondary Plan (NOSP).	• Numerous existing driveways, more potential conflict points. • Most compatible with road network in Landowners' Secondary Plan	• Improved access control, moderate number of potential conflict points • Least compatible with road network in NOSP and Landowners' Secondary Plan
	MOST PREFERRED		
NATURAL ENVIRONMENT SUMMARY	• In general, E2 is preferred over E1 and E3 as new corridors through undeveloped land have greater natural environmental impacts than expansion of an existing corridor • E3 has more significant impacts than E1 on watercourses, natural heritage system linkages, ground water and surface water.		
		MOST PREFERRED	
SOCIAL/CULTURAL/ ECONOMIC SUMMARY	• E1 has less impact to existing land uses, aesthetics and noise than E2 and E3 and less impact to the rural character of existing Burnhamthorpe Road • E1 is most consistent with NOSP and partially consistent with the Landowners' plan. E3 is least consistent with either secondary plan.		
	MOST PREFERRED		
ENGINEERING SUMMARY	• In general, E1 and E3 are preferred over E2 as new corridors are less costly; have less complex construction staging, and less impacts to properties, entrances, utilities and services. • Property for corridors E1 and E3 would be dedicated through secondary plan process, while significant portion of property for E2 would have to be acquired.		
	MOST PREFERRED		
RECOMMENDATION	**RECOMMENDED** Most Preferred in Transportation, Social, Cultural and Economic Environments and Engineering	NOT RECOMMENDED	NOT RECOMMENDED

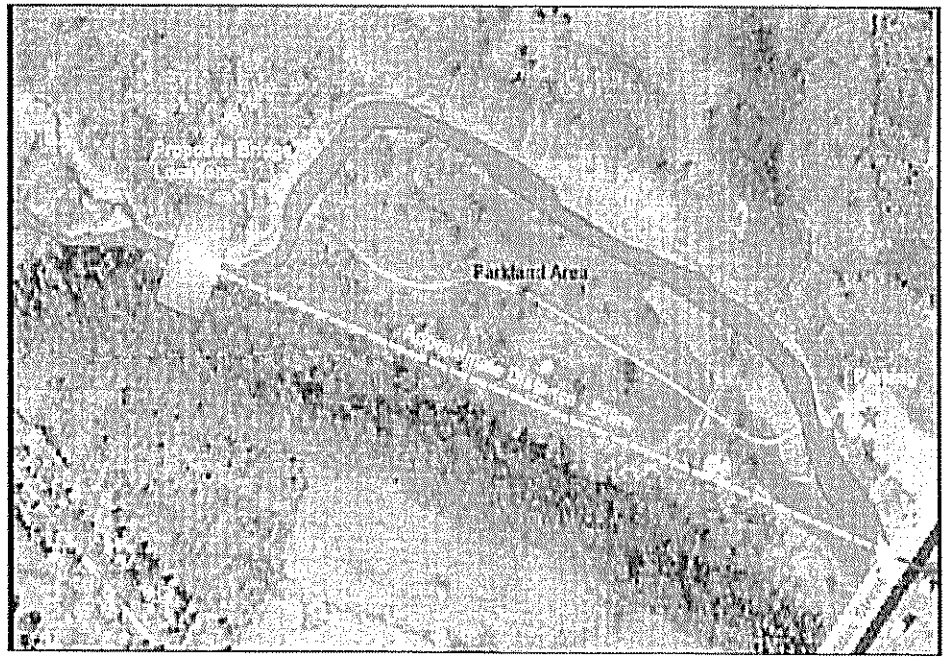
PREFERRED ALTERNATIVE

E1 (Pink) - PREFERRED

- Most Preferred in Transportation, Social, Cultural and Economic Environments and Engineering
- Majority of impacts to Natural Environment can be mitigated
- Avoids majority of properties fronting Burnhamthorpe Rd.
- Located primarily within planned future employment lands in NOSP and Landowners Secondary Plans

BRIDGE CROSSING FEATURES

- Crossing location accessible from disturbed valley area – Lions Valley Creek
- Bridge piers located in flat areas – no disturbance to valley slopes
- Location ideal with respect to Creek meander trends
- No "in-water" works required
- No rare or endangered species identified in crossing area
- Bridge superstructure can be launched from top of valley – reduces intrusion effects



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

BRONTE RD. TO NEYAGAWA BLVD.

PRELIMINARY ASSESSMENT RESULTS

ASSESSMENT FACTOR GROUP	ALTERNATIVE ROUTES				
	W1 (Red)	W2 (Dashed Green)	W3 (Dashed Pink)	W5 (Orange)	W4 (Dashed Blue/ W6 (Solid Blue)
TRANSPORTATION SUMMARY	• All options are compatible with the Halton Transportation Master Plan (HTMP) and are comparable in accommodating future travel demand, commercial goods movement and pedestrians and cyclists and improve emergency vehicle response times. • W1, W5 and W6 are preferred to W2 and W3 for transit services as routes are contained within the planned urban area south of Highway 407 and directly link to planned urban area west of Bronte Road. • Routes W1 and W6 are preferred to W2, W3, and W5 for better control of access and fewer potential conflict points with existing corridors. • W1 and W6 are most compatible with NOSP, while W2 is most compatible with the Landowners' Plan. • W6 is preferred to W1 for more direct service to planned development area between 16 Mile Creek and Bronte Road.				MOST PREFERRED
NATURAL ENVIRONMENT SUMMARY	**Impacts to 16 Mile Creek valley** • W6 is most preferred for crossing the valley due to close proximity to disturbed area of Lions Valley Park and shortest bridge crossing distance. **Impacts to other environmental features** • In general, new corridors through undeveloped land have impacts to woodlots, wetlands, streams and groundwater than expansion of an existing corridor. W1 is most preferred for impacts beyond the valley system.				MOST PREFERRED
SOCIAL/CULTURAL/ ECONOMIC SUMMARY	• W1 and W6 have less impact to existing land uses, aesthetics and noise, and less impact to the rural character of existing Burnhamthorpe Road. • W1 and W6 are most compatible with NOSP. W2 is most compatible with the Landowners' plan. W3 is least consistent with either secondary plan.				MOST PREFERRED
ENGINEERING SUMMARY	• In general, W1 and W6 are preferred as new corridors are less costly, have less complex construction staging, and less impacts to properties, entrances, utilities and services. W6 is most accessible through a disturbed valley area and has the shortest span distance, resulting in the lowest price bridge overall. • Property for corridors W1 and W6 would be mostly dedicated through secondary plan process, while some or all property for other routes would have to be acquired.				MOST PREFERRED
RECOMMENDATION					RECOMMENDED*

* Route W6 is Most Preferred in Transportation, Social, Cultural and Economic Environments, and Engineering. Provides shortest new crossing of Sixteen Mile Creek and valley in undisturbed area. Majority of impacts to Natural Environment (i.e. fisheries resources, etc.) can be mitigated.

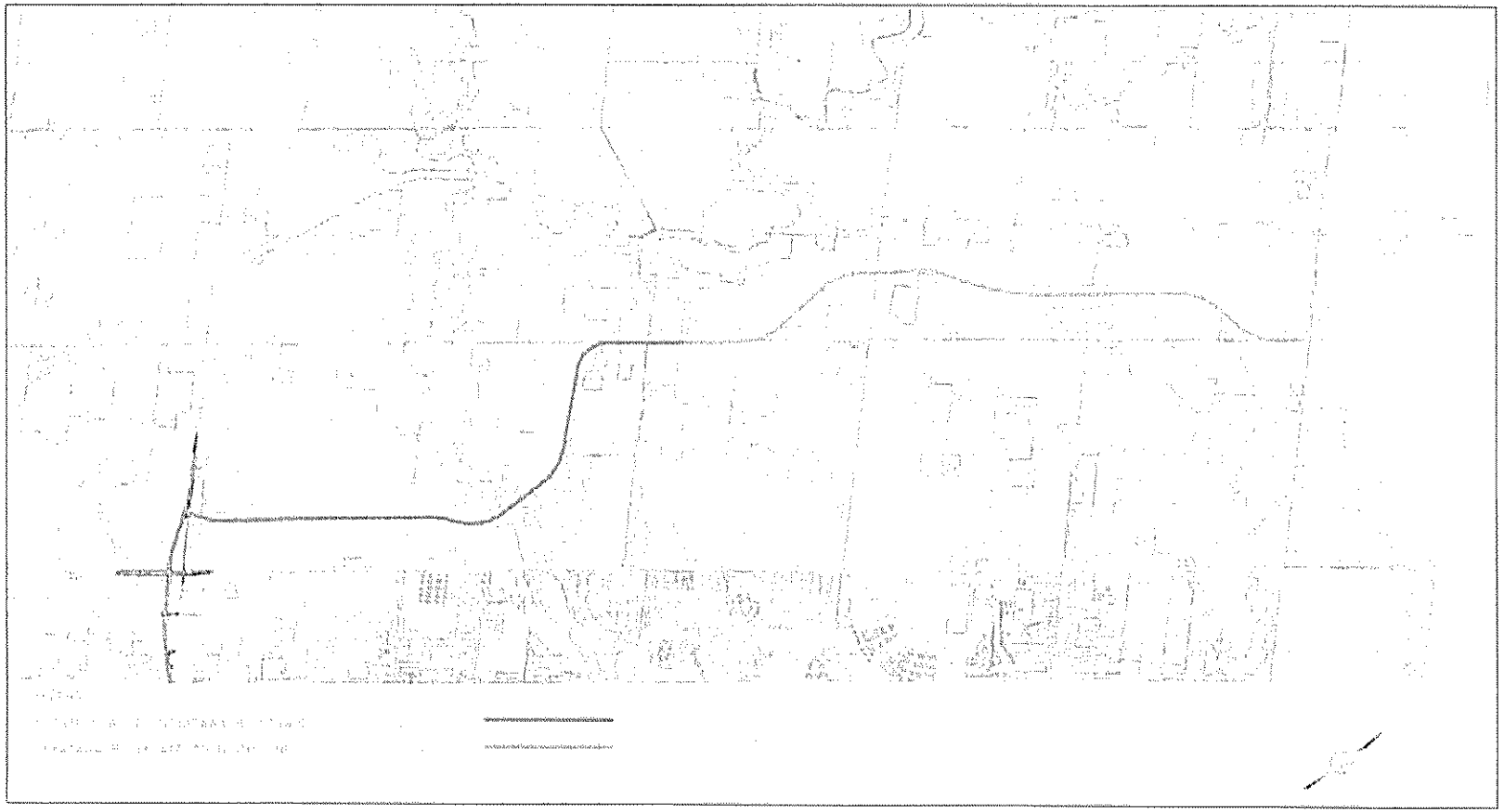
PREFERRED ALTERNATIVE

W6 (Solid Blue) - PREFERRED

- Overall Most Preferred in Transportation, Social, Cultural and Economic Environments, and Engineering
- Avoids majority of properties fronting Burnhamthorpe Rd
- Provides shortest new crossing of Sixteen Mile Creek valley in close proximity to disturbed valley area (Lions Valley Park)
- Majority of impacts to Natural Environment (i.e. fisheries resources, etc.) can be mitigated

