



Regional Municipality of Halton

## **New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek**

**Appendix D-4.4: Stakeholder Group  
Meeting #4 – July 6, 2005**

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



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

June 21, 2005

Dear Stakeholder:

**Re: Stakeholder Group Meeting #4 –New Burnhamthorpe Road (Regional Road 27) Transportation Corridor and Potential Future Bridge Crossing of Sixteen Mile Creek Class Environmental Assessment Study**

The fourth Stakeholder Group meeting has been scheduled for the New Burnhamthorpe Road (Regional Road 27) Transportation Corridor and Potential Future Bridge Crossing Class Environmental Assessment Study.

The meeting details are as follows:

When - Wednesday, July 6, 2005

Where - Halton Regional Centre - North Auditorium

Time - 6:30 p.m. - 8:30 p.m.

Please find attached a map identifying the location of meeting rooms within the Halton Regional Centre, located at 1151 Bronte Road, Oakville. Upon arrival at the Halton Regional Centre, park in the NORTH parking lot and enter at the Auditorium Door.

#### Meeting Agenda

- Identify alternative design concepts including alternative alignments
- Proposed Evaluation Criteria to be used in evaluating the alternative design concepts
- Next Steps

Possible alternative alignments for a New Burnhamthorpe Road (Regional Road 27) Transportation Corridor between Bronte Road and Ninth Line will be identified and discussed using mapping with constraints identified. Alternative alignments will include:

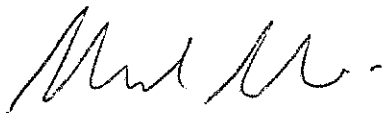
- Possible bridge crossing locations over Sixteen Mile Creek and route alternatives between Bronte Road and Neyagawa Blvd

Route alternatives between Neyagawa Blvd and Ninth Line

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If you have any questions or require additional information, please contact the undersigned.

Sincerely,

A handwritten signature in black ink, appearing to read "Edward Soldo". The signature is fluid and cursive, with a horizontal line extending from the end.

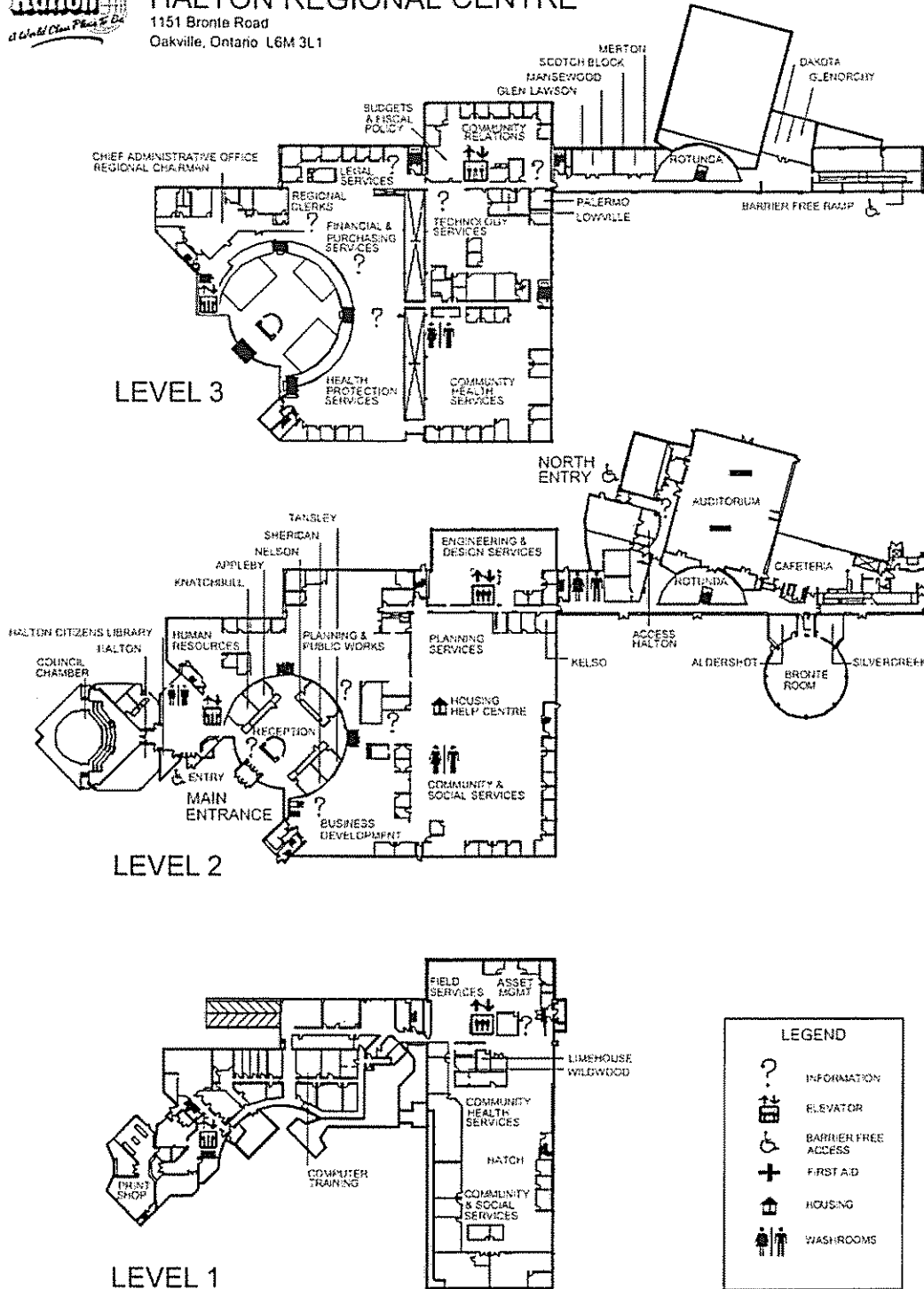
Edward Soldo, P.Eng  
Manager, Transportation Services

Enclosure



# HALTON REGIONAL CENTRE

1151 Bronte Road  
Oakville, Ontario L6M 3L1





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

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**CLASS EA**

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**Stakeholder Group Meeting #4  
Meeting Summary**

July 6, 2005  
Region of Halton Administrative Offices Auditorium  
Oakville, ON

This meeting summary was prepared by TSH. It presents the key discussion points and outcomes from the July 6, 2005 Burnhamthorpe Stakeholder Group meeting #4 hosted by The Regional Municipality of Halton and is subject to review by meeting participants. It does not attribute comments to any particular participant. Comments and questions have been grouped as appropriate, by thematic areas. No attempt was made during the meeting to achieve consensus or agreement. If you have any questions or comments regarding the report, please contact:

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

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

In October 2004, the Region of Halton initiated a Class Environmental Assessment for a new transportation corridor in North Oakville to satisfy east-west travel demands. This study is being undertaken as a "Municipal Class Environmental Assessment (Class EA)"<sup>1</sup> under Ontario's Environmental Assessment Act and follows the Schedule C provisions as set out in the June 2000 MEA Municipal Class EA document.<sup>2</sup>

The fourth meeting of the Class EA Stakeholder Group was hosted by the Regional Municipality of Halton to identify potential opportunities and constraints for alternative design concepts (route locations) on the existing Burnhamthorpe alignment or a on anew alignment.

