



Regional Municipality of Halton

New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek

**Appendix D-4.1: Stakeholder Group
Meeting #1– December 1, 2004**

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

HALTON REGION



PLANNING & PUBLIC WORKS DEPARTMENT
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 ext.7475 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)

November 9, 2004

Dear Sir or Madam:

Re: Stakeholder Group for a New Burnhamthorpe Road Transportation Corridor and Potential Future Bridge Crossing of Sixteen Mile Creek Class Environmental Assessment Study

The Region of Halton has recently completed the Halton Transportation Master Plan that was approved by Regional Council in June 2004. One of the recommendations from that study was the requirement to provide additional east/west capacity along Burnhamthorpe Road (Regional Road 27) Transportation Corridor, including a potential future bridge crossing of Sixteen Mile Creek (see attached notice). Based on the Region's assessment of the types of improvement required, the Region proposes to complete this study in compliance with Schedule "C" of the Municipal Engineers Association "Municipal Class Environmental Assessment" (June 2000). Input and advice from local residents, the business community, ratepayers groups, etc. is essential for this project.

As a component of the consultation process, the Region will establish a Stakeholder Group, which will meet at key points in the process to provide input to the Project Team. We have identified you as a possible stakeholder for this project and would like to verify your interest in participating in the Stakeholder Group. If you would like to be considered, please fill out the attached sheet identifying your interest with the study area and affiliations if any. Please return the sheet by fax or mail as indicated on the attached form by Wednesday November 24, 2004.

The Region will select a number of stakeholders based on a cross section of interest. We regret we may not be able to accommodate everyone that would like to join the Stakeholders Group. Additional consultation opportunities will be made available throughout the process for public input through communications and public information meetings.

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

Yours truly,

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

Edward Soldo, P.Eng.
Manager, Transportation Services

RESPONSE FORM

To: Edward Soldo, Region of Halton
Fax Number: 905-825-8822
Mailing address: The Regional Municipality of Halton
1151 Bronte Road
Oakville, Ontario, Canada, L6M 3L1
Return by: Wednesday November 24, 2004

**Re: Stakeholder Group for a New Burnhamthorpe Road Transportation
Corridor and Potential Future Bridge Crossing of Sixteen Mile Creek
Class Environmental Assessment Study**

NAME: _____
TITLE: _____
ADDRESS: _____

PHONE: _____
FAX: _____
E-MAIL: _____
AFFILIATION: _____

Please indicate the appropriate response:

- I would like to participate in the Stakeholder Group.
- I am not interested in participating in the Stakeholder Group, but would like to be kept informed of the project.
- Please remove me from the Project mailing list.

My interests are from the perspective of (please check appropriate category):

- Resident
- Developer
- Residents Association
- Agriculture
- Environmental Group
- Other

NOTICE OF STUDY COMMENCEMENT

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

The Regional Municipality of Halton is initiating a Class Environmental Assessment for a new transportation corridor in the vicinity of Burnhamthorpe Road to satisfy east-west travel demands in the Town of Oakville (refer to study area map shown below). A wide range of road improvement alternatives will be examined as part of the study including roadway widening on the existing alignment, roadway construction on a new alignment, construction of a new structure across Sixteen Mile Creek, replacement/rehabilitation of existing watercourse crossings and intersection improvements.

This notice signals the commencement of the Class Environmental Assessment - a study which will define the problem, identify and evaluate alternative solutions, and determine a preferred solution in consultation with the Town of Oakville, regulatory agencies, and the public. 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.

As part of the consultation process, the Region will establish a Stakeholder Group that will meet at key points in the process to provide input to the Project Team. Interested citizens should contact the Region (see contact information below) to obtain more details on the purpose and representation of the Stakeholder Group. Another key component of the study will be public consultation through two Public Information Centres (PICs). The PICs will provide members of the public with an opportunity to meet the Project Team, review the study scope and discuss issues related to the project including alternative solutions, environmental considerations, evaluation criteria and alternative designs. The first public meeting will be held in January 2005. Details regarding the forthcoming PICs will be advertised as the study progresses.

Information requests or questions may be directed to:

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: soldoe@region.halton.on.ca

Mr. Mike Delsey, P. Eng.
Consultant Project Manager

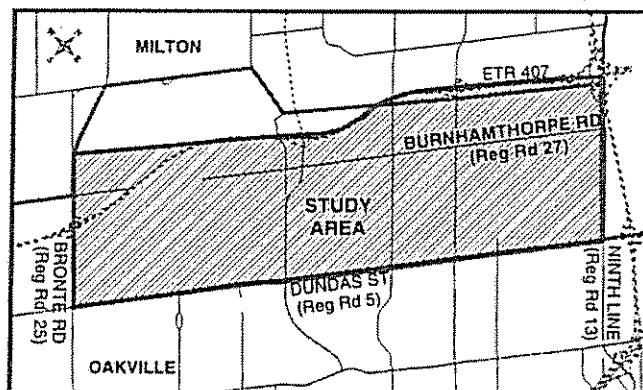
TSH Engineers Architects and Planners
300 Water Street
Whitby, Ontario L1N 9J2

Phone: 1-800 668-1983

Fax: 905 668-0221

Email: mdelsey@tsh.ca

The map below shows the approximate limits of the study area.



This Notice first issued on November 11, 2004

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

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



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PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 ext.7475 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)

November 25, 2004

Dear Sir or Madam:

**Re: Stakeholder Group Invitation – 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 interest regarding the Stakeholder Group for the above noted study.

The Region of Halton has completed its review of all applicants, and we are pleased to invite you to take part in the Stakeholder Group. It is anticipated that this study will generate interest from various groups, such as landowners, developers, business owners, and community groups.

The first Stakeholder Group meeting has been scheduled for Wednesday, December 1, 2004 at King's Christian Collegiate, located at 528 Burnhamthorpe Road West. The sign-in time will begin at 6:30 pm, followed by a presentation and workshop discussion for Stakeholder Group members beginning at 7:00 pm.

The Project Team looks forward to your input and working together on this study.

Sincerely,

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

Edward Soldo, P.Eng
Manager, Transportation Services

HALTON REGION



REGIONAL MUNICIPALITY OF HALTON

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

CLASS EA

**STAKEHOLDER GROUP MEETING #1
MEETING SUMMARY**

DECEMBER 1, 2004
KINGS CHRISTIAN COLLEGIATE
OAKVILLE, ON

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

Colleen Goodchild
TSH
300 Water Street
Whitby, ON L1N 9J2
Phone: (905) 668-9363
Fax: (905) 668-0221
cgoodchild@tsh.ca

OR

John Smith
Lura Consulting
605 James St. North
Hamilton ON L8L 1K1
Phone: (905) 527 0754
Fax: (905) 528 4179
smithj@lura.ca



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

The New Burnhamthorpe Road (Regional Road 27) Transportation Corridor And Potential Future Bridge Crossing Of Sixteen Mile Creek Stakeholder Group meeting was hosted by The Regional Municipality of Halton to obtain feedback from stakeholder and public representatives who had interest in the process.

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

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

Thirty-five people attended the meeting, including representatives from municipalities, Councillors and the general public. The list of participants is included in Appendix A. A copy of the stakeholder group meeting workbook is attached as Appendix B.