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

PREFERRED ROUTE – E1/W6

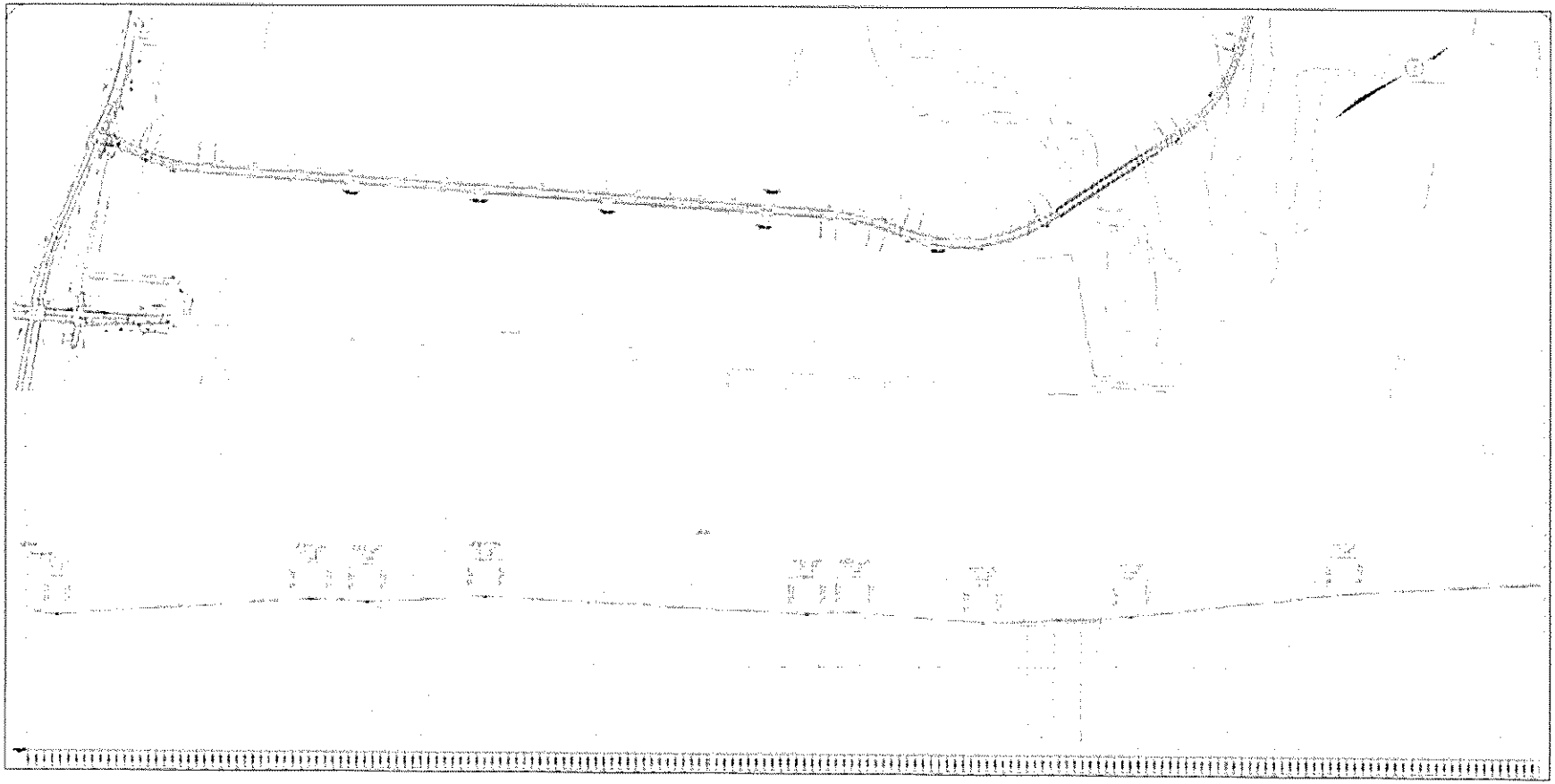


PREFERRED DESIGN

- 4 lane facility (2 through lanes per direction)
  - turning lanes at intersections
- Urban cross-section
  - On road bike lanes
  - 3.0 m multi-use pathway (both sides)
- New bridge crossing at Sixteen Mile Creek
- Posted speed of 60 km/h
- Property acquisition required
  - Basic 35 m ROW with additional property for intersections and utilities

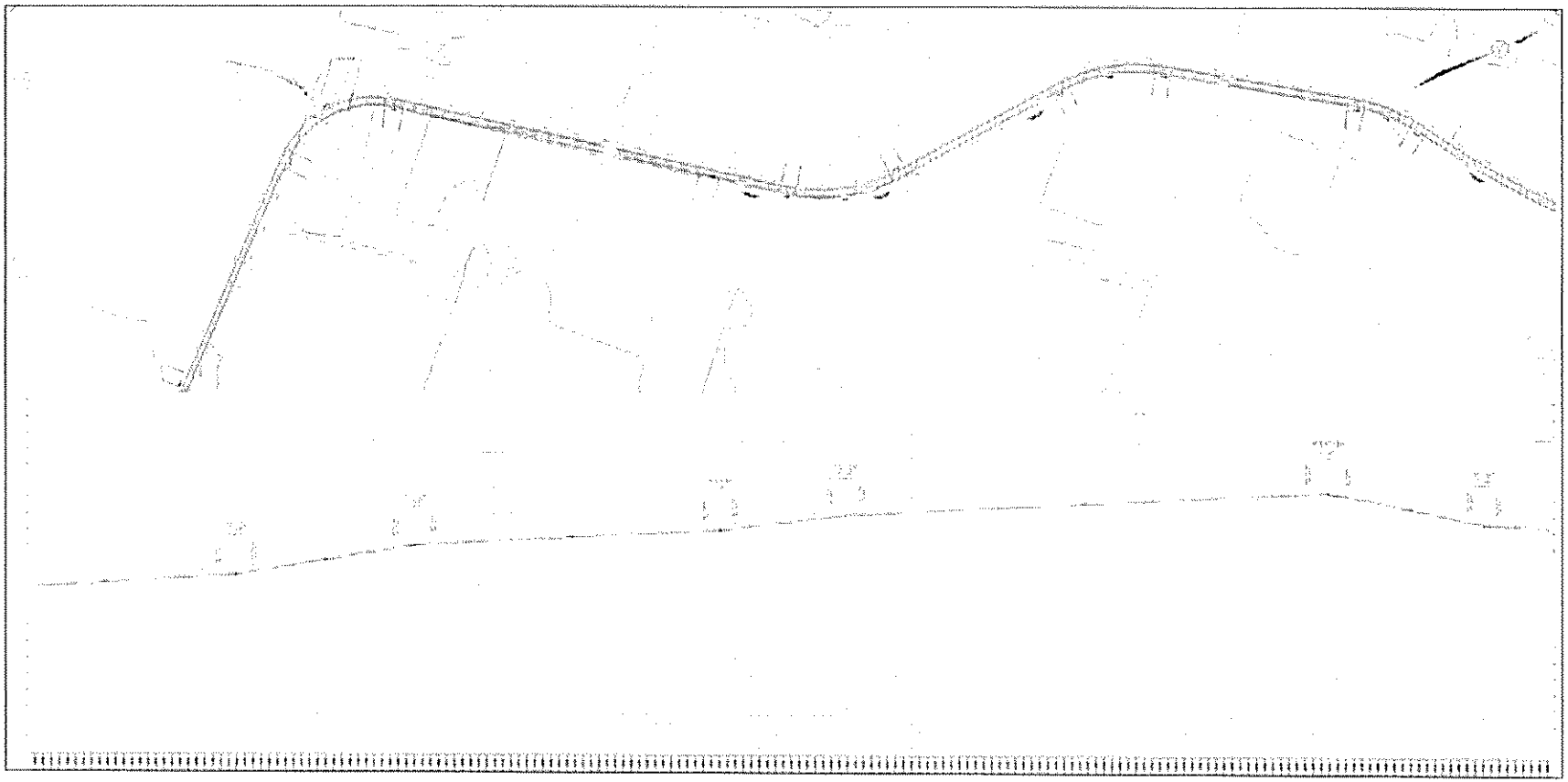
NEW NORTH OAKVILLE TRANSPORTATION CORRIDOR & CROSSING OF SIXTEEN MILE CREEK
CLASS ENVIRONMENTAL ASSESSMENT

PREFERRED DESIGN – Regional Rd. 25 to east of Sixteen Mile Creek



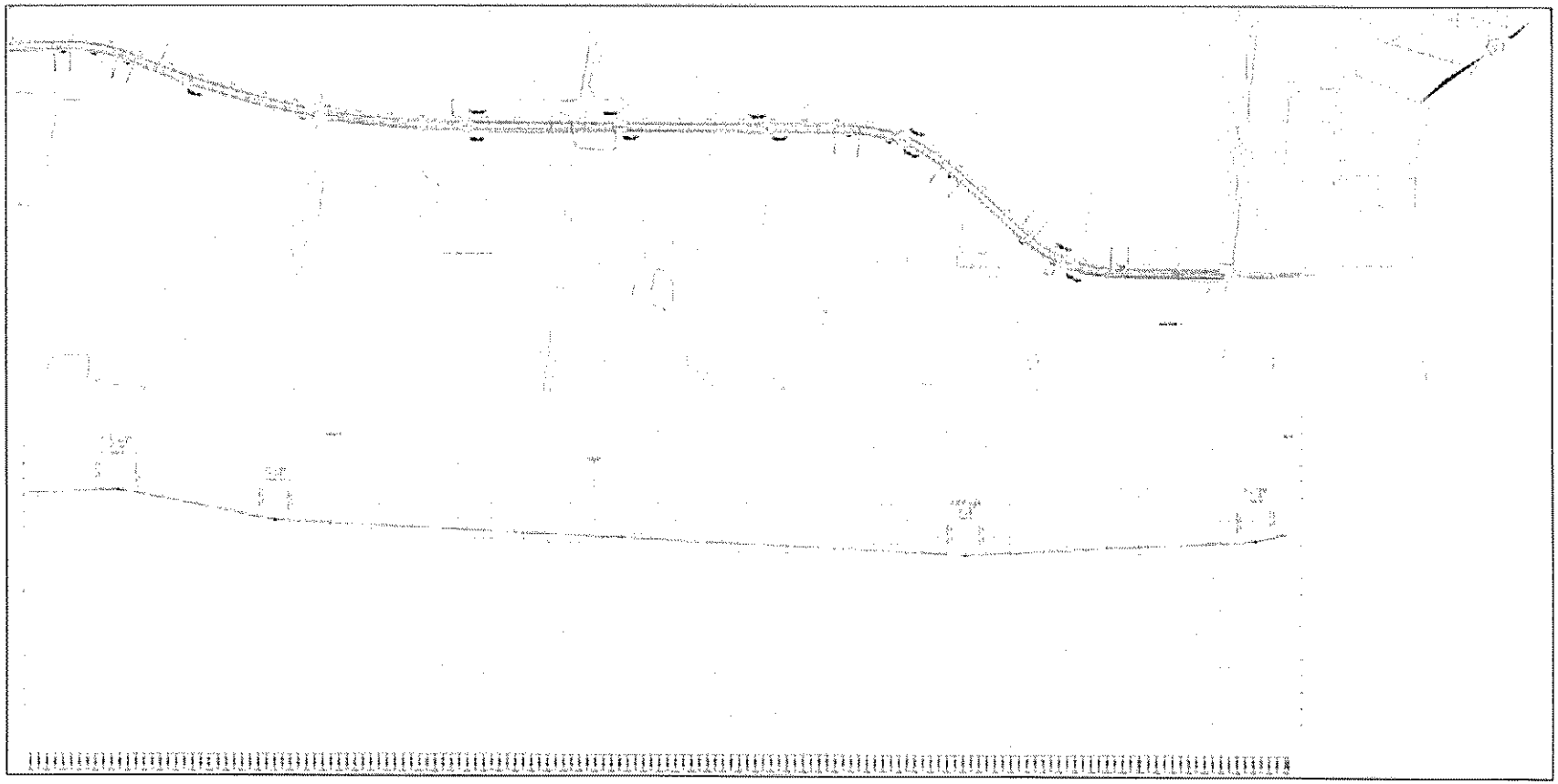
NEW NORTH OAKVILLE TRANSPORTATION CORRIDOR & CROSSING OF SIXTEEN MILE CREEK
CLASS ENVIRONMENTAL ASSESSMENT