Twenty-three people (23) attended the meeting, including representatives from municipalities and the general public. The list of participants is included in Appendix A.

## 2. Workshop

Jane Clohecy of the Region of Halton welcomed participants, thanked them for participating in the process and facilitated the meeting. Edward Soldo, of the Region of Halton and Mike Delsey of TSH provided parameters for the generation of alternative design concepts. Stakeholders were divided into groups and asked to identify potential routes on an aerial map of the Study Area. A number of maps were available at the meeting showing potential environmental constraints. The groups were given approximately 45 minutes to generate route location design concepts.

Prior to the workshop, the following questions/comments and responses were recorded:

Question/Comment	Response
The potential for identifying grade separations of roadways was not mentioned by the Project Team. What if we want to identify grade separating Burnhamthorpe Road with Neyagawa Boulevard?	If the group would like to suggest a grade separation of intersecting roadways, please identify on the map.
Do the potential connections to Bronte Road also represent potential crossing locations?	The potential connections were shown to illustrate where to best connect the roadway to Bronte Road given the need to provide about 400 m separation between major signaled intersections.

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<sup>1</sup> A "Class Environmental Assessment" is the term used to describe a provincially legislated process for approval of municipal projects that have similar and predictable impacts, are usually of similar scale and nature and where measures can be taken to reduce or eliminate negative consequences (e.g., mitigative measures). For instance, there are Class EAs for municipal projects such as roads and sewers, Class EAs for forest management activities, and Class EAs for activities undertaken by the Ontario Realty Board for real estate activities. For more information regarding the Municipal Class EA, please reference the Municipal Engineer's Association "Municipal Class Environmental Assessment" Guide.

<sup>2</sup> Projects that adhere to Schedule C requirements are those that have the potential for more significant environmental effects. Schedule C projects require a greater level of detail of study and preparation of an "Environmental Study Report (ESR)" that is available for public review.

## 2.1 Presentation of the Options

Each group was asked to nominate a representative to present their options to the Stakeholder Group.

Group 1 considered:

- Even distribution of east-west roadways
- Where each of the group members lived
- Utilization of the existing unopened road allowance north of the old landfill
- Utilization of existing property lines to minimize impacts to property

Group 2 considered:

- Leaving existing alignment intact with no disturbance
- Serving the industrial areas along Highway 407 in the eastern section of the Study Area
- Tying into the Neyagawa intersection with a grade separation and ramps
- Impacts to Bronte Road homes/businesses
- Using road allowances between properties mid-block between Dundas Street and Burnhamthorpe Road

Group 3 considered:

- Town of Oakville Secondary Plan option
- North Oakville Management Inc. option
- Several other similar connections to Burnhamthorpe in the eastern section of the Study Area
- Impacts to proposed provincial transitway along 407
- Placement of bridge for Burnhamthorpe across Sixteen Mile Creek alongside Highway 407 bridge
- Potential connection north of Highway 407 along existing Burnhamthorpe alignment and continue roadway westerly to Tremaine

Group 4 considered:

- Options similar to Group 3
- Connection of roadway to Bronte Road by-pass

## 2.2 Comments Raised Following the Workshop

Question/Comment	Response
What did the Conservation Authority and MNR say about impacts to environmental features?	Staff from Conservation Halton and MNR were present at the TAC meeting held on July 5, 2005. Both agencies would like to see minimal disturbance to environmentally sensitive features.
Can a roadway impact the ORC lands?	It is undetermined at this time.
When will the next meeting be? Will it be in January 2005?	The next meeting will be held in October 2005 to present the alternative design concepts.
How will the routes identified tonight be presented back to the Stakeholder Group?	The Project Team will digitally record the routes and test them for appropriate geometrics, intersection spacing, etc.



Who makes the decision to “screen” the route alternatives to 3-4 choices?	A long list of alternative design concepts, including those identified tonight will be developed. The Project Team will undertake a screening process to come up with a list of reasonable route alternatives. The short list and screening process will be presented at the next Stakeholder Group meeting.
When you were assessing the alternative solutions. What reports did you use?	A full list of reference material is available.

Following the workshop, M. Delsey provided an overview of the supplemental material regarding traffic analysis. The following questions/comments were raised:

Question/Comment	Response
Have you taken into account a bridge on Upper Middle Road at Bronte Creek?	This is not included in the travel demand forecasting model as there are no plans to extend this crossing in the planning period.
This should be included. An Upper Middle Road connection over Bronte Creek could eliminate the need for a Burnhamthorpe Sixteen Mile Creek crossing because all the Burlington traffic will be using Upper Middle Road.	People are very adaptive and will find ways to go south, then west and then further south. In the future, as North Oakville develops, longer distance travel will be displaced by local trips. Longer distance trips will take the path of least resistance and avoid congestion.
How can we get the traffic assignment and traffic numbers that support these diagrams?	You are welcome to make an appointment with the Project Team to discuss this.

### 3.0 Closing Remarks

Jane Clohecy thanked the participants for attending and asked the group to send in comments on any additional route alternatives by July 27, 2005. **(Action)**. The next meeting is anticipated to be held in October 2005 to discuss the long list and short list of alternative design concepts.