2. Welcoming Remarks

Sally Leppard, Lura Consulting welcomed the group, acknowledged Edward Soldo from the Region of Halton who is managing the project for the Region of Halton and Mike Delsey from TSH who is the Consultant Project Manager for the project. Sally reviewed the agenda indicating that her role as a neutral third party facilitator was to facilitate the discussions to identify the:

- (1) key issues
- (2) potential opportunities for improvement
- (3) preliminary assessment criteria, for the new Burnhamthorpe Road corridor and potential future crossing of Sixteen Mile Creek.

Edward Soldo welcomed participants to the meeting and thanked them for participating in the process. Mr. Soldo indicated that he was pleased to see such a positive response to the invitation from interested stakeholders. He explained the Stakeholder Group mandate, term of membership and its roles and responsibilities and indicated that these consultations are provided to receive valuable input into the process from the public to develop potential future solutions.

Sally Leppard then presented an overview of the Stakeholder Group Terms of Reference. She requested the Stakeholder Group review the document and provide any further comments at the next meeting. **Action**

3. Background and Context

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

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

4. Participant Feedback

This section provides an overview of the feedback received from participants at the December 1, 2004 Stakeholder Group meeting. This summary is a collection of comments obtained from discussions and individual feedback provided as the group worked through the Meeting Guide and Questionnaire. An updated version of the workbook including comments and additions from the December 1, 2004 Stakeholder Group meeting is attached as Appendix C and is available on the project web site.

General Questions:

Immediately following the presentation, and prior to commencing the workbook discussions, participants were asked if they had any questions directly related to the presentation. Participants had no questions of clarification at this time and therefore the facilitator moved directly onto the Meeting Guide and Questionnaire.

Part 1 – Key issues:

Participants were asked to review the list of preliminary study issues and rank to what degree the item was an issue to them. They were also requested to provide any relevant issues that were not listed. Participants identified many issues resulting from the project. These included:

- the provision of a demonstrated need for a new corridor and crossing of Sixteen Mile Creek
- public and transportation impacts
- preservation of the valley and the heritage significance of the existing corridor.

Further discussion ensued regarding the Burnhamthorpe Corridor option shown on the Oakville Secondary Plan map displayed at the meeting. One participant asked if the Town of Oakville Plan will go ahead with or without the completion of the Region's Burnhamthorpe Corridor plan. The Region explained that the two plans are linked so that one influences the other and both will be developed simultaneously.

Another participant asked why the Town should not consider using the land it owns around the dump to establish a new corridor. The response was that all options are being considered and no decisions have been made at this time.

A list of additional responses regarding key issues is outlined below and has been incorporated into the updated Meeting Guide:

<ul style="list-style-type: none"> • Sustainability of existing neighbourhood 	<ul style="list-style-type: none"> • The Trafalgar Moraine and Sixteen Mile Creek are two separate issues
<ul style="list-style-type: none"> • Effect of the ORC lands in terms of the recent announcement 	<ul style="list-style-type: none"> • The necessity or need for the crossing
<ul style="list-style-type: none"> • The effect the James Snow Parkway extension will have on traffic 	<ul style="list-style-type: none"> • Clarify the broader purpose of the corridor e.g. to move traffic through the community or through the Region
<ul style="list-style-type: none"> • Ownership of Burnhamthorpe Road – can it be changed back to the Town 	<ul style="list-style-type: none"> • The impact of industrial traffic e.g. heavy trucks
<ul style="list-style-type: none"> • Impact on existing businesses along Burnhamthorpe Road 	<ul style="list-style-type: none"> • Adjacent land uses in boundary municipalities and potential impacts re: new corridor and potential crossing
<ul style="list-style-type: none"> • Preservation of the Sixteen Mile Creek valley 	<ul style="list-style-type: none"> • Future alignment of the road
<ul style="list-style-type: none"> • Consideration for future communities 	<ul style="list-style-type: none"> • Heritage considerations – natural, built, cultural, etc.
<ul style="list-style-type: none"> • Air quality 	<ul style="list-style-type: none"> • Impact on King’s Christian Collegiate

Part 2 – Potential Improvement Opportunities:

Participants were asked to review the list of potential opportunities outlined in the meeting guide and rank to what degree the item is a preferred solution from their perspective. In addition, they are to add opportunities to the list they feel should be addressed through the study. Participants identified the following additions to the potential improvement opportunities section:

- Do nothing
- Maintain existing road as two lanes according to OPA 198 (already included on list under upgrade adjacent roads)
- Repairs to existing Burnhamthorpe Road
- Separate the two issues identified under bullet #6 to read – Upgrade capacity of Burnhamthorpe Road on existing alignment. Upgrade capacity of Burnhamthorpe Road on any new alignment.
- Potential future crossing of Sixteen Mile Creek (as separate alternative).
- A potential new creek crossing should be adjacent to existing crossing at the 407.

Part 3 – Identification of Preliminary Assessment Criteria

There was considerable discussion around the evaluation criteria. In particular, issues centered on the justification of need for a new corridor and bridge. Discussion on assessment criteria was deferred until the following meeting, at which time the Region would provide the "Needs Statement.

The following table reflects the questions and comments raised by participants and the corresponding answers regarding the evaluation criteria:

Participant Questions/Comments	Response
Is this process a done deal and has the train left the station in regard to public feedback?	The Regional Transportation Master Plan (TMP) identified a preliminary need for additional east-west capacity in the area. Regional Council instructed staff to embark on an EA to identify alternatives. Due to the sensitivity of the study area, the Region made a decision to revisit Phases 1 and 2 of the Class EA process for Burnhamthorpe Road prior to proceeding to the subsequent phases of the Class EA process even though the TMP work satisfied these phases.
Councillor Knoll asked whether the Stakeholder Group was going to help determine need.	The input tonight is focused on public issues and where the community wants to head in the future, but we will be basing our need on travel demand forecasting using the Region's transportation model which is based on approved population and employment growth and existing and planned transportation infrastructure.
Councillor Knoll asked if the information provided by the group will provide criteria to identify the future location of a crossing.	No, the criteria identified will be used to assess all potential alternatives that may be identified through the study process.
The assessment for need usually depends on engineering requirements. Will the assessment for need actually take into account the human element?	The assessment will take into account the human aspect.
If there is a need for a bridge, when will we find out and when will the recommendation be made?	At the next meeting, we will present the need for infrastructure improvements. The types of alternatives will be based on data such as the rate at which the area will develop, future transportation requirements, etc. The subsequent meeting will be held something in the late winter to present the assessment of alternatives. Feedback will be requested at this time from the Stakeholder Group, as well as TAC and public.
It is difficult to discuss these criteria when we don't know what the justification for need is or what the alternatives are.	Relevant criteria must be developed to evaluate all potential alternatives including the impact of a "do nothing" approach.
What is the status regarding the development of the James Snow Parkway?	The Environmental Assessment was completed and the project is underway. Sections of the roadway are currently being constructed.