PREFERRED DESIGN – East of Sixteen Mile Creek to west of Trafalgar Road



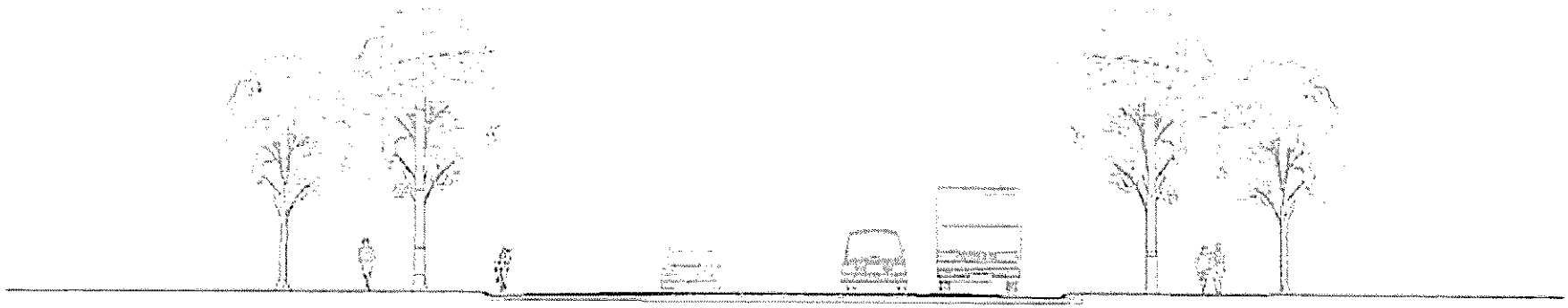
NEW NORTH OAKVILLE TRANSPORTATION CORRIDOR & CROSSING OF SIXTEEN MILE CREEK
CLASS ENVIRONMENTAL ASSESSMENT

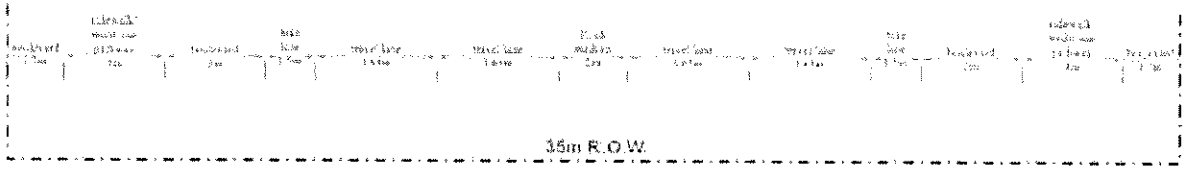
PREFERRED DESIGN – West of Trafalgar Road to Ninth Line



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

TYPICAL 4-LANE SECTION



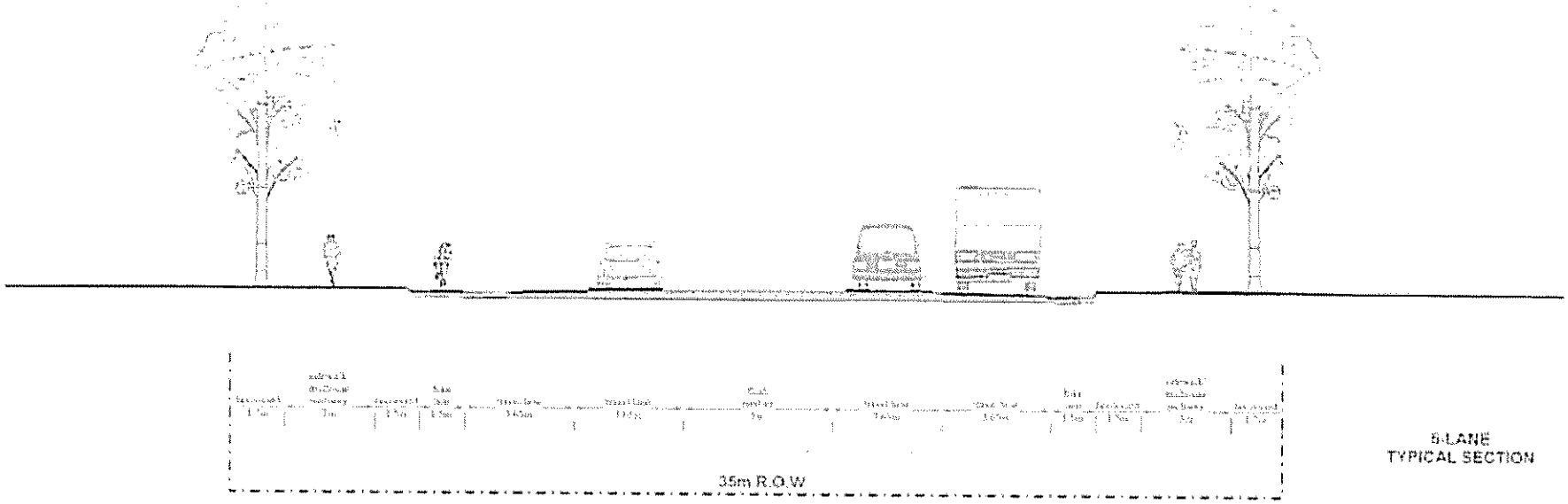


4-LANE
TYPICAL SECTION

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

TYPICAL 5-LANE SECTION

* Applies between closely spaced intersections

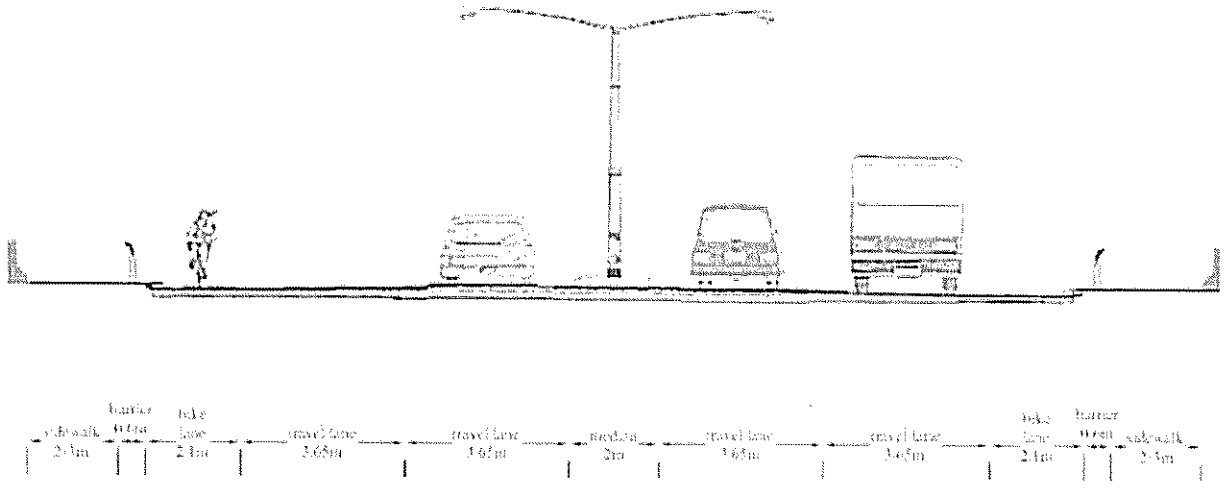


5-LANE
TYPICAL SECTION

Halton

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

16 MILE CREEK BRIDGE SECTION



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

NOISE ASSESSMENT

Noise

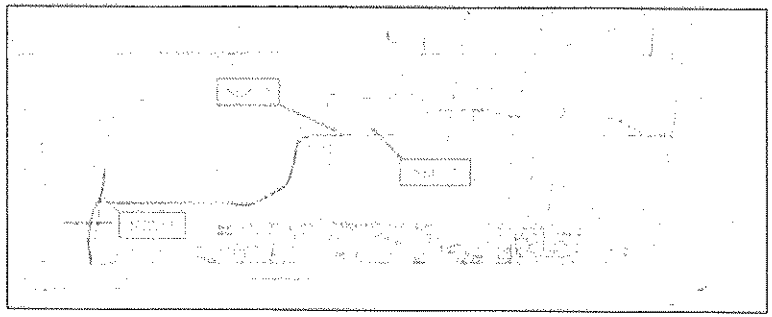
- Noise is measured in terms of sound pressure, using "Decibels"
- Noise may be measured on an "A" weighted scale (dBA) to best represent the way in which the human ear perceives noise
- The decibel scale is not linear, but logarithmic, where:
  - 1 dBA increase = not normally perceivable
  - 3 dBA increase = just perceivable
  - 10 dBA increase = twice as loud
  - 20 dBA increase = four times as loud
- Roadway noise levels depend on a number of factors, including:
  - Vehicle type (truck, car)
  - Road profile
  - Distance from receiver
  - Travel speed of vehicles (10 km/h reduction in posted speed reduces noise level by 1.5 dBA)
  - Type of ground between the road and the receiver
- A doubling in traffic volumes generally results in a 3 dBA increase in sound levels
- As roadway noise varies throughout the day, an equivalent sound level calculated over a 16-hour period (7:00 am to 11:00 pm) has been adopted by the Ministry of the Environment for assessing roadway noise. The noise at any one instant may be higher or lower than the 16-hour average.
- The Ministry of the Environment requires that future noise levels be calculated at the outdoor living area – i.e. the backyard

Ministry of Environment Noise Guidelines

- Where modification to, or widening of a roadway, or a new roadway is proposed adjacent to a Noise Sensitive Receiver (NSR), the Ministry of the Environment requires a comparison between the predicted future noise level with and without the proposed improvements.
- Where increases in future noise levels are predicted, the following actions are recommended:
  - 0 to 5dBA - Consideration of the provision of noise mitigation is not required.
  - 5 dBA - Investigate noise mitigation measures in the right-of-way following Ministry of the Environment / the Ministry of Transportation Noise Protocol.
  - Noise control measures, if introduced, should achieve a minimum of 5 dBA attenuation or mitigate to ambient, as it technically, economically, and administratively feasible.

Noise Analysis

- A noise assessment was carried out in accordance with the Ministry of the Environment (MOE) requirements. Representative receiver locations were selected on the basis of proximity of the outdoor living space to the proposed corridor. Locations are illustrated on the plan below and the preliminary results of the analysis are summarized in the following table. Noise calculations were made based on future traffic projections for the "Do Nothing" and "New North Oakville Transportation Corridor" options.
- An absolute noise level of 45 dBA was assumed for the receivers on existing Burnhamthorpe Road given the rural nature of the receiver locations, in accordance with the Ministry of Transportation Noise Manual.
- For the noise sensitive receiver (NSL) at Bronte Road, base noise conditions were determined based on projected future traffic on Bronte Road without the proposed new corridor.