### Meeting Adjourned

**Appendix A**  
**List of Participants**

New Burnhamthorpe Corridor and Potential Future Crossing of Sixteen Mile Creek  
 Stakeholder Group Meeting #4, July 6, 2005

<b>Name</b>	<b>Interest/Affiliation</b>
<b>Stakeholders</b>	
Will Young	Developer
Y. Nabeta	Landowner
David Faye	Landowner
Lucy Ognibene	Landowner
John Long	Consultant for landowner
Kathy Duyche	Landowner
Michael Benke	Landowner
Mark Secord	Landowner
J.R. Wagner	Landowner
Kleo Isaias	Landowner
M. Bowen	Landowner
Nancy Mather	Consultant for landowner
Rose Humphries	Landowner
Julie Baker	Landowner
<b>Observers</b>	
M. Blaney	Landowner
Hank Rodenburg	Oakville Green
Scott Murray	-
<b>Other Participants</b>	
Janice Wright	Councillor
Rob Thun	Town of Oakville
Dave Bloomer	Town of Oakville
<b>Project Team Members</b>	
Jane Clohecy	Region of Halton
Edward Soldo	Region of Halton
Chris Duyvestyn	Region of Halton
Mike Delsey	TSH
Colleen Goodchild	TSH
Dale Leadbeater	GLL

**Appendix B  
Presentation**

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

Stakeholder Meeting #4

July 6, 2005



# Agenda Overview

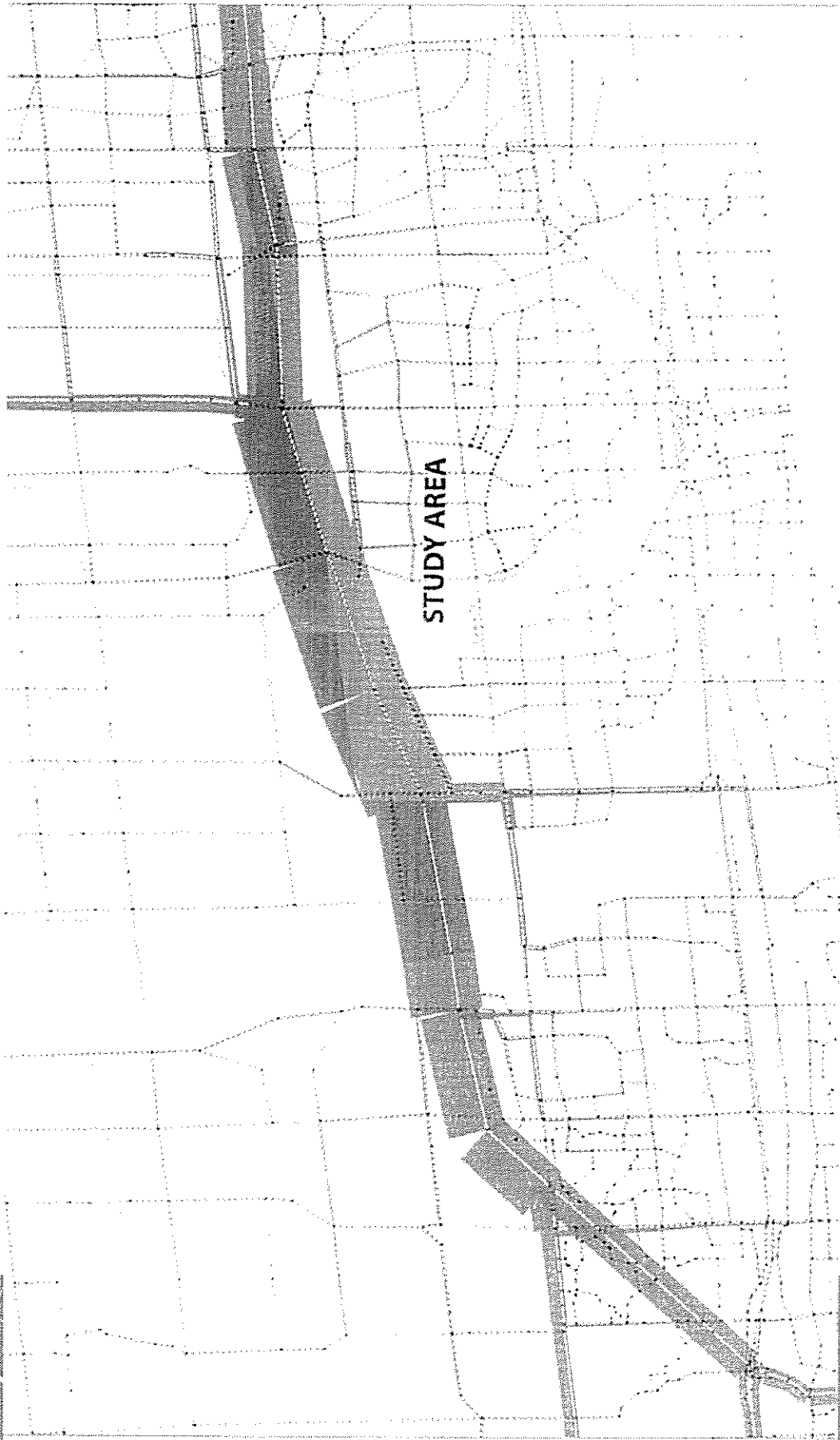
- Study Update
- Overview of Recent Consultation Events
- Supplementary Analysis of Transportation Need
- Development of Alternative Design Concepts (Route Options)
- Next Steps

# Overview of Recent Consultation Events

- Stakeholder Group Meeting #3
  - June 1, 2005
- Public Information Centre #1
  - June 9, 2005
- Technical Agencies Committee Meeting #4
  - July 5, 2005