Participants requested the following assessment criteria be added to Part 3 of the workbook:

Transportation

- Accommodation of pedestrian/cyclists

Natural Environment

- Potential for irreversible damage due to crossing

Engineering

- Cost

Social/Cultural/Economic/Environment

- Air quality

After considerable discussion regarding a potential crossing of Sixteen Mile Creek, the general consensus of the participants was to defer the discussion regarding assessment criteria until the Region returns with the results of the need assessment. Sally Leppard asked the group to review and comment on the assessment criteria in Part 3 of the Meeting Guide between now and the next Stakeholder Group meeting. **(Action)**

Dave Bloomer from the Town of Oakville reminded the group that it is important not to focus assessment criteria solely on the potential crossing. Mr. Bloomer pointed out that the same, or similar assessment criteria will also be used for the future improvement of Burnhamthorpe Road east of Neyagawa Boulevard.

Edward Soldo indicated all the information from tonight's meeting will be posted on the website at www.region.halton.ca and that updated workbooks will be sent out to all those that provided their email address.

Closing Remarks

Edward Soldo thanked the participants for attending and asked the group to send in their completed workbooks and provide their address and an outline of each individual's personal issues regarding the study area on either page 3 or 10 of the workbook. **(Action)**.

Meeting Adjourn

Appendix A
List of Participants

Name	Agency
Mark Secord	
Cary Warren - Rancher	
Shawn McKillop (for Kevin Flynn)	
Stephen Baker	
Laura Knowlton	RAND
Dr. Roberto Sarucco	Resident
Roy Bot	Land Owner
Kaduir Hussein	Kna
Kevin Dent	
Illegible name	Land Owner
Brian King	Land Owner
David Bazar	Land Owner
Rob McFaul	Land Owner
Frank Price	
Yosh Nabela	Land Owner
Doreen & David Northwood	RAND
Jeff Knoll	Councillor
Joe Wagner	R.A.N.D.
Wayne Campbell	
Michael Teiawski	Trinson
Lynne Hattley	Sheridan Hills Church
Jim Vanderkooy	King's Christian Collegiate
David Faye	David Faye & associates/Star Oak Developments
Rosemane Humphne	Humphries Planning Group/ Osmington, Damgine
Luch Ognibene	Remington Group
Rene Sandelowsky	Town Councillor Ward 4
Lisa Seiler	Oakville SAC

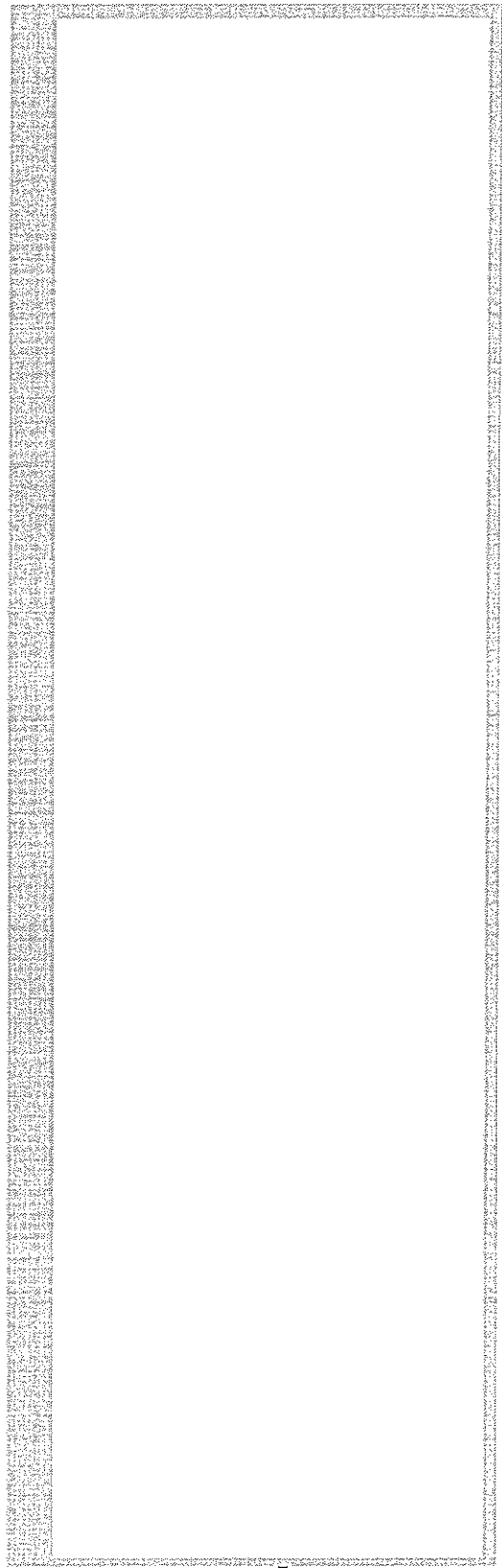
**Appendix B
Presentation**

NEW BURNHAMTHORPE ROAD

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

Stakeholder Group Meeting #1
December 1, 2004

Welcome & Introductions



Stakeholder Group Mandate

- Provide a balanced, inclusive discussion and advisory forum
 - Review and provide comments on draft documents produced through the study process
 - Provide a forum for the discussion of issues, opportunities and solutions
 - Discussion of other relevant matters
 - Provide advice to the Project Team
 - All meetings will be open to the public, with an opportunity for questions/comments/ deputations
-

SG Roles & Responsibilities

- Consider any matters, issues or information and provide advice and recommendations
- Liaise with the organization they represent (if applicable) and bring forward advice, issues or comments
- Strive to operate in a consensus mode
- Ensure that the results of discussions are accurately recorded
- Abide by the Region of Halton's Guiding Principles for Public Consultation