Noise Sensitive Receiver (NSR)	Modeled Future (2021) Noise Level (dBA)		Difference (dBA)	Consideration of Mitigation based on MOE Criteria
	Without Improvements	With Improvements		
NSR #1 – East of Bronte Road	62.2	64.2	2.0	No
NSR #2 – West of Neyagawa	55.3	59.0	3.7	No
NSR #3 – East of Neyagawa	57.0	60.7	3.7	No

Summary of Analysis

- The predicted noise level changes at all receiver locations are less than 5 dBA.
- Therefore consideration of noise mitigation is not required based on MOE criteria.

CAPITAL PROGRAM

- The New North Oakville Transportation Corridor has the following implementation schedule:
  - Ninth Line to Trafalgar Road – 2013
  - Trafalgar Road to Neyagawa Blvd. – 2014
  - Neyagawa Blvd. to Bronte Road – 2016
- Preliminary cost estimate:
  - Ranges from $110 M to $140 M
  - Cost dependent on amount of property acquired through dedications in development approval process

NEXT STEPS

- Confirm preferred design based on comments received
- Refine alternative design drawings
- Document Class EA Study in Environmental Study Report

Thank you for attending this evening.

Please complete one of our comment sheets. You are welcome to speak with a member of the project team if you have any further questions.

APPENDIX C
PRESENTATION

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

Public Information Centre #2

June 22, 2006

Agenda Overview

- Consultation Program
- Review and Assessment of Route Alternatives
  - Long List
  - Short List
- Selection of Preferred Route
- Review of Preferred Design
- Next Steps

Consultation Program

- Notice of Commencement – Nov 11, 2004
- Technical Agency Meetings (6)
- Stakeholder Group Meetings (6)
- Meetings with individual stakeholders
- PIC # 1 – June 9, 2005
- PIC #2 – June 22, 2006

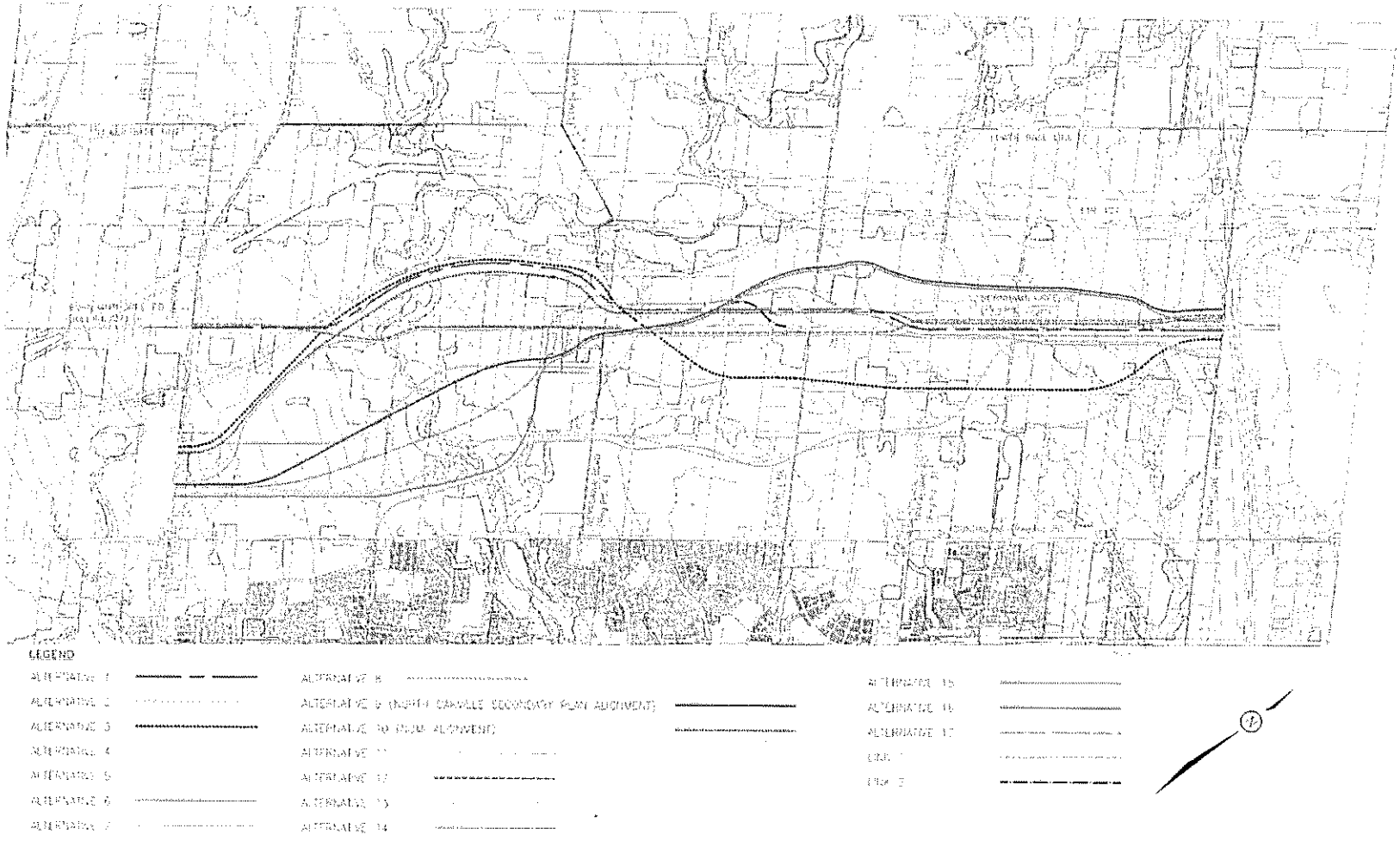
Summary of Preferred Alternative Solution

- **A New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek** was carried forward as the preferred solution
  - Recommendation to develop route alternatives between Ninth Line and Regional Road 25
- **Transit supportive/dedicated infrastructure** was considered as part of the solution for the New North Oakville Transportation Corridor
- **TDM, TSM** and **Enhanced Transit Services** were recommended on a Region-wide basis as components of the overall transportation strategy (as per Halton Transportation Master Plan, June 2004)

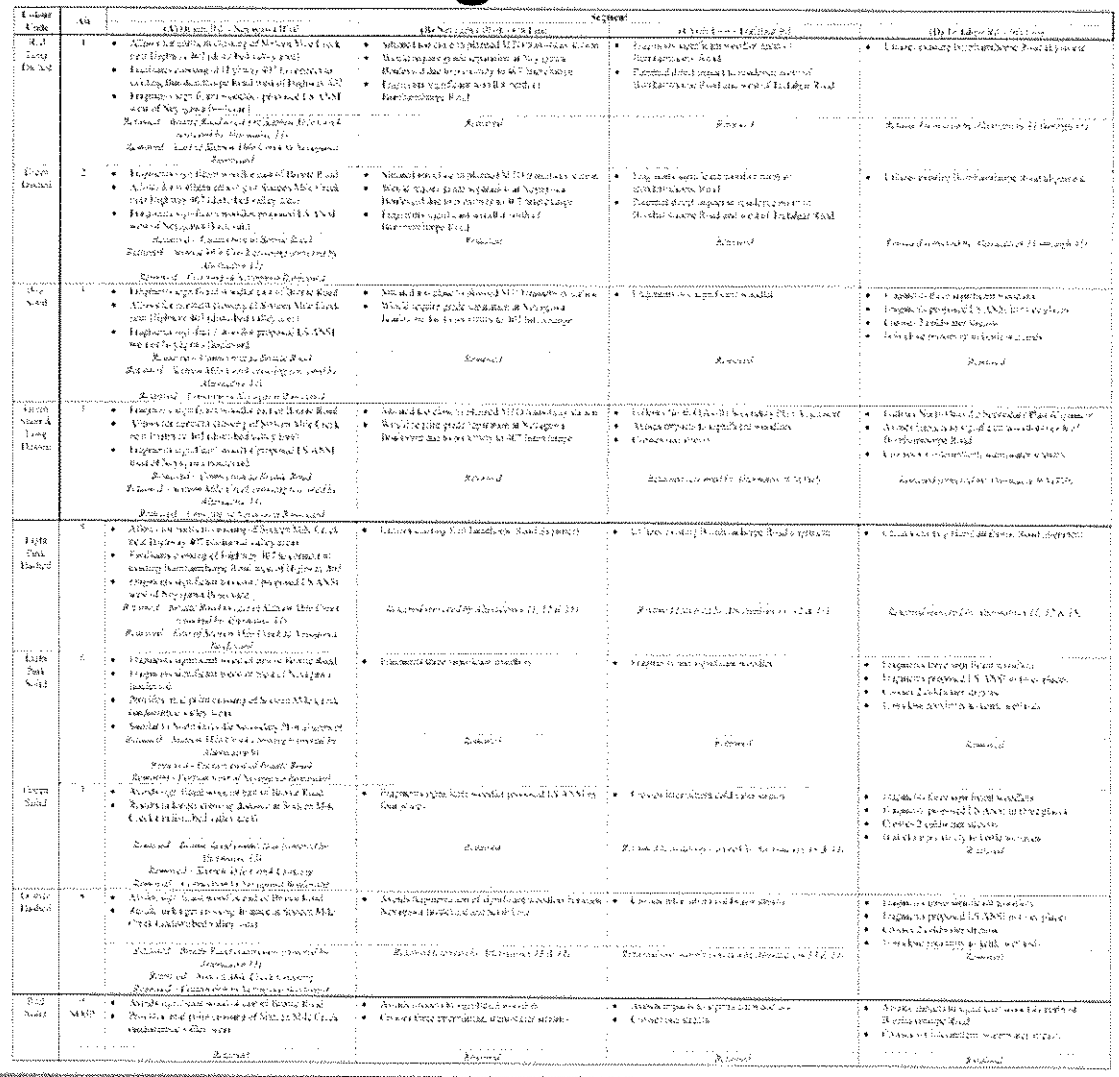
Design Alternatives Process

- Identify Long List of Route Alternatives
- Long List Assessment
  - Assess each route alternative against Transportation, Natural Environment, Social Environment and Engineering/Cost Factors
  - Select Short List of preferred route alternatives
- Short List Assessment
  - Further refine Short List Routes
  - Supplement base data with additional field investigations
  - Assess the Short List Route Alternatives against a more detailed list of criteria
  - Select Preferred Route Alternative