# Supplementary Analysis of Transportation Need





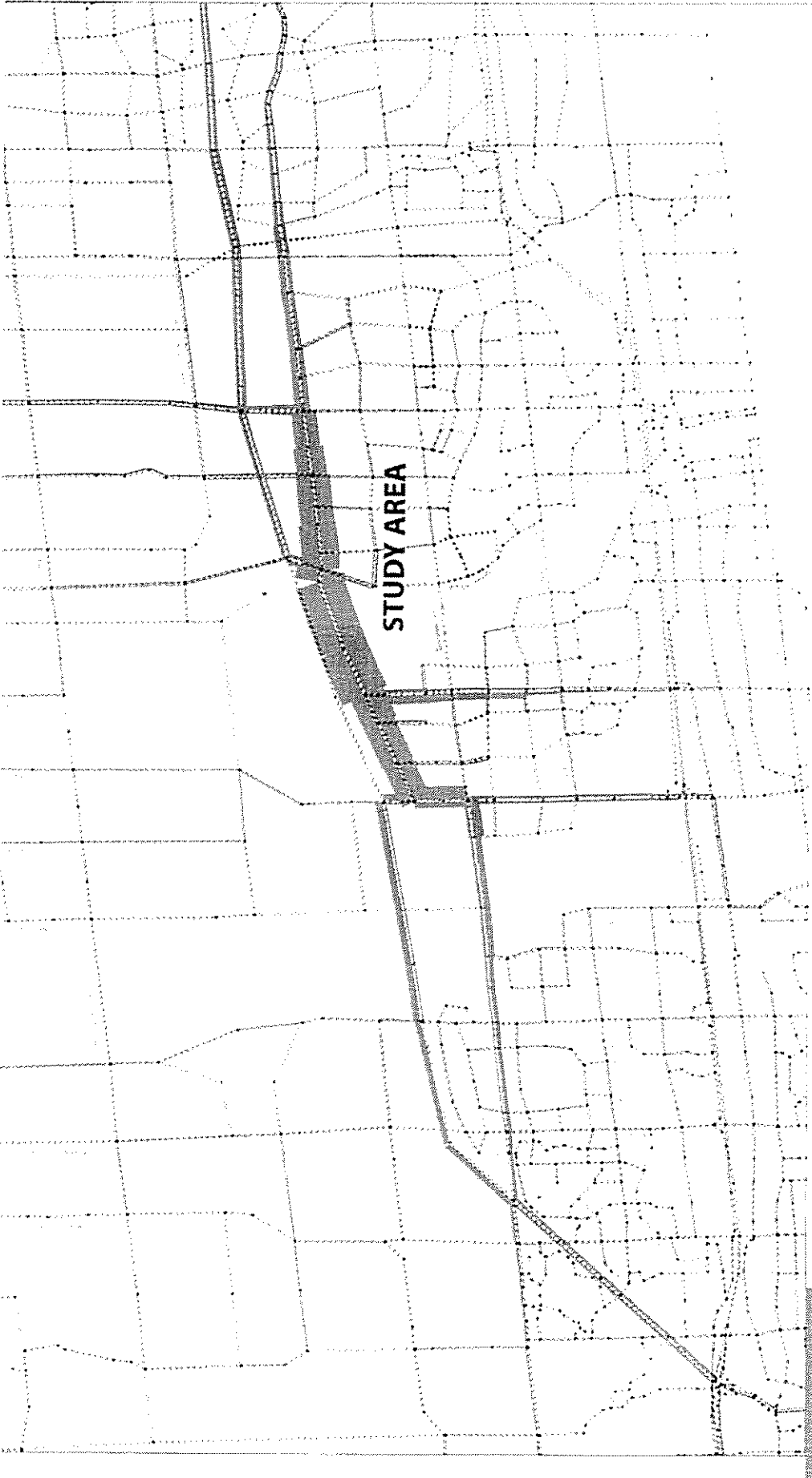
STUDY AREA

**Hilton**  
*A World Class Place To Be*



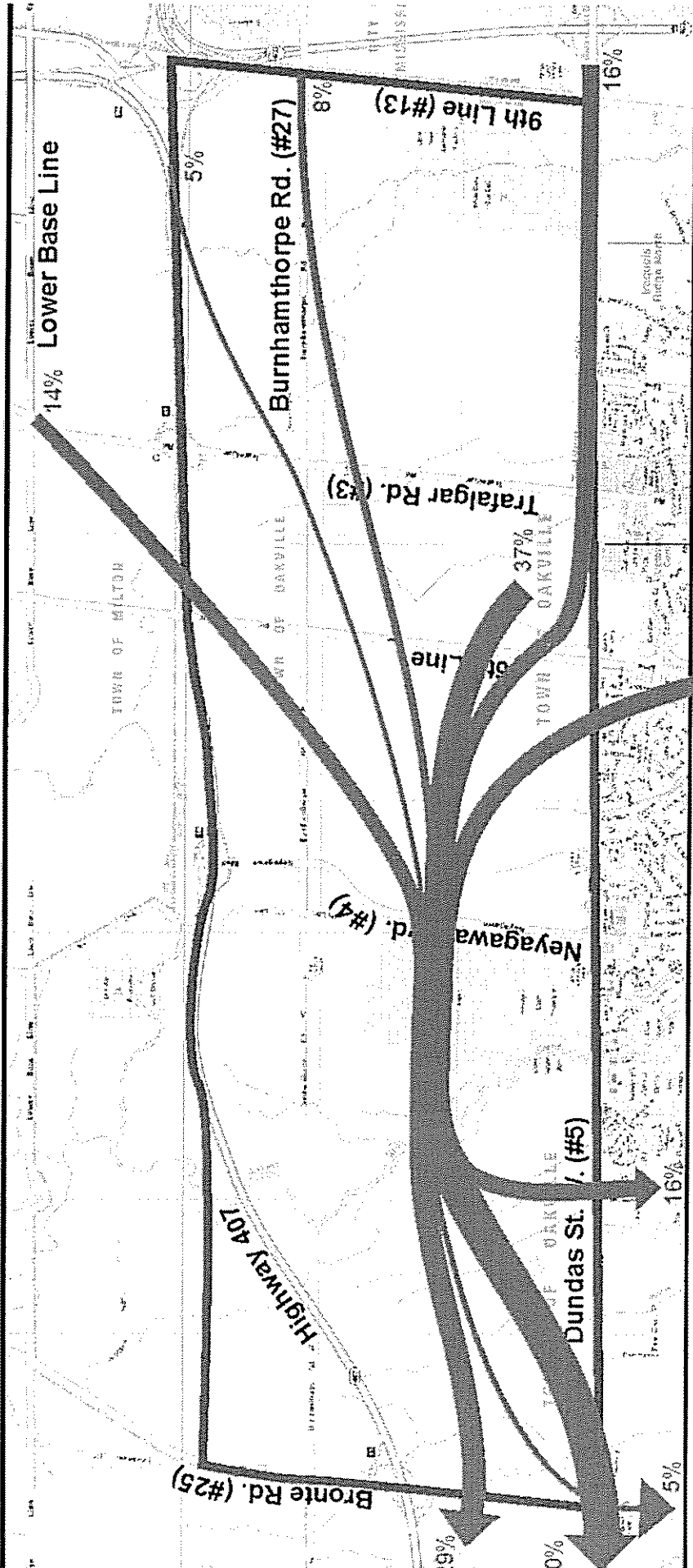
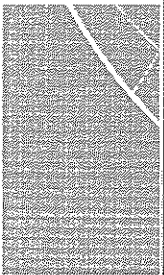
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**Hatton**  
*A World Class Place To Be*