Stakeholder Group Meetings

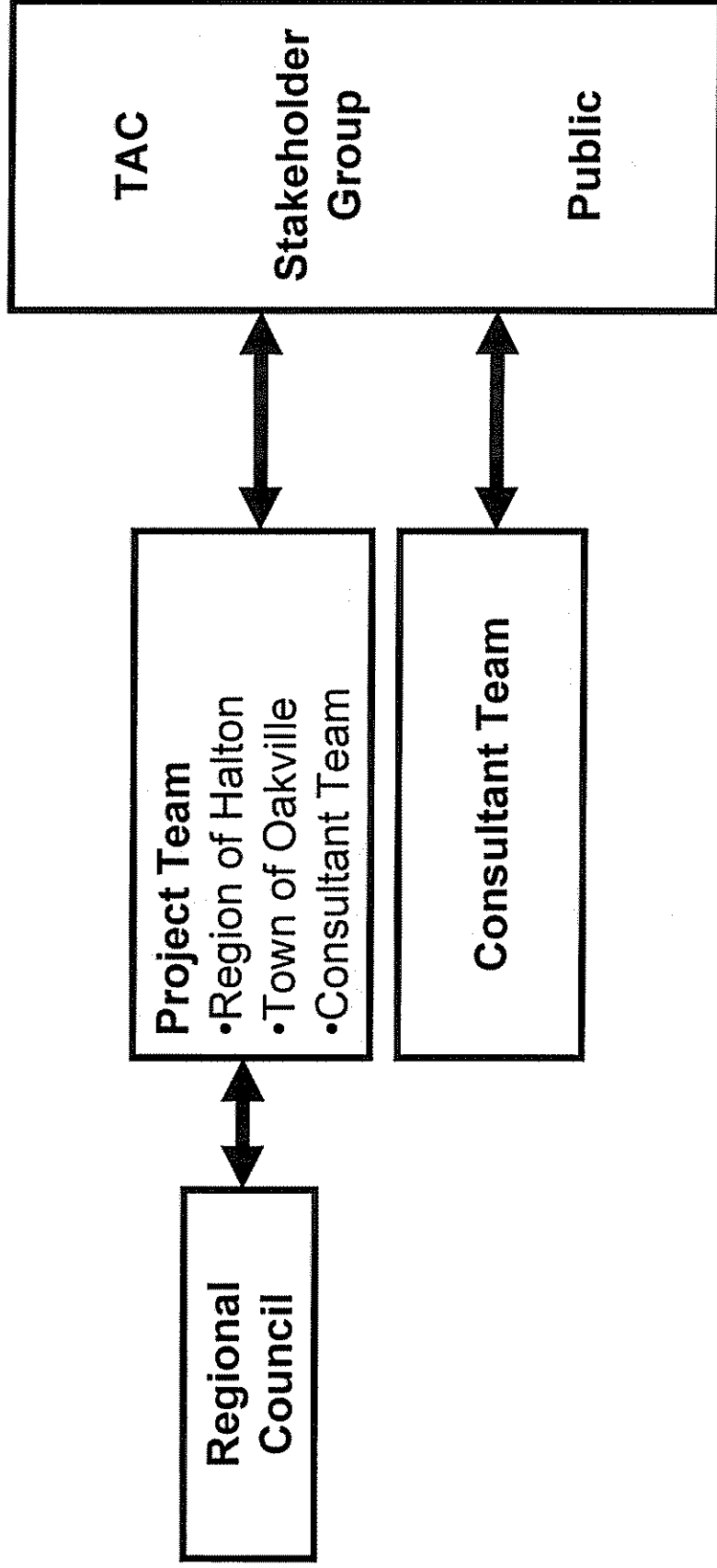
- Phase 1: Identify and describe the Problems and/or Opportunities
 - Phase 2: Identify and evaluate road improvement alternatives
 - Phase 3: Review alternative design concepts for the Preferred Solution
-

SG Term of Membership

- Membership will commence on December 1, 2004
- Membership effective until the completion of the study process, and the development of the draft Environmental Study Report expected to be in late 2005-early 2006.

—

Study Organization



Technical Agencies Committee (TAC)

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

Public Consultation

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

Study Approach

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

1. Identification of the problem or opportunity

PHASE 1
Identify and Describe the Problem(s) and Opportunities

Problem(s) & Opportunities Statement

TAC Meeting – Dec. 2004
Stakeholder Meeting – Dec. 2004

2. Assessment and evaluation of alternative solutions

PHASE 2
Alternative Solutions

- Identify reasonable alternative solutions to the problem(s).
- Evaluate the alternative solutions taking into consideration the environmental and technical factors.
- Identify a preferred solution to the problem(s).

Preferred Solution

February-March 2005
TAC Meeting
Stakeholder Meeting
Public Information Centre #1

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

PHASE 3
Alternative Design Concepts for the Preferred Solution

- Identify alternative designs to implement the preferred solution.
- Inventory natural, social/cultural and economic environments.
- Identify the impact of the alternative designs after mitigation.
- Evaluate alternative designs with consideration of the impacts.
- Identify a preferred design.

Preferred Design

November 2005
TAC Meeting
Stakeholder Meeting
Public Information Centre #2

4. Documentation in an Environmental Study Report

PHASE 4
Environmental Study Report (ESR)

- Complete an Environmental Study Report (ESR) which sets out all of the activities undertaken to date through Phases 1, 2 and 3.
- Place ESR on public record for 30 calendar days for review.
- Notify the public and government agencies of completion of the ESR and of the Part II Order provision in the EA Act.

ESR

5. Project Implementation

PHASE 5
Implementation

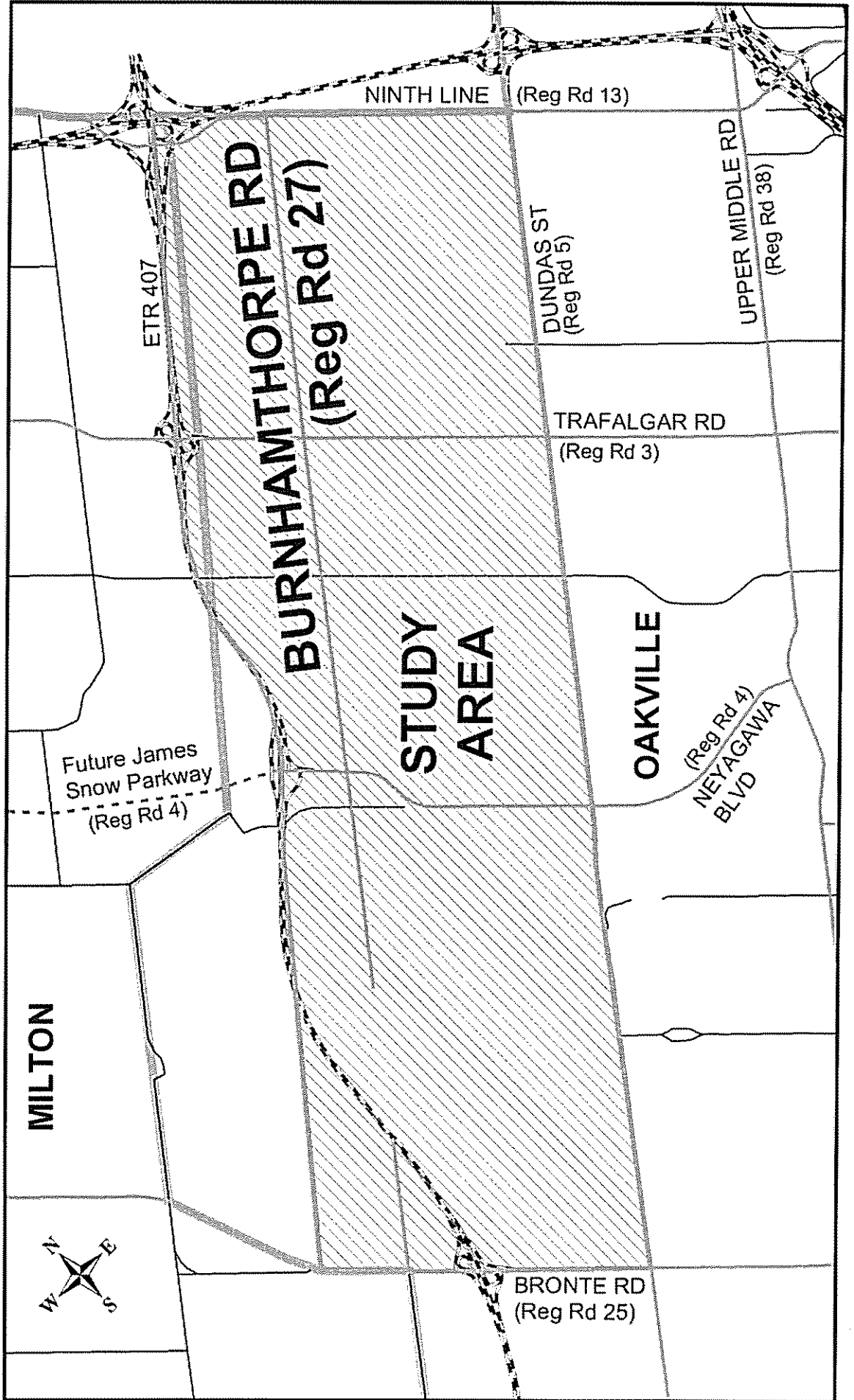
- Proceed to design and construction of the project.
- Monitor for environmental provisions and commitments.

