



Regional Municipality of Halton

New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek

**Appendix D-4.5: Stakeholder Group
Meeting #5 – January 26, 2006**

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



PLANNING & PUBLIC WORKS DEPARTMENT
PLANNING AND TRANSPORTATION SERVICES
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December 16, 2005

Dear Stakeholder:

Re: Stakeholder Group Meeting #5 –New Burnhamthorpe Road (Regional Road 27) Transportation Corridor and Potential Future Bridge Crossing of Sixteen Mile Creek Class Environmental Assessment Study

The fifth 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 - Thursday, January 26, 2006

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 (just north of QEW). Upon arrival at the Halton Regional Centre, park in the NORTH parking lot and enter at the Auditorium Door. Also attached is the meeting summary from the last Stakeholder Group meeting #4.

The purpose of this meeting is to present the alternative alignments being considered for a New Burnhamthorpe Road (Regional Road 27) Transportation Corridor between Bronte Road and Ninth Line, including several possible bridge crossing locations over Sixteen Mile Creek.

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

Sincerely,

A handwritten signature in cursive script, appearing to read "Edward Soldo".

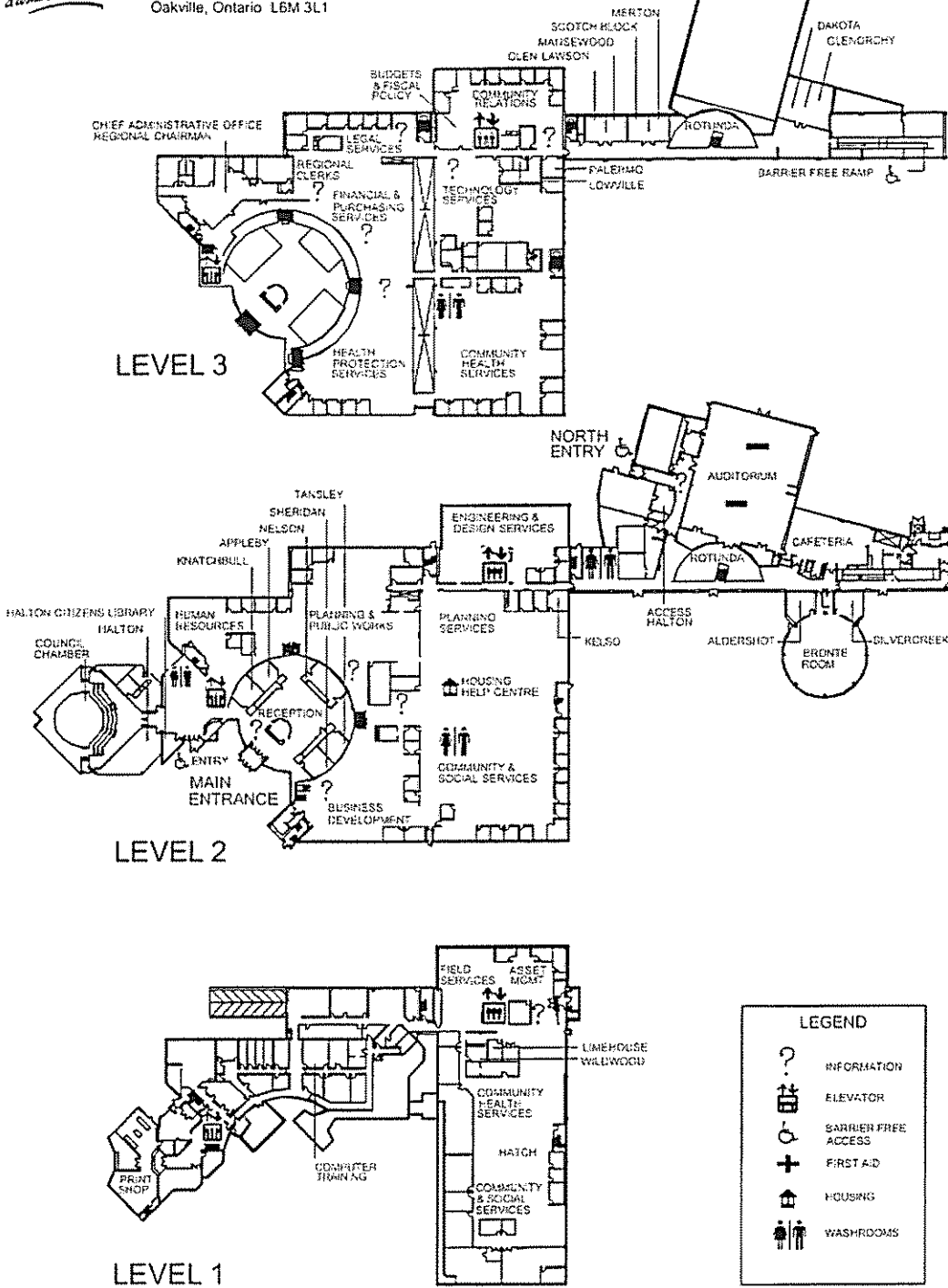
Edward Soldo, P.Eng
Manager, Transportation Services