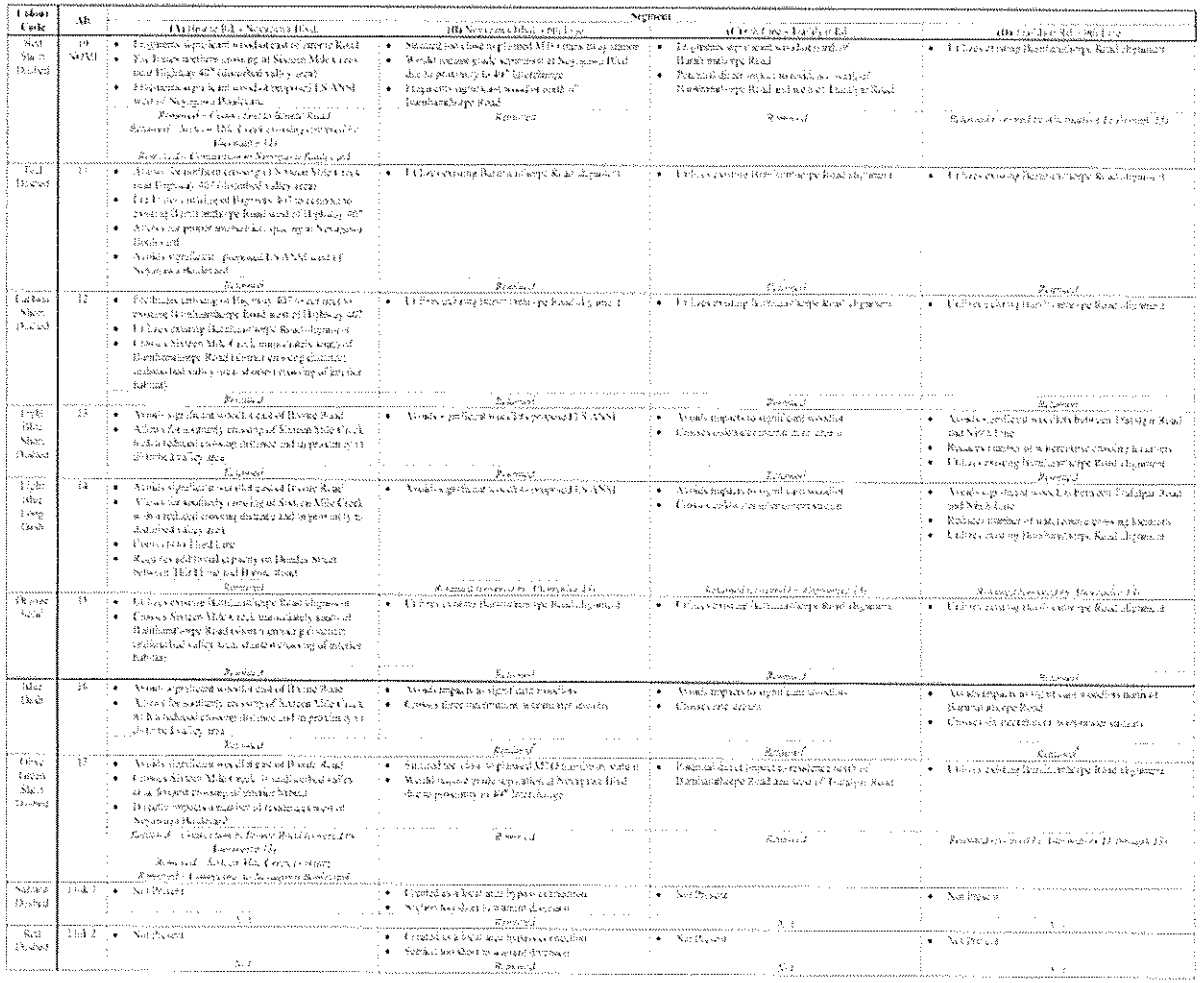
Long List of Route Alternatives



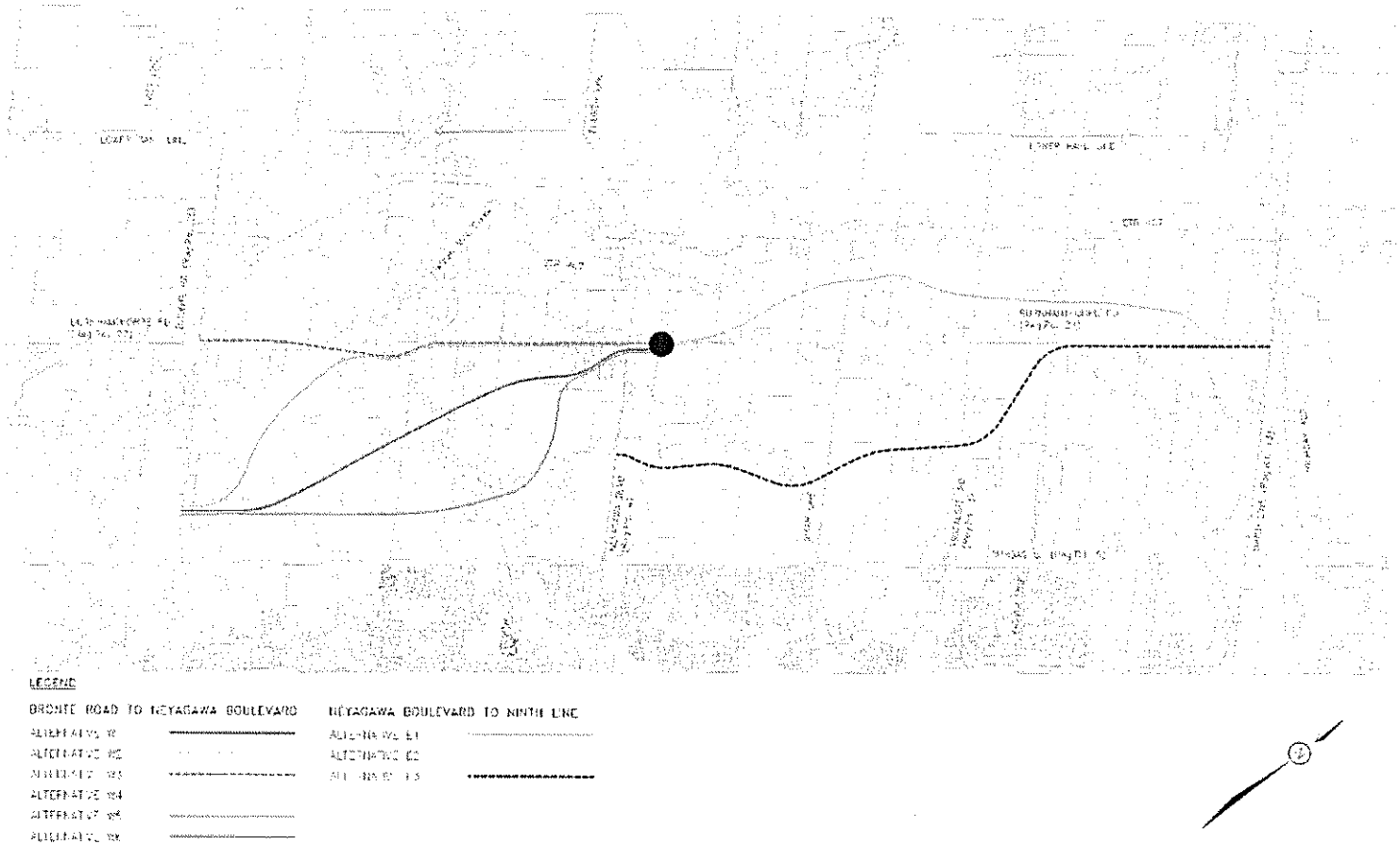
Assessment of Long List Alternatives (1- 9)



Assessment of Long List Alternatives (10 – 17 & links)

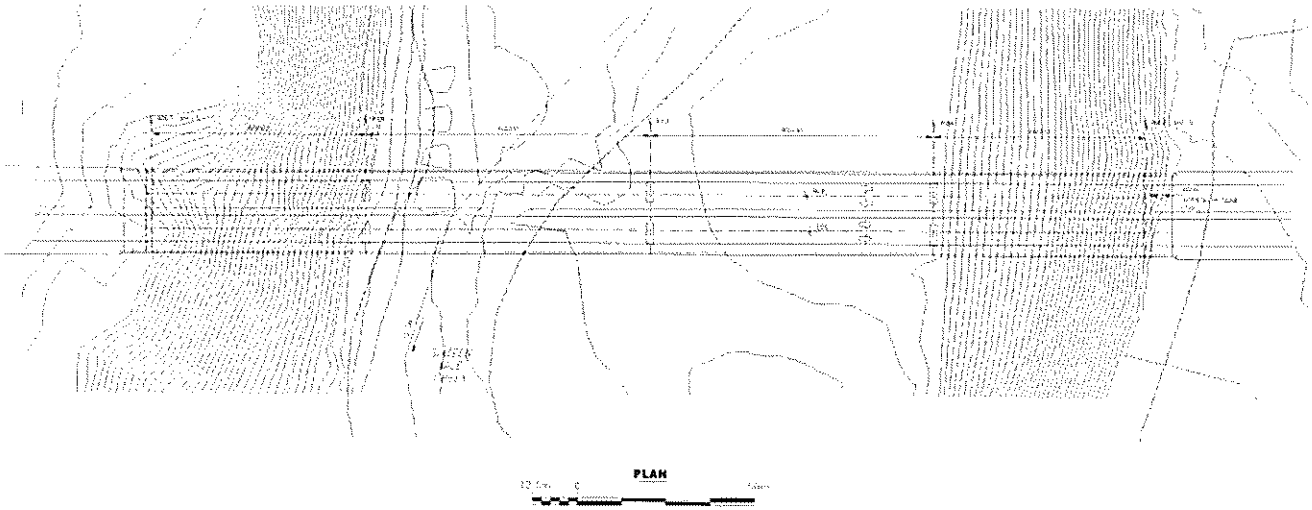


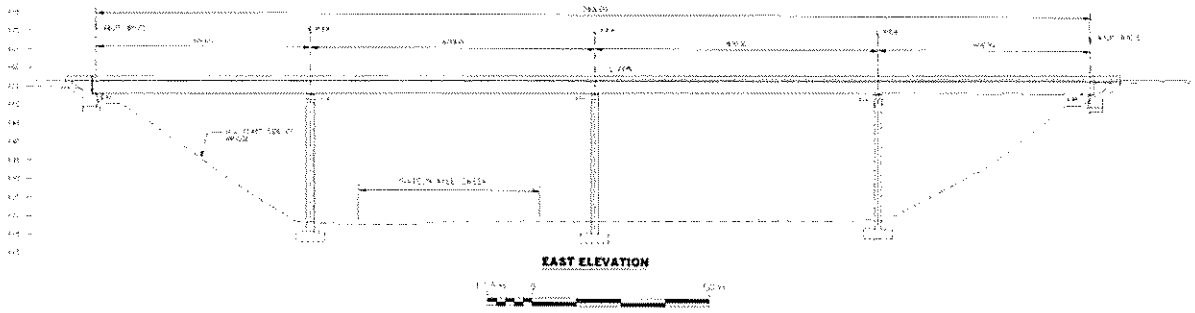
Short List of Route Alternatives

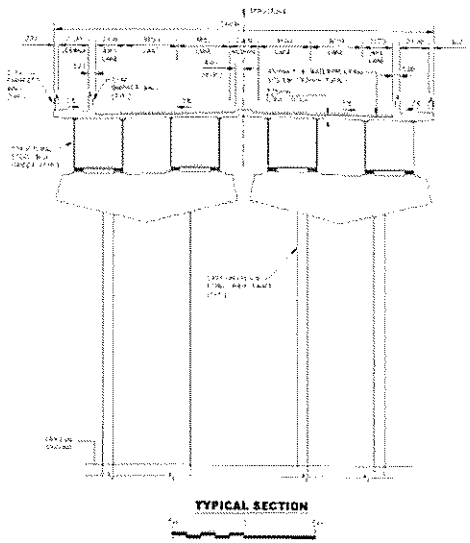


16 Mile Creek Crossing Alternatives

Typical Bridge Arrangement Plan







Short List Assessment Criteria

- **Transportation**
  - Accommodation of Future Travel Demand
  - Traffic Operations
  - Travel Safety
  - Emergency Services
  - Road Network Compatibility with the HTMP
  - Transit Network Connectivity/Support
  - Commercial Goods Movement
  - Accommodation of Pedestrian/Cyclists