THIS STUDY

Overview of Existing Conditions

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

Study Area



Previous Studies

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

Region of Halton Official Plan

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

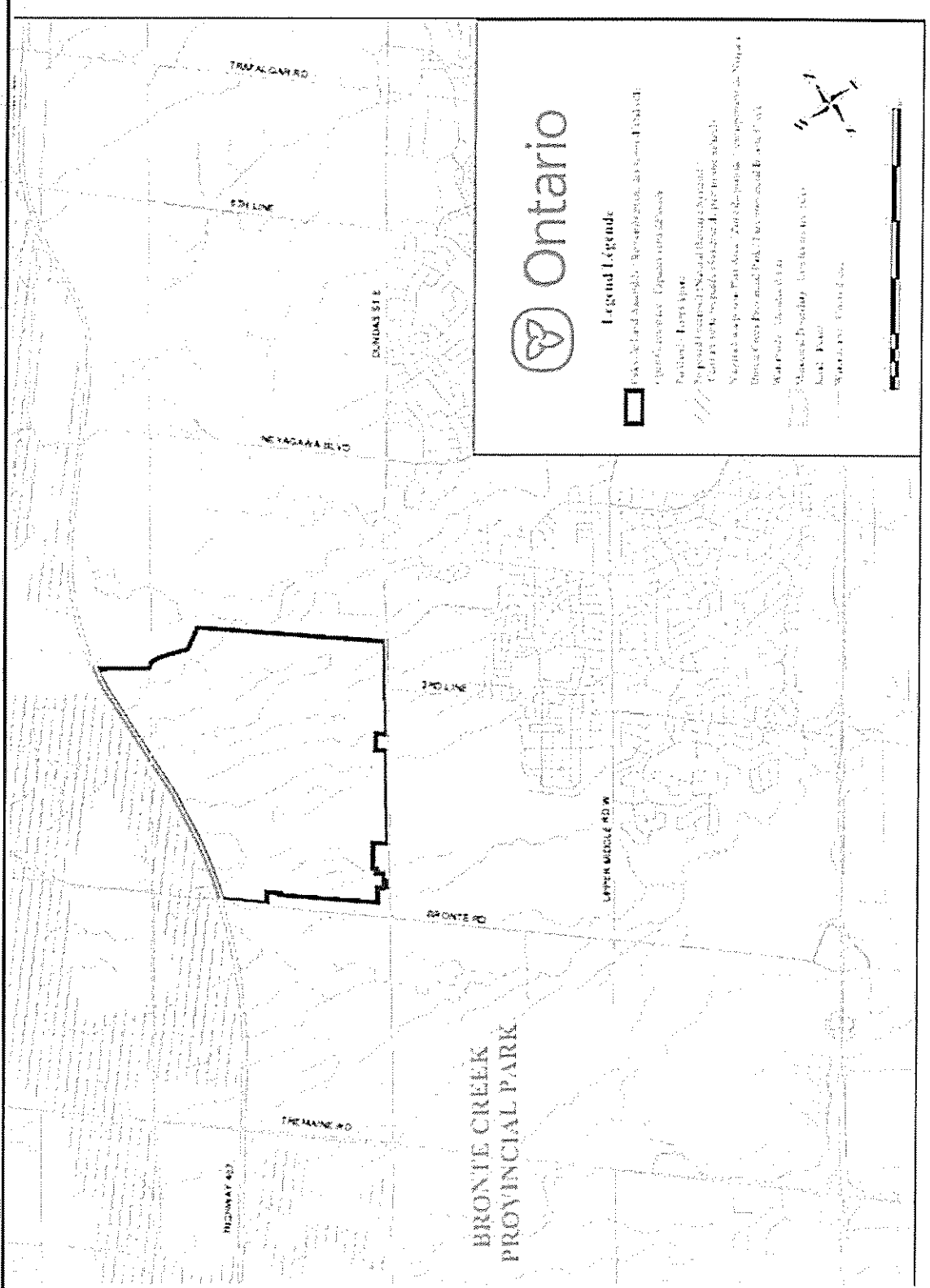
Town of Oakville Official Plan and OPA 198