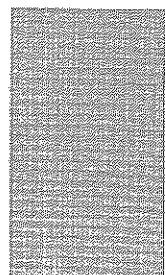
STUDY AREA

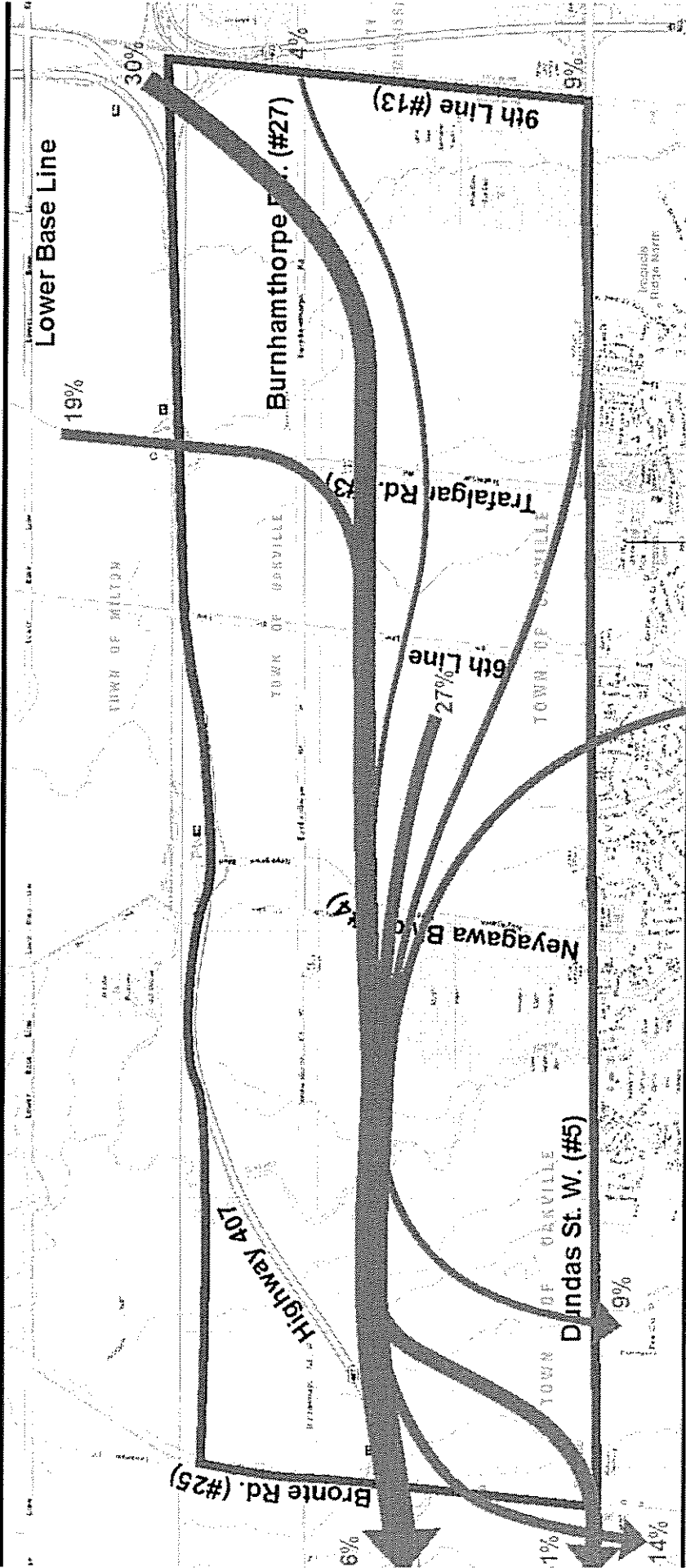
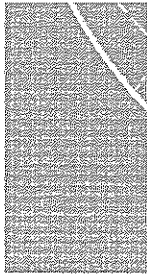
**Watson**  
*A World Class Place To Be*



**2021 Planned Network  
with Burnhamthorpe Road Crossing**

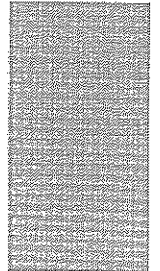
PM Peak Hour Westbound Trips  
Crossing 16 Mile Creek on  
Burnhamthorpe Road and Dundas Street