Short List Assessment Criteria

- **Natural Environment**
  - Watercourses/Fisheries
  - Vegetation and Woodlots
  - Terrestrial Wildlife
  - Natural Heritage Systems Connectivity
  - Wetlands/Marsh Areas
  - Fluvial Geomorphology Conditions
  - Groundwater/Surface Water Interaction

Short List Assessment Criteria

- **Social/Cultural/Economic Environment**
  - Proximity Impacts (noise impacts, aesthetics)
  - Property Impacts and Compatibility with Existing Land Use
  - Future Development/Redevelopment Potential and Compatibility with Future Land Uses/Plans
  - Consistency with Provincial Planning Policies
  - Consistency with the Regional Official Plan
  - Consistency with the Local Official Plan

Short List Assessment Criteria

- **Social/Cultural/Economic Environment (cont'd)**
  - Archaeological Resources, Built Heritage Resources and Rural Character
  - Recreational Opportunities
  - Future Development/Redevelopment Potential
  - Community Connectivity and Integration
  - Air Quality

Short List Assessment Criteria

- **Engineering/Cost**
  - Construction Impacts
  - Utility/Service Relocations
  - Property Requirements
  - Capital Costs

Preliminary Assessment Results
Neyagawa Blvd. to Ninth Line

ASSESSMENT FACTOR GROUP	ALTERNATIVE ROUTES		
	E1 (Pink)	**E2 (Dashed Green)**	**E3 (Dashed Blue)**
TRANSPORTATION SUMMARY	• All options are comparable in accommodating future travel demand, commercial goods movement and serving transit, pedestrians and cyclists. • All options would improve emergency vehicle response times. • All options are compatible with the Halton Transportation Master Plan (HTMP).		
	• Best control of access; fewer potential conflict points. • Most compatible with road network in North Oakville Secondary Plan (NOSP).	• Numerous existing driveways; more potential conflict points. • Most compatible with road network in Landowners' Secondary Plan.	• Improved access control; moderate number of potential conflict points. • Least compatible with road network in NOSP and Landowners' Secondary Plan
	MOST PREFERRED		
NATURAL ENVIRONMENT SUMMARY	• In general, E2 is preferred over E1 and E3 as new corridors through undeveloped land have greater natural environmental impacts than expansion of an existing corridor. • E3 has more significant impacts than E1 on watercourses, natural heritage system linkages, ground water and surface water.		
		MOST PREFERRED	
SOCIAL/CULTURAL/ ECONOMIC SUMMARY	• E1 has less impact to existing land uses, aesthetics and noise than E2 and E3 and less impact to the rural character of existing Burnhamthorpe Road. • E1 is most consistent with NOSP and partially consistent with the Landowners' plan. E3 is least consistent with either secondary plan.		
	MOST PREFERRED		
ENGINEERING SUMMARY	• In general, E1 and E3 are preferred over E2 as new corridors are less costly; have less complex construction staging; and less impacts to properties, entrances, utilities and services. • Property for corridors E1 and E3 would be dedicated through secondary plan process, while significant portion of property for E2 would have to be acquired.		
	MOST PREFERRED		
RECOMMENDATION	**RECOMMENDED** Most Preferred in Transportation, Social, Cultural and Economic Environments and Engineering.	NOT RECOMMENDED	NOT RECOMMENDED

Recommended Alternative
Neyagawa Blvd. to Ninth Line

- E1 (Pink) - PREFFERED
  - Most Preferred in Transportation, Social, Cultural and Economic Environments and Engineering
  - Majority of impacts to Natural Environment can be mitigated
  - Avoids majority of properties fronting Burnhamthorpe Rd.
  - Located primarily within planned future employment lands in NOSP and Landowners Secondary Plans

Preliminary Assessment Results Bronte Rd. to Neyagawa Blvd.

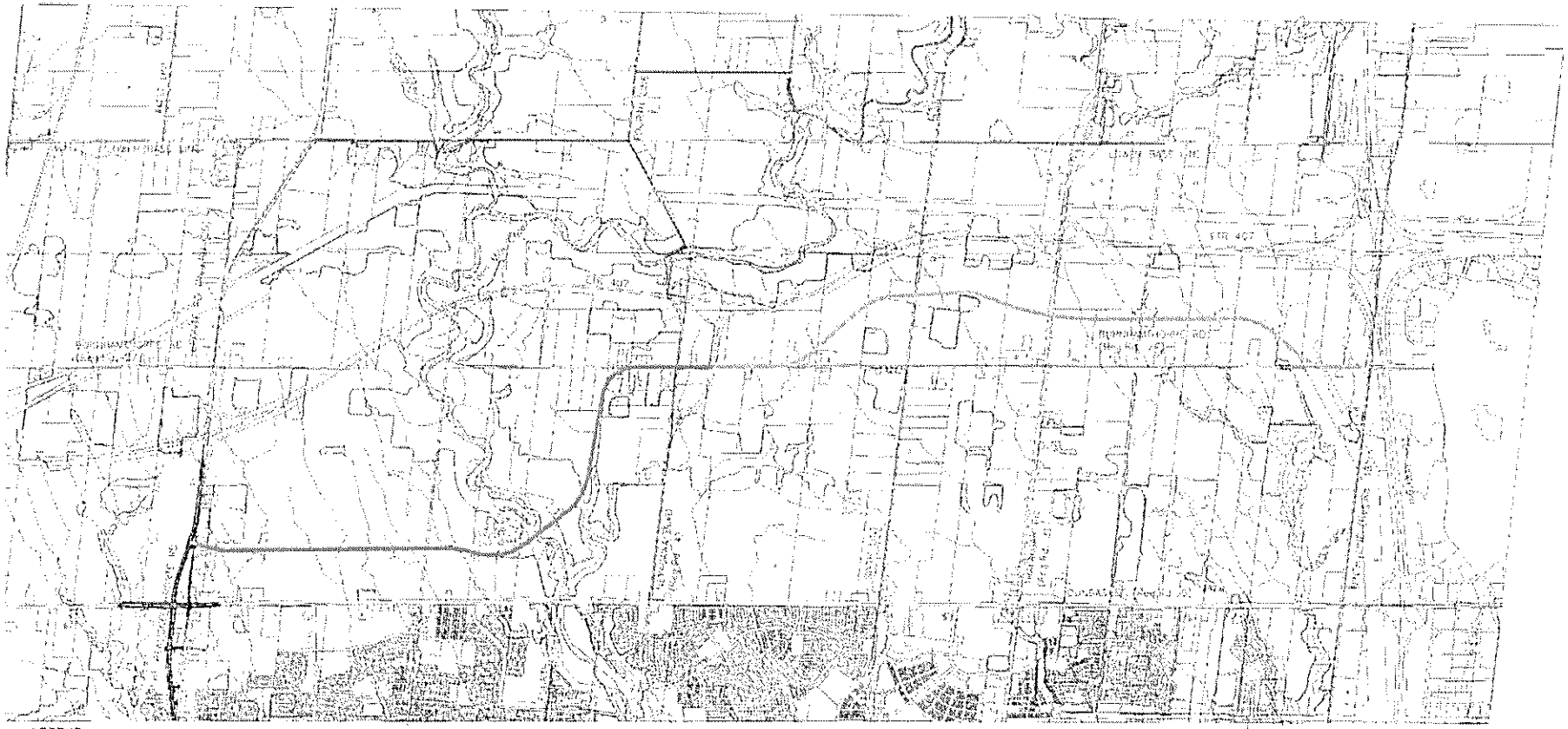
ASSESSMENT FACTOR GROUP	ALTERNATIVE ROUTES				
	W1 (Red)	W2 (Dashed Green)	W3 (Dashed Pink)	W5 (Orange)	W4 (Dashed Blue/ W6 (Solid Blue)
TRANSPORTATION SUMMARY	• All options are compatible with the Halton Transportation Master Plan (HTMP) and are comparable in accommodating future travel demand, commercial goods movement and pedestrians and cyclists and improve emergency vehicle response times. • W1, W5 and W6 are preferred to W2 and W3 for transit services as routes are contained within the planned urban area south of Highway 407 and directly link to planned urban area west of Bronte Road. • Routes W1 and W6 are preferred to W2, W3, and W5 for better control of access and fewer potential conflict points with existing entrances. • W1 and W6 are most compatible with NOSP, while W2 is most compatible with the Landowners' Plan. • W6 is preferred to W1 for more direct service to planned development area between 16 Mile Creek and Bronte Road.				
					MOST PREFERRED
NATURAL ENVIRONMENT SUMMARY	**Impacts to 16 Mile Creek valley** • W6 is most preferred for crossing the valley due to close proximity to disturbed area of Lions Valley Park and shortest bridge crossing distance. **Impacts to other environmental features** • In general, new corridors through undeveloped land have impacts to woodlots, wetlands, streams and groundwater than expansion of an existing corridor. W3 is most preferred for impacts beyond the valley system.				
					MOST PREFERRED
SOCIAL/CULTURAL/ ECONOMIC SUMMARY	• W1 and W6 have less impact to existing land uses, aesthetics and noise, and less impact to the rural character of existing Burnhamthorpe Road. • W1 and W6 are most compatible with NOSP. W2 is most compatible with the Landowners' plan. W3 is least consistent with either secondary plan.				
					MOST PREFERRED
ENGINEERING SUMMARY	• In general, W1 and W6 are preferred as new corridors are less costly; have less complex construction staging; and less impacts to properties, entrances, utilities and services. W6 is most accessible through a disturbed valley area and has the shortest span distance, resulting in the lowest price bridge overall. • Property for corridors W1 and W6 would be mostly dedicated through secondary plan process, while some or all property for other routes would have to be acquired.				
					MOST PREFERRED
RECOMMENDATION					RECOMMENDED*

* Route W6 is Most Preferred in Transportation, Social, Cultural and Economic Environments, and Engineering. Provides shortest new crossing of Sixteen Mile Creek and valley in undisturbed area. Majority of impacts to Natural Environment (i.e. fisheries resources, etc.) can be mitigated.

Recommended Alternative
Bronte Rd. to Neyagawa Blvd.