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

North Oakville Secondary Plan

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

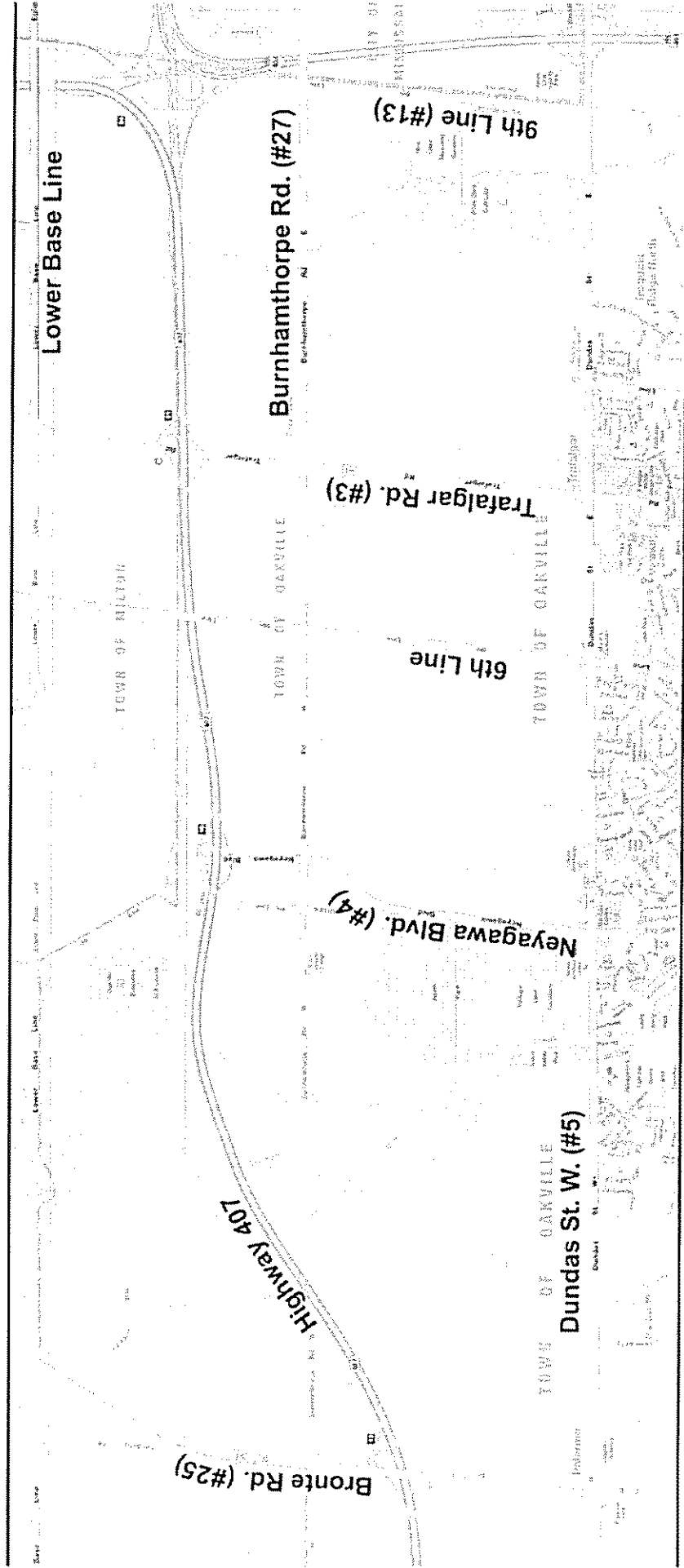
Greenpace Protection in North Oakville



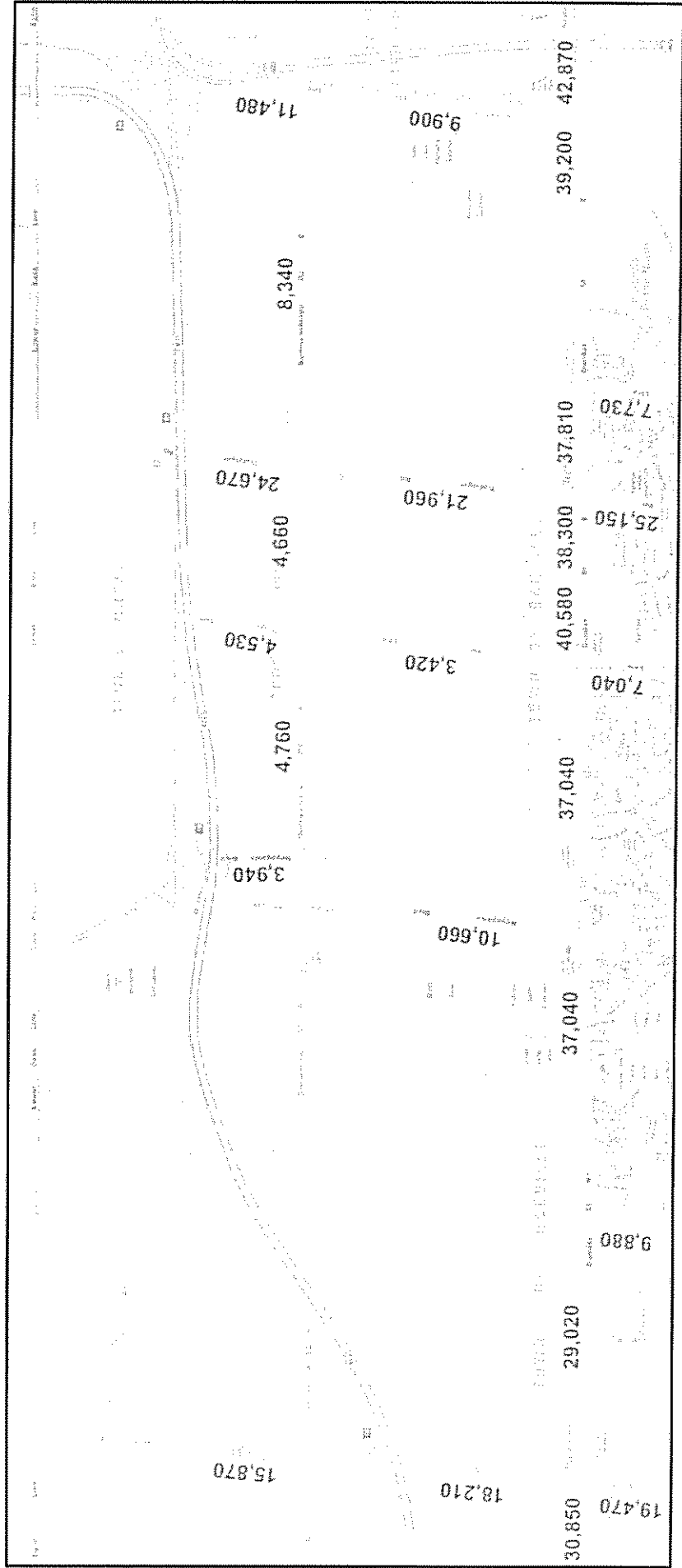
Legend / Légende

- Protected Greenpace (Greenpace) - Greenpace (Greenpace) - Greenpace (Greenpace)
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- North Arrow
- Scale Bar

Existing Road Network



2004 ADT Volumes (24 hr)



Halton Region Road Improvement Plan

(Source: TMP)

Horizons	Lanes, Year
4 2021	4 2021
5 2021	5 2021
2 2011	2 2011
4 2011	4 2011
3 2011	3 2011
3 2012	3 2012
4 2012	4 2012
5 2012	5 2012
2 2021	2 2021
4 2021	4 2021
5 2021	5 2021



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

TABLE 4. REQUIRED LANE WIDENING
BY TIME HORIZON (LANES)

Natural Environment – Surface water and Fisheries/Aquatics

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

Natural Environment - Terrestrial/ Vegetation

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

Natural Environment - Wetlands and Env. Sensitive Areas

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

Natural Environment - Property

Waste/Contamination

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

—

Social Environment - Existing

Land Use

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

Social Environment - Existing

Land Use

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

Social Environment - Existing

Land Use

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

Cultural Environment - Archaeological

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

Cultural Environment - Built Heritage

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

Economic Environment

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

Engineering - Geotechnical

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

Preliminary Identification of Study Issues

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

Preliminary Identification of Alternatives

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

Preliminary Identification of Assessment Criteria

TRANSPORTATION

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

- Commercial goods movement

ENGINEERING

- Construction impacts
- Utility/service relocations
- Property Requirements
- Costs