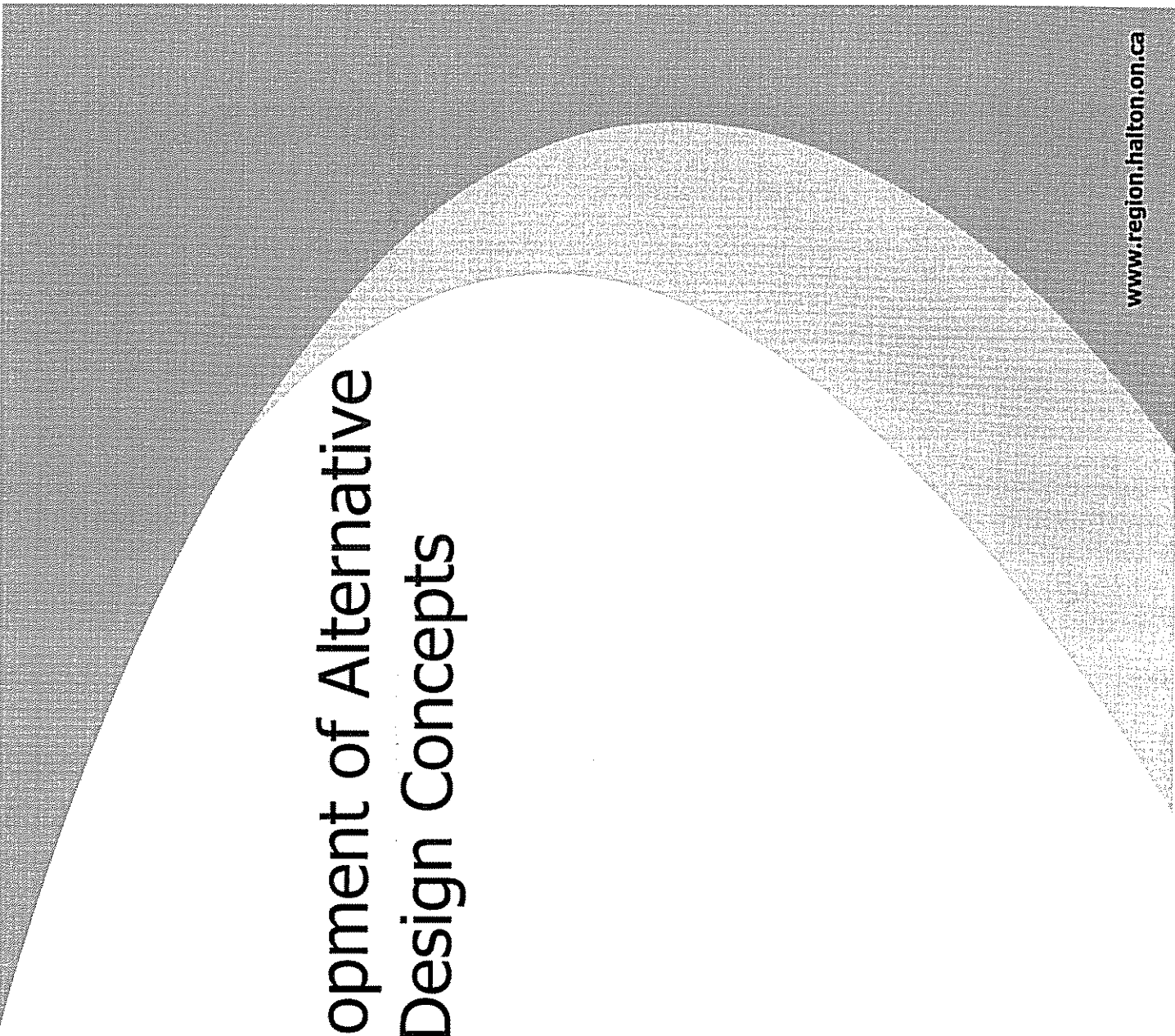




**2021 Planned Network  
with Burnhamthorpe Road Crossing**

PM Peak Hour Westbound Trips  
Crossing 16 Mile Creek on Highway  
407, Burnhamthorpe Road and  
Dundas Street





# Development of Alternative Design Concepts

# Design Criteria

- 80 km/h design speed
- 60 km/h posted speed limit
- 400 m intersection spacing
- 4-lane urban arterial
  - Wider curb lanes to accommodate transit vehicles and cyclists
- Pedestrian facilities (sidewalks)
- Streetscaping

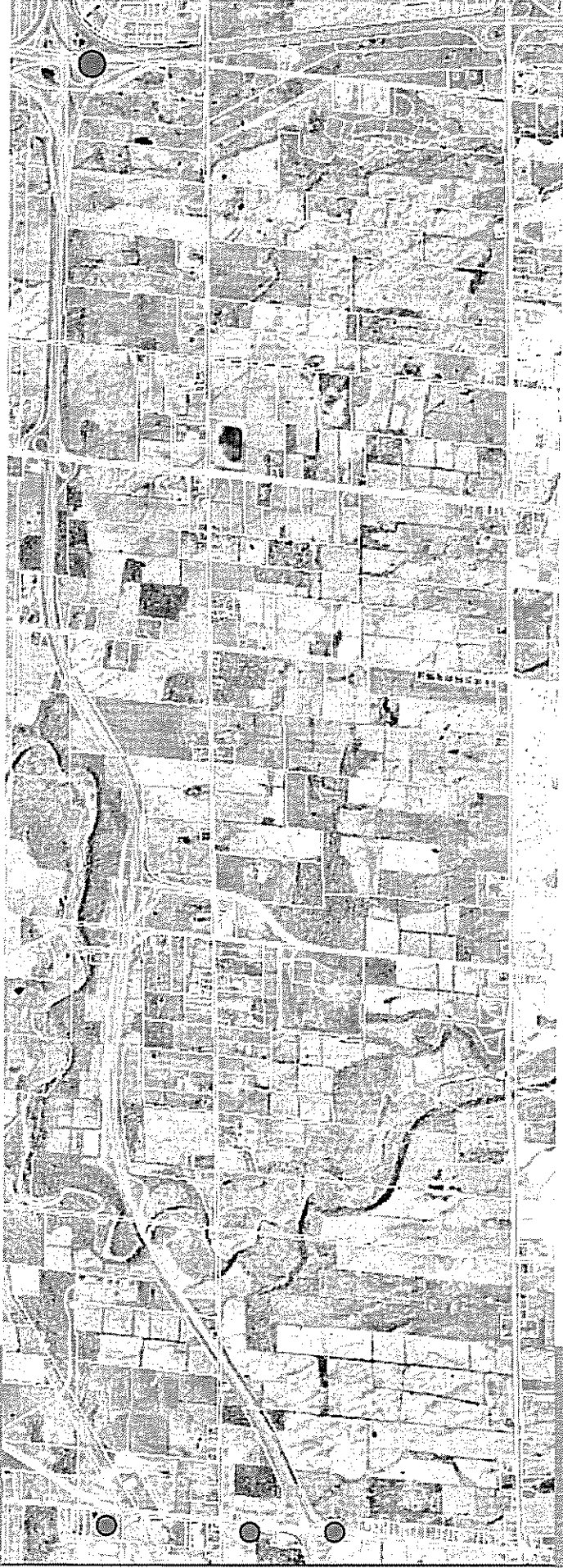
# Constraints

- Transportation
- Engineering
- Natural Environment
- Social Environment
- Economic Environment
- Cultural Environment