- W6 (Solid Blue) - PREFERRED
  - Overall Most Preferred in Transportation, Social, Cultural and Economic Environments, and Engineering
  - Avoids majority of properties fronting Burnhamthorpe Rd.
  - Provides shortest new crossing of Sixteen Mile Creek valley in close proximity to disturbed valley area (Lions Valley Park)
  - Majority of impacts to Natural Environment (i.e. fisheries resources, etc.) can be mitigated

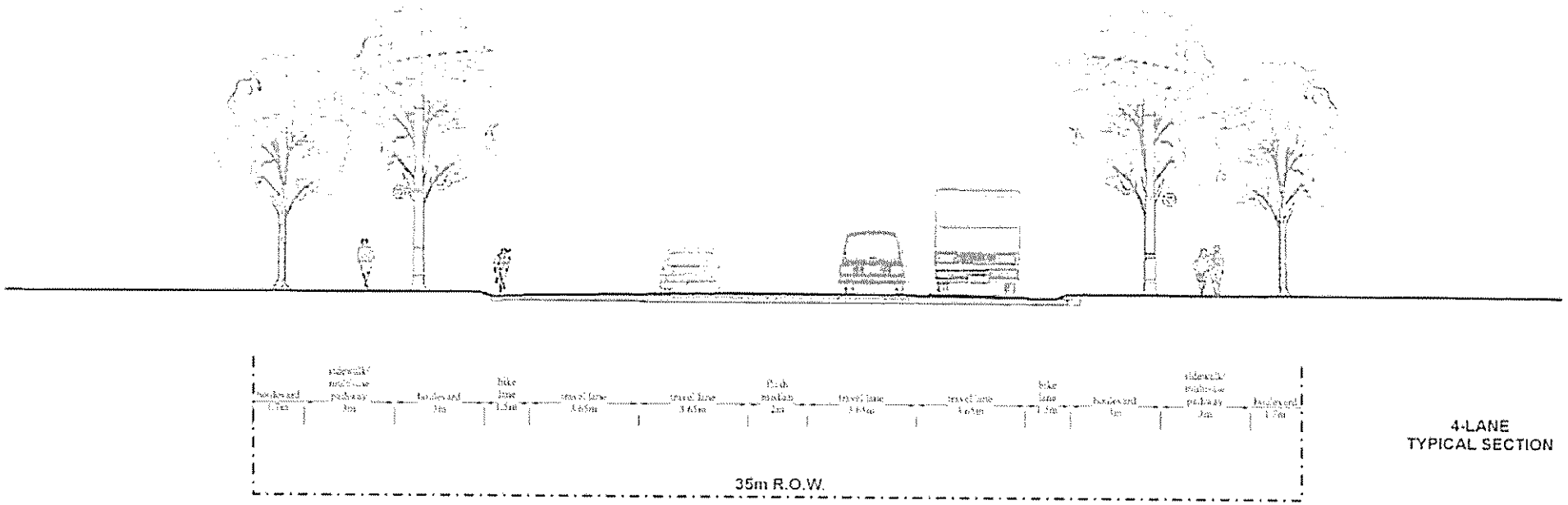
Preferred Route – E1/W6



Preferred Design

- 4 lane facility (2 through lanes per direction)
  - turning lanes at intersections
- Urban cross-section
  - On road bike lanes
  - 3.0 m multi-purpose pathway (both sides)
- New bridge crossing at Sixteen Mile Creek
- Posted speed of 60 km/h
- Property acquisition required
  - Basic 35 m ROW with additional property for intersections and utilities