Preliminary Identification of Assessment Criteria

NATURAL ENVIRONMENT

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

Preliminary Identification of Assessment Criteria

SOCIAL/CULTURAL/ECONOMIC ENVIRONMENT

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

Working Session

Transportation Issues and Opportunities

Working Session

Preliminary Identification of Assessment
Criteria

Appendix B

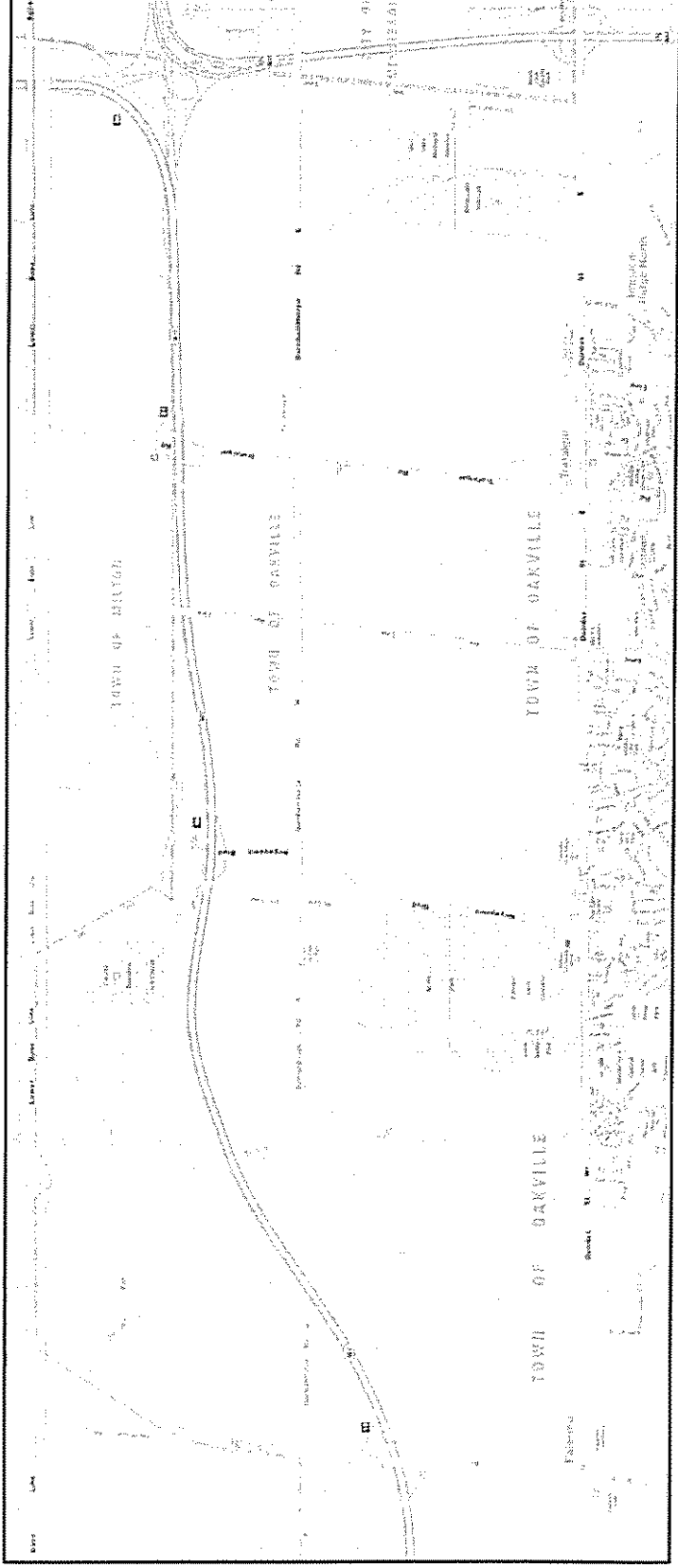
Meeting Guide and Questionnaire

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

CLASS ENVIRONMENTAL ASSESSMENT
TOWN OF OAKVILLE, REGION OF HALTON

Stakeholder Group MEETING GUIDE AND QUESTIONNAIRE

December 1, 2004



NEW BURNHAMTHORPE ROAD (REGIONAL ROAD 27) TRANSPORTATION CORRIDOR AND POTENTIAL
FUTURE BRIDGE CROSSING OF SIXTEEN MILE CREEK
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NOTES ON THE PRESENTATION:



**NEW BURNHAMTHORPE ROAD (REGIONAL ROAD 27) TRANSPORTATION CORRIDOR AND POTENTIAL
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The Regional Municipality of Halton has initiated a Class Environmental Assessment for a new transportation corridor in the vicinity of Burnhamthorpe Road to satisfy east-west travel demands in the Town of Oakville. A wide range of road improvement alternatives will be examined as part of the study including roadway widening on the existing alignment, roadway construction on a new alignment, construction of a new structure across Sixteen Mile Creek, replacement/rehabilitation of existing watercourse crossings and intersection improvements.

We're here tonight to receive your input as we begin developing the plan. Through this meeting, we intend to:

- Outline the rationale and process for the Study;
- Highlight the key findings to date; and
- Obtain your input on what you feel are the most important issues, opportunities and evaluation criteria to be addressed through the Study.

We have prepared this *Guide* to assist us in conducting the first Stakeholders Group Meeting. The *Guide* provides the meeting agenda as well as the issues, opportunities and assessment criteria identified to date, which we would like to you to comment on.

At the end of the evening, we would like to collect the Guides to ensure we accurately reflect your comments. If you do not wish to complete your *Guide* tonight, please fax or mail it to Edward Soldo at the Region of Halton by December 17, 2004. See the next page for the Region's fax number and mailing address.

Kindly fill in the table below so we can identify your interest in the project. Please note that the information collected tonight will be kept on file and may be included in Study documentation, which is made available to the public. **Names and addresses will be kept confidential.** *(Please print)*

Name:	
Address:	
Town:	Postal Code:
Email:	
Are you a local area?:	<input type="radio"/> Resident <input type="radio"/> Own the property <input type="radio"/> Business Operator <input type="radio"/> Rent/lease the property
Are you a local area?:	<input type="radio"/> Business Operator <input type="radio"/> Own the property <input type="radio"/> Rent/lease the property
If you are not a local area resident and/or business operator, but own land in the area, do you have?:	<input type="radio"/> Current development interests <input type="radio"/> Future development interests <input type="radio"/> No interest in developing the property
Do you have a different interest in the area?	



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MEETING AGENDA:

Tonight's meeting will begin with a presentation by Regional staff and the consultant, TSH. They will discuss the Study purpose, activities completed to date and the desired feedback that the Region and Town would like to obtain. Following the presentation, we will conduct a working session and raise any specific issues you may have.

WHAT HAPPENS NEXT?:

After the meeting, a summary of what has been discussed will be prepared and made available to Group members for their review. We will use this input to help assess the alternative solutions. The second Stakeholder Group meeting will be held in the New Year to present the results of the assessment of alternative solutions and a preliminary preferred solution.

PRESENTATION (7:00 p.m. – 8:00 p.m.)

- Welcome and Introductions
- Study Overview Presentation

WORKING SESSION (8:00 – 8:45 p.m.)

- Part 1: Key Issues
- Part 2: Potential Improvement Opportunities
- Part 3: Assessment Criteria for Alternative Solutions

**NEXT STEPS AND ADJOURNMENT (8:45 p.m.
– 9:00 p.m.)**

Comments or questions? Please contact either:

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: soldoe@region.halton.on.ca

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PART 1 – KEY ISSUES:

The following table summarizes the list of issues identified to date. Please review the list and rank to what degree the item is an issue to you (*Please check only one box*). Add any issues to the list that you feel should be addressed through the Study in the remaining spaces provided or on the back of this page.

Item	<i>In your opinion, this item is:</i>	Comments (Please note specific location(s), if applicable)
Provision for all modes of travel in the corridor -- auto, trucks, transit, pedestrians and cyclists	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Provision of safe access to adjacent existing and planned commercial, institutional and residential developments	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Consideration of impacts on Sixteen Mile Creek	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Consideration of impacts on the Trafalgar Moraine	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Consideration of aesthetics	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Consideration of streetscaping	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Consideration of safety	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Consideration of noise	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	



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Item	<i>In your opinion, this item is:</i>	Comments (Please note specific location(s), if applicable)
Consideration of community issues	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Recognition of transit opportunities along Burnhamthorpe Road	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Sustainability of existing neighbourhood	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Effect of the ORC lands	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
The necessity or need for a crossing of Sixteen Mile Creek	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
The effect the James Snow Parkway	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Is the broader purpose of the corridor to move traffic through the local community or through the Region	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Ownership of Burnhamthorpe Road	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
The impact of industrial traffic	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Impact on existing businesses along Burnhamthorpe Road	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	

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Item	<i>In your opinion, this item is:</i>	Comments (Please note specific location(s), if applicable)
Adjacent land uses in boundary municipalities and potential impacts re: a new corridor and potential crossing	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Preservation of the Sixteen Mile Creek valley	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Future alignment of the road	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Consideration for future communities	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Heritage considerations – natural, built, cultural, etc	<input type="radio"/> Not an Issue <input type="radio"/> Somewhat of an Issue <input type="radio"/> A Significant Issue	
Air quality		
Impact on King's Christian Collegiate		
Other:		

___ - INDICATES ADDITIONS FROM STAKEHOLDER GROUP MEETING #1

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PART 2 – POTENTIAL IMPROVEMENT OPPORTUNITIES:

Most would require some initial capital investment and on-going operating and maintenance costs, unless noted in the table commentary. Please review the list and rank to what degree the item is a preferred solution from your perspective (Please check only one box). Add any opportunities to the list that you feel should be addressed through the Study in the remaining spaces provided or on the back of this page.