*(maps are provided on walls/screen)*

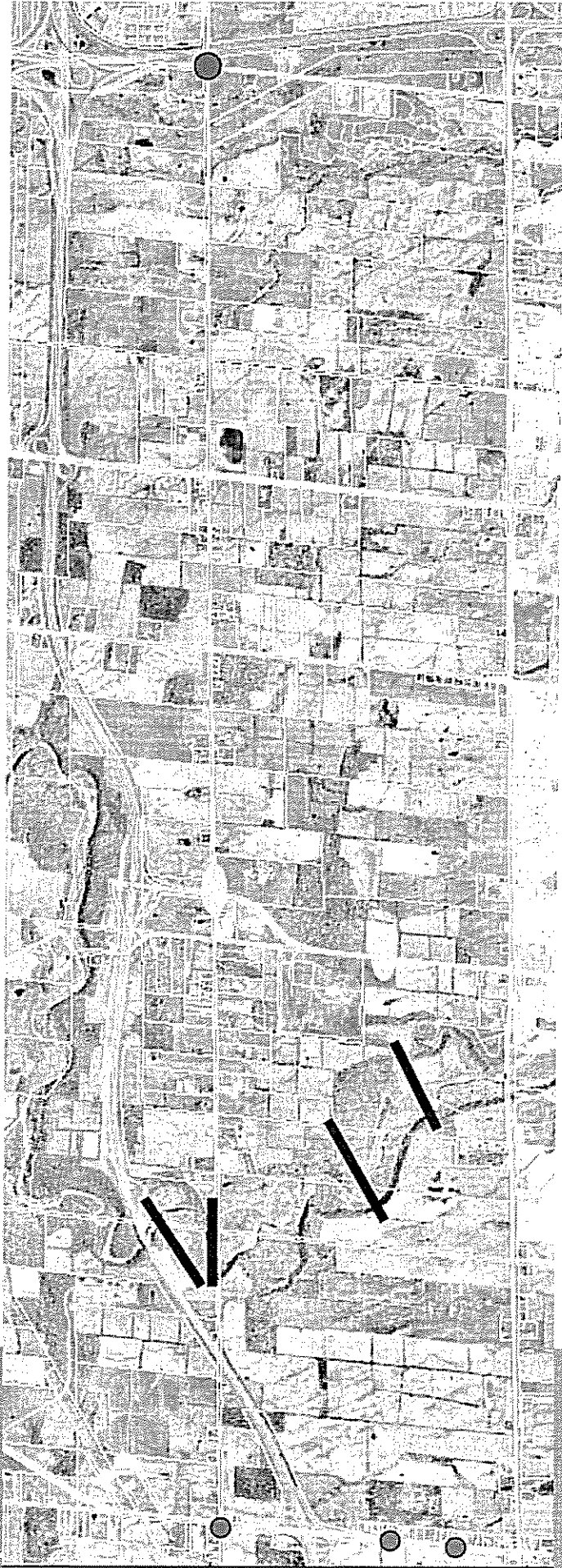


# Potential Functional Connections



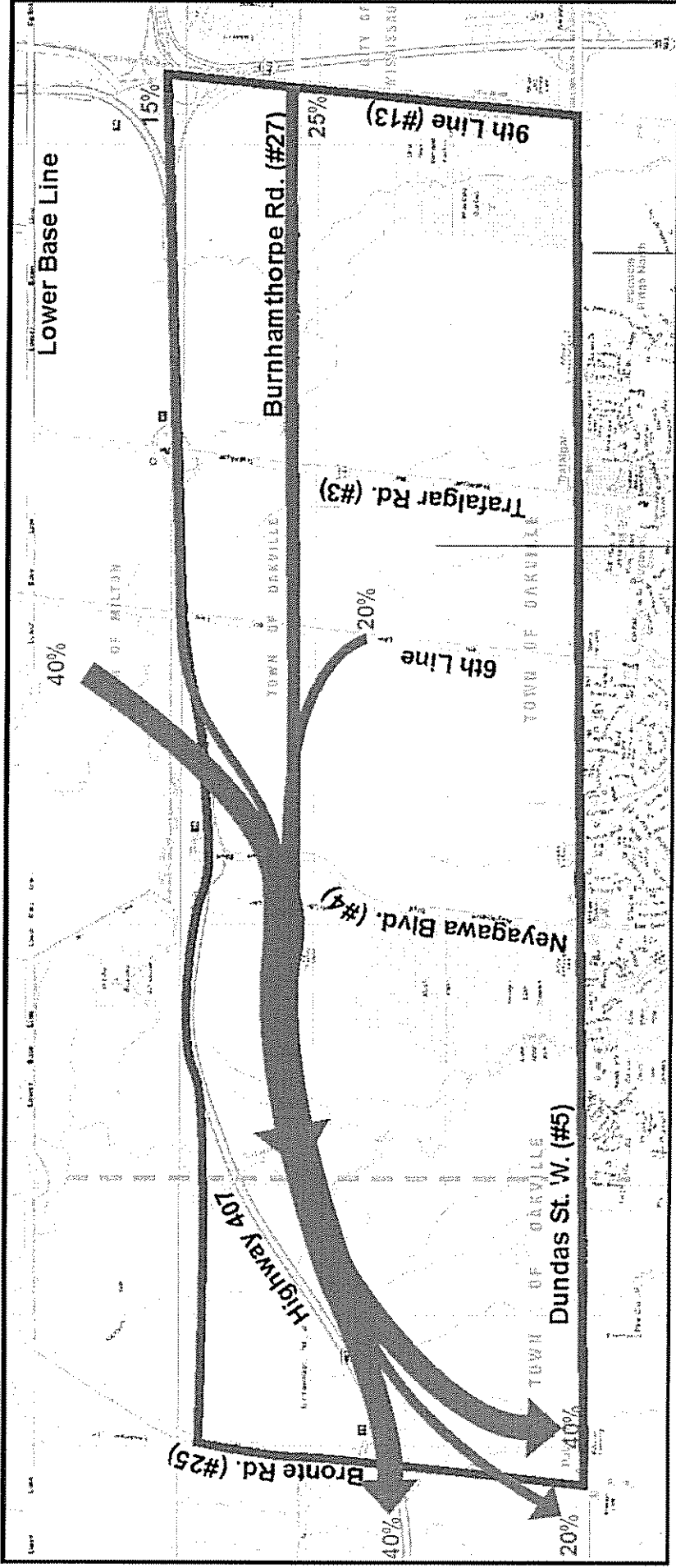
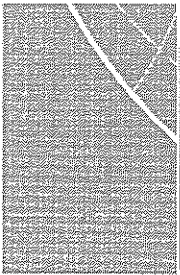
**Watson**  
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# Input from the Technical Agencies Committee



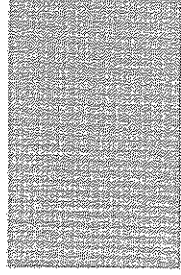
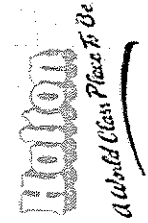
**Holston**  
*A World Class Place To Be*