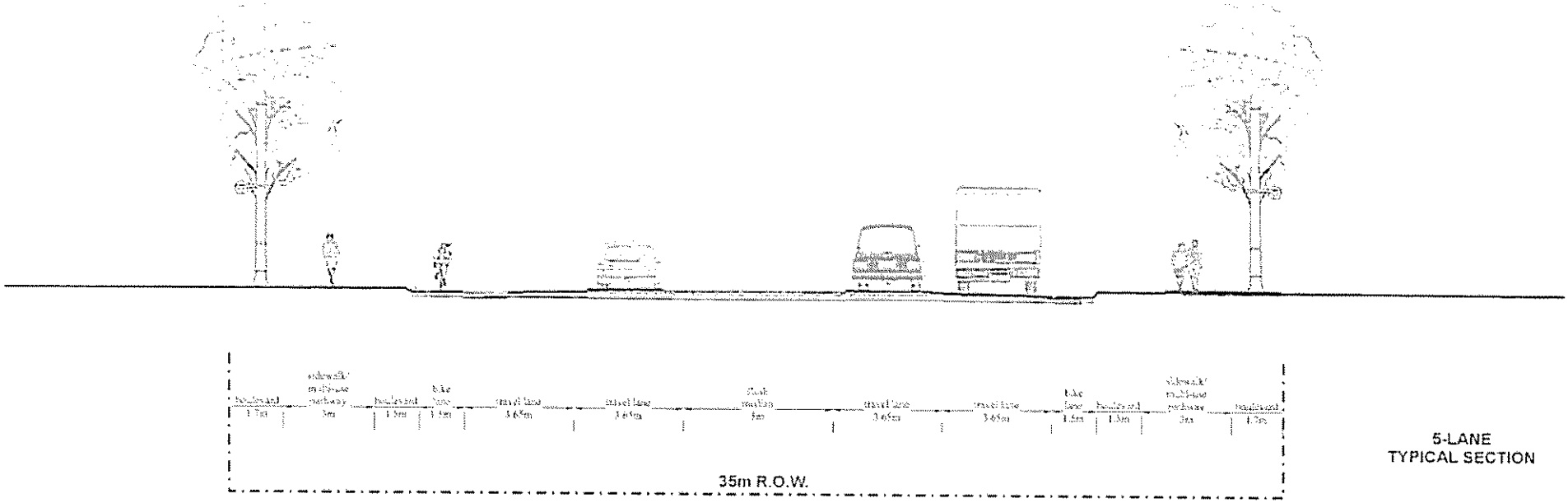
Typical 4-Lane Section



4-LANE
TYPICAL SECTION

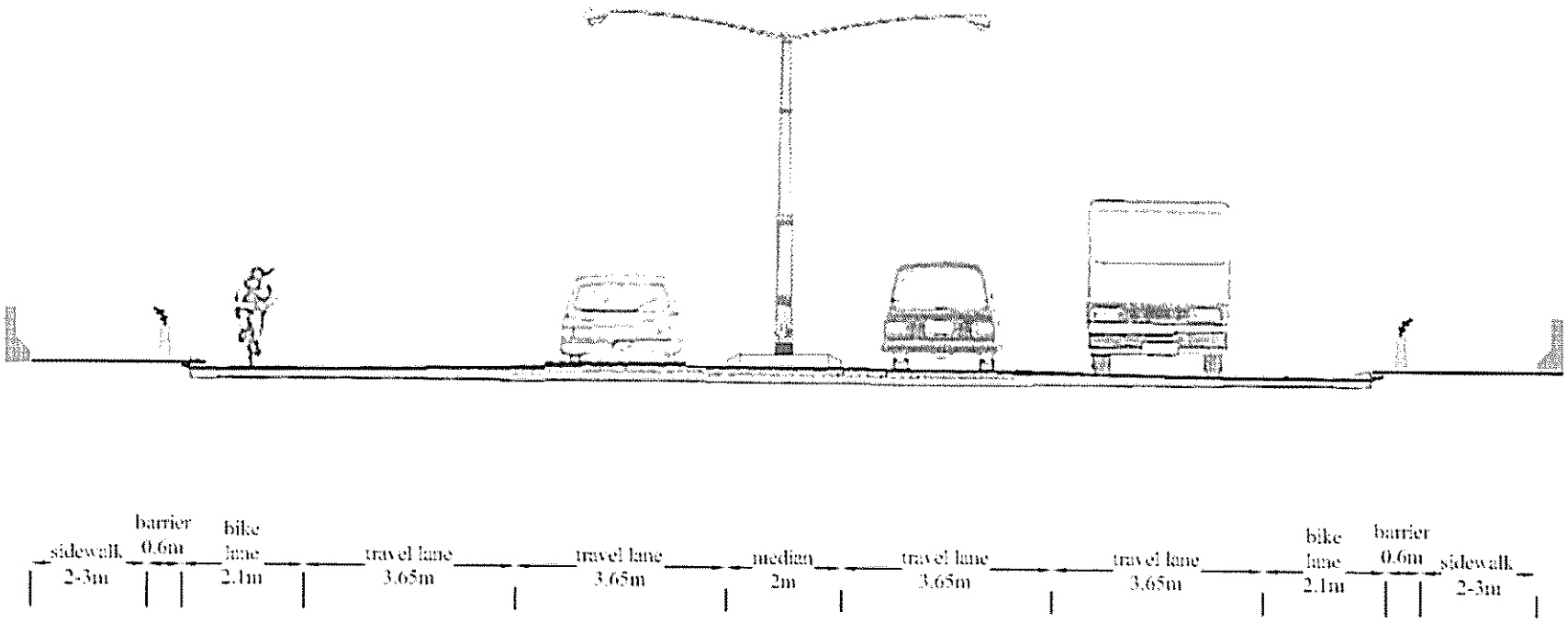
Typical 5-Lane Section

* Applies between closely spaced intersections

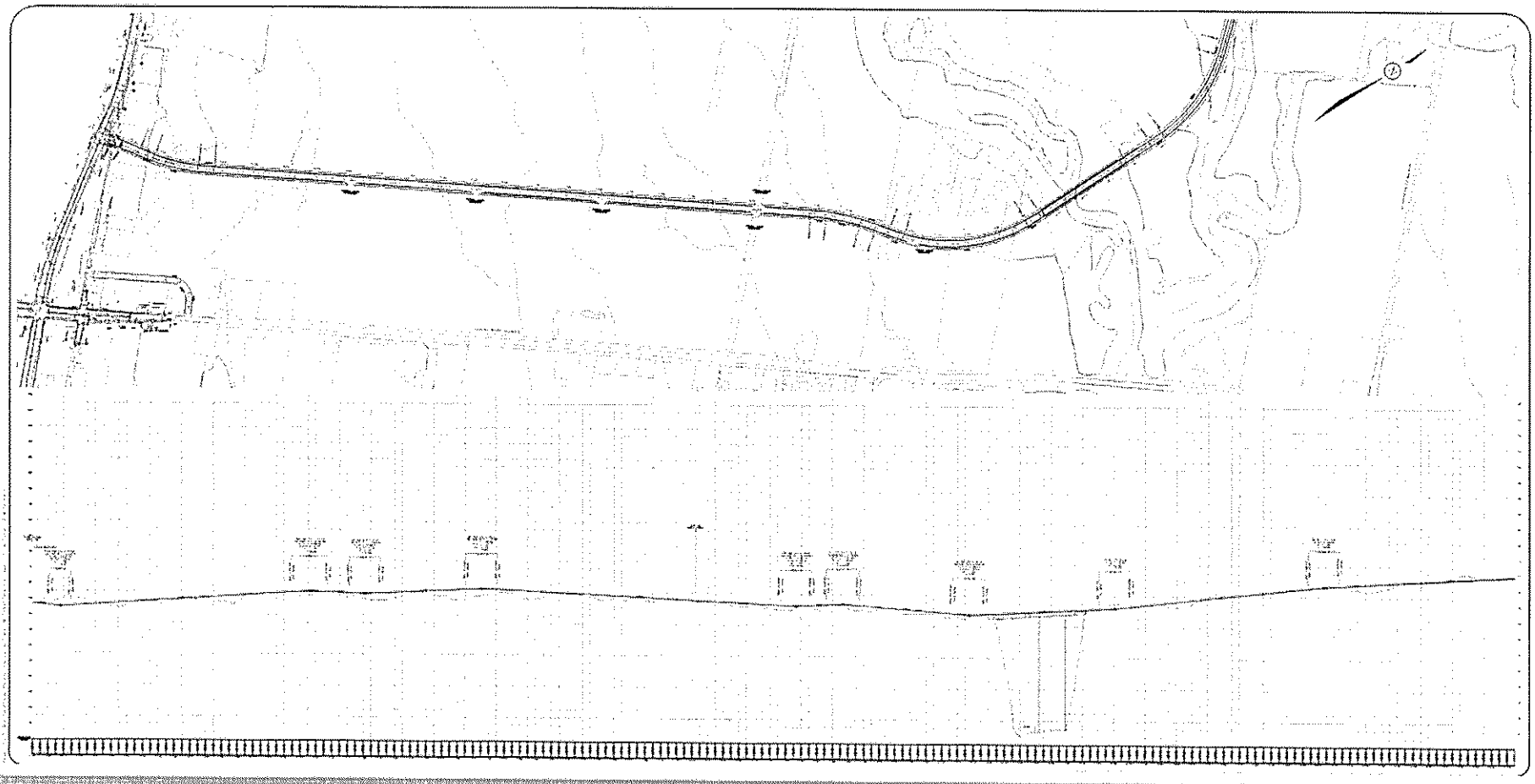


5-LANE
TYPICAL SECTION

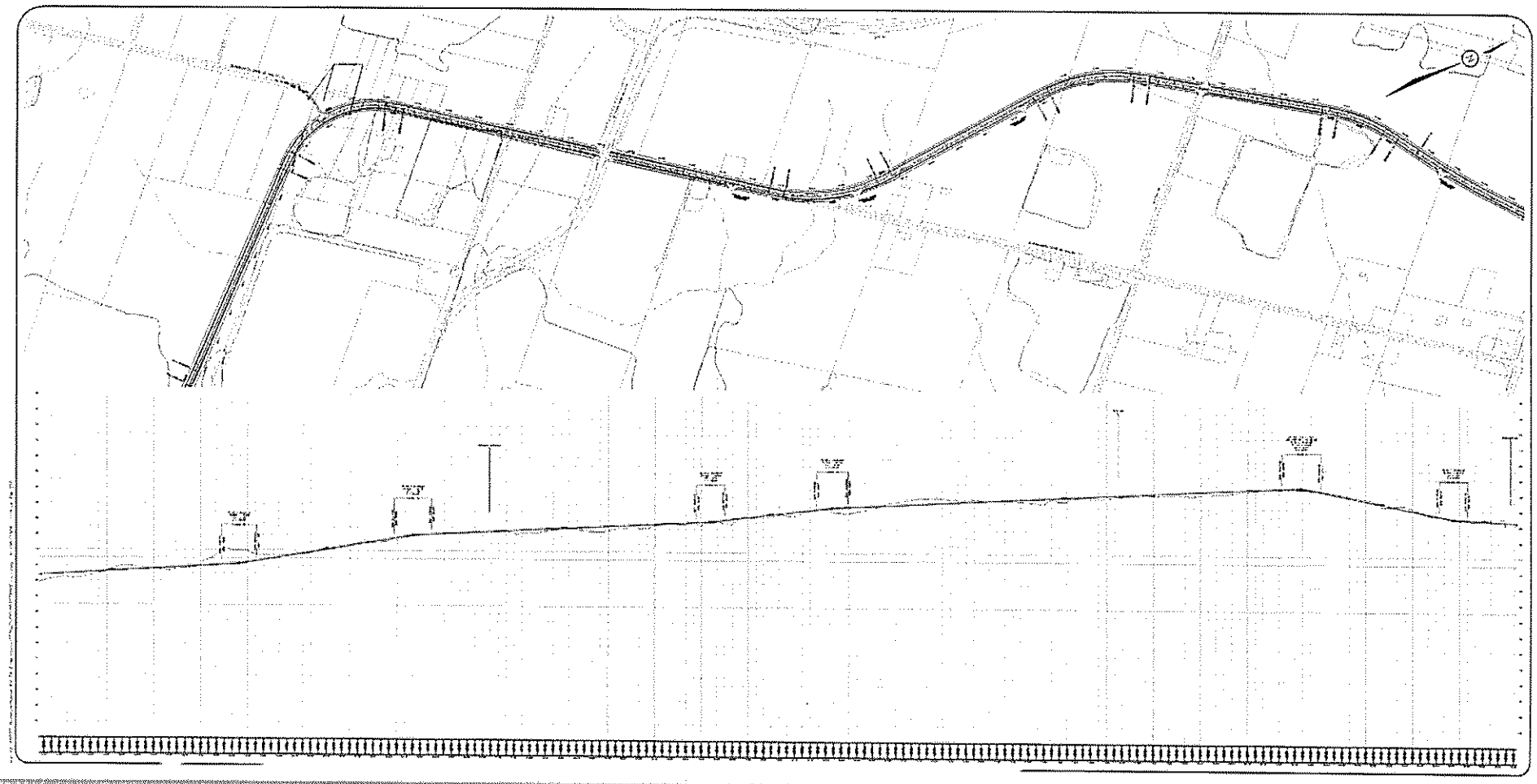
Sixteen Mile Creek Bridge Section



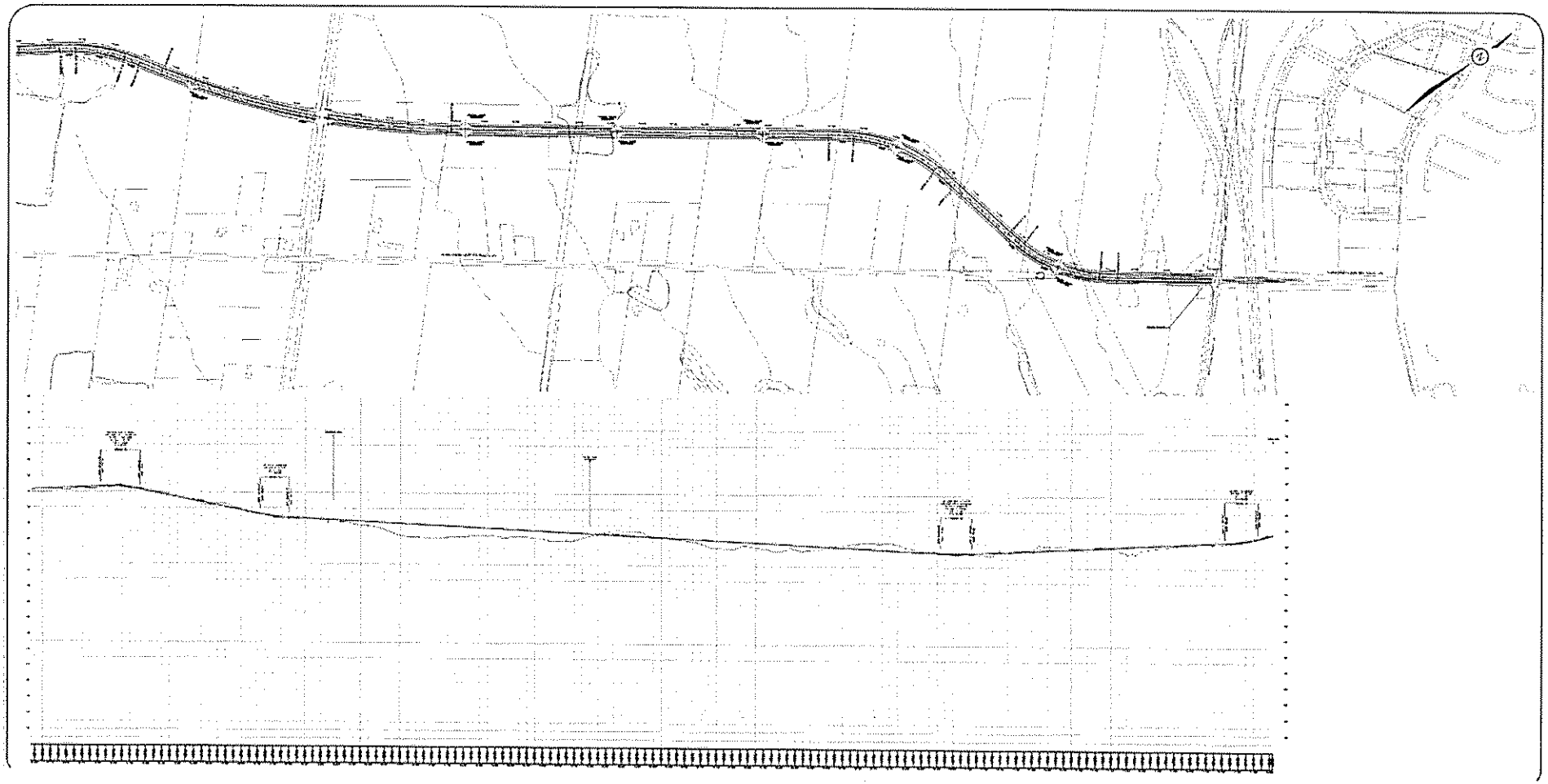
Preferred Design
Regional Rd. 25 to Sixteen Mile Creek



Preferred Design
Sixteen Mile Creek to Sixth Line



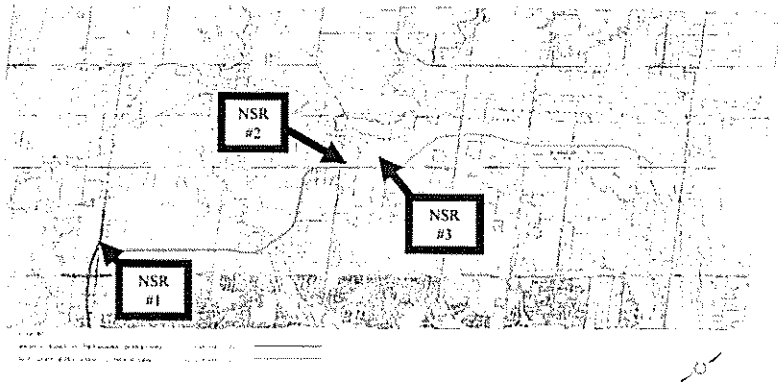
Preferred Design
Sixth Line to Ninth Line



Noise Assessment

Noise Analysis

- A noise assessment was carried out in accordance with the Ministry of the Environment (MOE) requirements. Representative receiver locations were selected on the basis of proximity of the proposed corridor to the outdoor living space of existing residences.
- Noise calculations were made based on future traffic projections for the "Do Nothing" and "New North Oakville Transportation Corridor" options.



Noise Sensitive Receiver (NSR)	Modified Future (2021) Noise Level (dBA)		Difference (dBA)	Consideration of Mitigation based on MOE Criteria
	Without Improvements	With Improvements		
NSR #1 – East of Bronte Road	622	612	2.0	No
NSR #2 – West of Navajowa	553	590	3.7	No
NSR #3 – East of Navajowa	570	607	3.7	No

Analysis Results

- The predicted noise level changes at all receiver locations are less than 5 dBA.
- Consideration of noise mitigation is not required based on MOE criteria.

Capital Program

- The New North Oakville Transportation Corridor has the following implementation schedule:
  - Ninth Line to Trafalgar Road – 2013
  - Trafalgar Road to Neyagawa Blvd. – 2014
  - Neyagawa Blvd. to Bronte Road – 2016
- Preliminary cost estimate:
  - Ranges from $110 M to $140 M
  - Cost dependent on amount of property acquired through dedications in development approval process

Next Steps

- Confirm preferred design based on comments received
- Refine alternative design drawings
- Document Class EA Study in Environmental Study Report