Solution	In your opinion, this solution is:	Comments
Upgrade adjacent roads (Example: Dundas Street)	<input type="radio"/> Not Preferred <input type="radio"/> Somewhat Preferred <input type="radio"/> Preferred <input type="radio"/> Most Preferred	
Reduce auto usage using Transportation Demand Management Measures (Example: promotion of transit)	<input type="radio"/> Not Preferred <input type="radio"/> Somewhat Preferred <input type="radio"/> Preferred <input type="radio"/> Most Preferred	
Maximize existing road capacities (including existing north-south and east-west roadways within Study Area)	<input type="radio"/> Not Preferred <input type="radio"/> Somewhat Preferred <input type="radio"/> Preferred <input type="radio"/> Most Preferred	
Increase transit service/facilities (Example: HOV lanes, RBLs, signal priority)	<input type="radio"/> Not Preferred <input type="radio"/> Somewhat Preferred <input type="radio"/> Preferred <input type="radio"/> Most Preferred	
Upgrade pavement/structural condition of existing Burnhamthorpe Road	<input type="radio"/> Not Preferred <input type="radio"/> Somewhat Preferred <input type="radio"/> Preferred <input type="radio"/> Most Preferred	
Upgrade capacity of Burnhamthorpe Road (i.e. auto and non-auto measures) on any new alignment	<input type="radio"/> Not Preferred <input type="radio"/> Somewhat Preferred <input type="radio"/> Preferred <input type="radio"/> Most Preferred	
Upgrade capacity of Burnhamthorpe Road (i.e. auto and non-auto measures) on existing alignment	<input type="radio"/> Not Preferred <input type="radio"/> Somewhat Preferred <input type="radio"/> Preferred <input type="radio"/> Most Preferred	
Potential future crossing of Sixteen Mile Creek	<input type="radio"/> Not Preferred <input type="radio"/> Somewhat Preferred <input type="radio"/> Preferred <input type="radio"/> Most Preferred	



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Solution	<i>In your opinion, this solution is:</i>	Comments
Combinations of the Above	<input type="radio"/> Not Preferred <input type="radio"/> Somewhat Preferred <input type="radio"/> Preferred <input type="radio"/> Most Preferred	
Do nothing	<input type="radio"/> Not Preferred <input type="radio"/> Somewhat Preferred <input type="radio"/> Preferred <input type="radio"/> Most Preferred	
Maintain existing road as two lanes	<input type="radio"/> Not Preferred <input type="radio"/> Somewhat Preferred <input type="radio"/> Preferred <input type="radio"/> Most Preferred	
Repairs to existing Burnhamthorpe Road	<input type="radio"/> Not Preferred <input type="radio"/> Somewhat Preferred <input type="radio"/> Preferred <input type="radio"/> Most Preferred	
Utilize existing Highway 407 crossing infrastructure/land	<input type="radio"/> Not Preferred <input type="radio"/> Somewhat Preferred <input type="radio"/> Preferred <input type="radio"/> Most Preferred	
Other:		

_____ - INDICATES ADDITIONS FROM STAKEHOLDER GROUP MEETING #1



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PART 3 WAS DEFERED UNTIL THE NEEDS ASSESSMENT HAS BEEN COMPLETED

PART 3 – IDENTIFICATION OF PRELIMINARY ASSESSMENT CRITERIA:

We have developed a preliminary list of assessment criteria to guide the development of alternative solutions for Halton Region's transportation study. Please review the following list of preliminary assessment criteria and place a check mark beside those criteria you agree should be applied and an x beside those criteria you think should be removed from the list.

Assessment Criteria	Agree/Disagree (✓ or X)	Assessment Criteria	Agree/Disagree (✓ or X)
TRANSPORTATION		SOCIAL/CULTURAL/ECONOMIC ENVIRONMENT	
• Accommodation of future auto demand		• Proximity (noise impacts, aesthetics) impacts	
• Travel safety		• Traffic infiltration	
• Emergency service		• Residential property impacts	
• Transportation network compatibility		• Commercial property impacts	
• Transit network connectivity		• Compatibility with existing/future land uses/plans	
• Commercial goods movement		• Consistency with Official Plan policies	
• Accommodation of pedestrian/cyclists		• Archaeological resources	
		• Built Heritage resources	
NATURAL ENVIRONMENT		• Future development/redevelopment potential	
• Watercourses/fisheries		• Accessibility	
• Vegetation and woodlots		• Community Connectivity	
• Wildlife		• Air quality	
• Wetlands/marsh areas		• Accommodation of pedestrians and cyclists	
• Fluvial geomorphology conditions			
• Groundwater/surface water/drainage			
• Potential for irreversible damage due to crossing			
ENGINEERING			
• Cost			
• Construction impacts			
• Utility/service relocations			
• Property Requirements			



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1. Are you comfortable with these evaluation criteria? Do you have any suggested additions or changes?

2. Are some more important than others? If so, check those criteria below which you feel are the most important.

Assessment Criteria	Most Important <input checked="" type="checkbox"/>	Assessment Criteria	Most Important <input checked="" type="checkbox"/>
TRANSPORTATION		SOCIAL/CULTURAL/ECONOMIC ENVIRONMENT	
• Accommodation of future auto demand		• Proximity (noise impacts, aesthetics) impacts	
• Travel safety		• Traffic infiltration	
• Emergency service		• Residential property impacts	
• Transportation network compatibility		• Commercial property impacts	
• Transit network connectivity		• Compatibility with existing/future land uses/plans	
• Commercial goods movement		• Consistency with Official Plan policies	
• Accommodation of pedestrian/cyclists		• Archaeological resources	
NATURAL ENVIRONMENT		• Built Heritage resources	
• Watercourses/fisheries		• Future development/redevelopment potential	
• Vegetation and woodlots		• Accessibility	
• Wildlife		• Community Connectivity	
• Wetlands/marsh areas		• Air quality	
• Fluvial geomorphology conditions		• Accommodation of pedestrians and cyclists	
• Groundwater/surface water/drainage		ENGINEERING	
• Potential for irreversible damage due to crossing		• Construction Impacts	
		• Utility/service relocations	
		• Property Requirements	
		• Cost	

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- **ANY OTHER COMMENTS?:**

Please add any additional suggestions or comments you may have:

THANK YOU FOR COMING THIS EVENING!