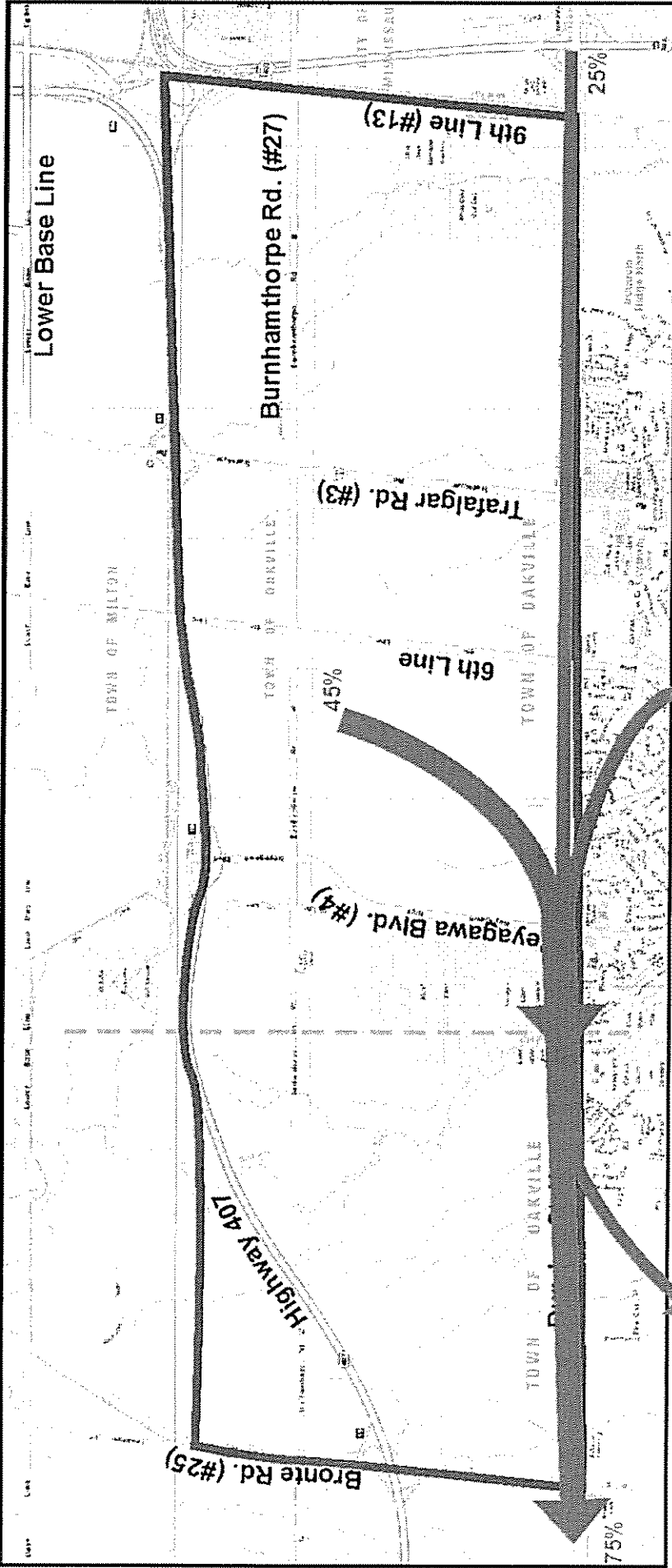
# Next Steps



**2021 Planned Network**

Trips on Westbound  
Burnhamthorpe Road  
@ 16 Mile Creek

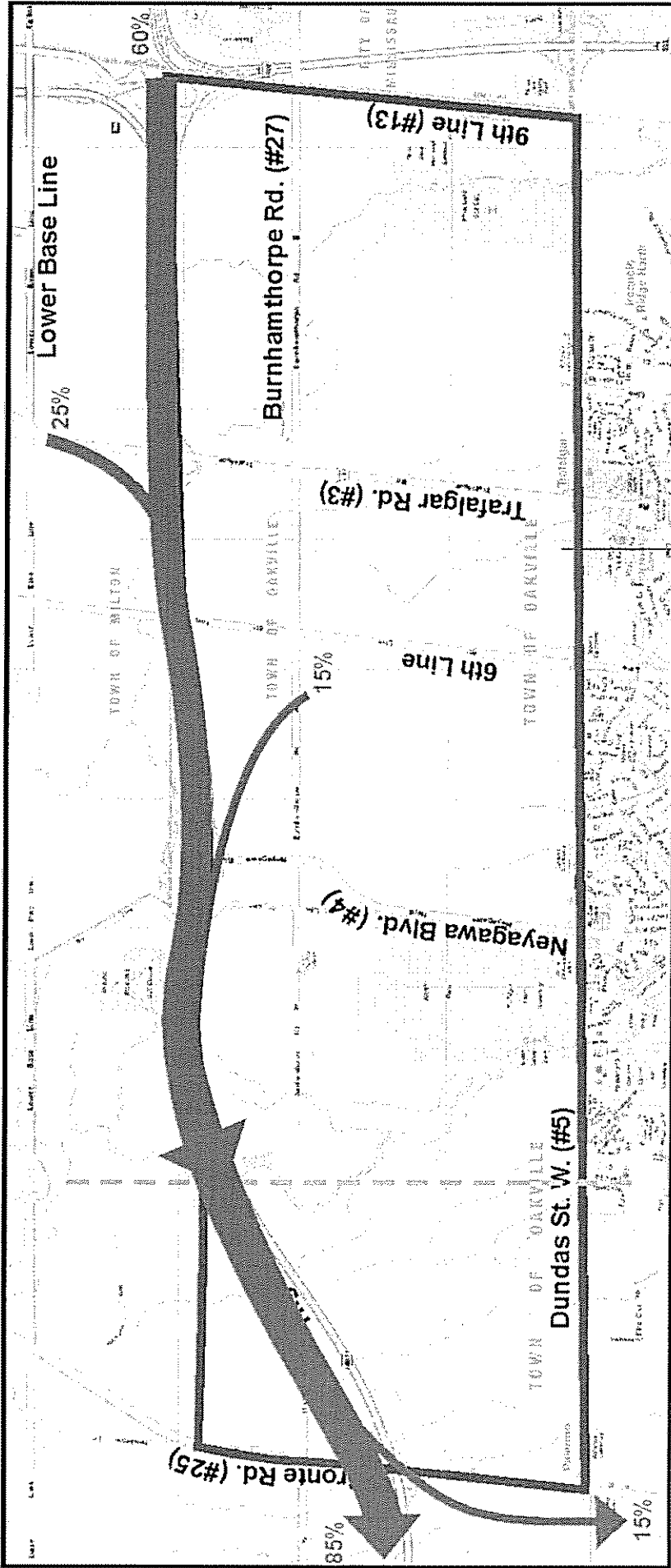




**2021 Planned Network  
Existing Burnhamthorpe Road**

Trips on Westbound  
Dundas Street  
@ 16 Mile Creek





**2021 Planned Network  
Existing Burnhamthorpe Road**

Trips on Westbound  
Highway 407 @ 16 Mile Creek