Enclosure



HALTON REGIONAL CENTRE

1151 Bronte Road
Oakville, Ontario L6M 3L1





REGIONAL MUNICIPALITY OF HALTON

**NEW NORTH OAKVILLE TRANSPORTATION
CORRIDOR AND CROSSING OF THE
SIXTEEN MILE CREEK**

ENVIRONMENTAL ASSESSMENT STUDY

**Stakeholder Group Meeting #5
Meeting Summary**

January 26, 2006
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 January 26, 2006 Stakeholder Group Meeting #5 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:

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TSH
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Whitby, ON L1N 9J2
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Fax: (905) 668-0221
bjamieson@tsh.ca

1. ABOUT THE NEW NORTH OAKVILLE TRANSPORTATION CORRIDOR AND CROSSING OF THE 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)"¹ under Ontario's Environmental Assessment Act and follows the Schedule C provisions as set out in the June 2000 MEA Municipal Class EA document.²

The fifth meeting of the Class EA Stakeholder Group was hosted by the Regional Municipality of Halton to discuss the long list of route alternatives, the screening of the long list to generate a short list of route alternatives and the short-listed alternatives to be assessed.

Thirty-eight (38) people attended the meeting, including representatives from municipalities and the general public. The list of participants is included in Appendix A.

2. Presentation

Jane Clohecy of the Region of Halton welcomed participants, thanked them for participating in the process and facilitated the meeting. She advised attendees that, based on input from the Stakeholders Group, the name of the Environmental Study has been changed to the "New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek Environmental Assessment Study". She also noted the staff update report to Council regarding the project, dated January 19, 2006, that was e-mailed out to stakeholders, was available in hard copy format.

Mike Delsey of TSH gave the technical presentation. A copy of the presentation can be found in Appendix B.

The meeting was structured so that participants could provide input on different aspects of the project. The presentation was organized into the following topics:

- Study Update
- Long List of Route Alternatives
- Screening of Long List to generate Short List of Route Alternatives
- Short List of Route Alternatives
- Next Steps

The presentation was followed by a question and answer period.

¹ 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.

² 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.

3. Participant Feedback

This section provides an overview of the feedback received from participants at the January 26, 2006 Stakeholder Group meeting. Comments were summarized from discussions that took place during the question and answer periods.

General Questions:

Throughout the meeting, the following questions/comments and responses were recorded:

QUESTION / COMMENT	RESPONSE
GENERAL	
What will the right-of-way width be for the new road?	A right-of-way width of 35 m to 42 m is planned. The final width will be dependent on the nature of the roadside development.
What will the speed limit be for the new route?	The speed limit will likely be 60 km/h.
What will the cross section of the roadway be?	The cross section of the roadway will be defined at the next stage of the study. The new transportation corridor is proposed as a four lane arterial roadway with cycling and pedestrian amenities, similar to Upper Middle Road. It will include turning lanes at intersections, boulevards with sidewalks and/or bike paths, etc. Depending on the nature of the adjacent land use, medians may be required.
What is the purpose of the new route?	The new route will serve local traffic and through traffic demands. It is a component of the overall regional network that is required to meet the population and employment projections for 2021, including planned development in North Oakville.
Is it essential that the route be continuous?	It is essential that the route be continuous.
If a route alignment severs a property, will it be possible to get a building permit for parcels?	Yes in principle. The land owner will effectively now own two properties, but would still have to follow a development approvals process and meet accepted requirements.
The OMB hearing regarding the land use for the lands east of 16 Mile Creek has been set to commence on August 9, 2006. A 9-month period has been allocated for the hearing. How does this study fit into the OMB process?	The OMB process will make a decision on the land use plan. The EA Study will define the alignment for the new route. There is interaction between the two processes but they are independent processes. A route alignment could be approved through the EA process prior to the OMB ruling on the land use.
Has consideration been given to providing noise barriers for adjacent residential properties?	Noise impacts will be considered during the assessment and evaluation of alternatives, with mitigation measures identified, where required, for the preferred alternative.

QUESTION / COMMENT	RESPONSE
Why does the new title for the study not include the reference to "potential" future bridge crossing?	The need and justification for the 16 Mile Creek crossing has been confirmed in Phase 2 of the Study.
Will Third Line be extended north of Highway 5 to connect to the new route?	The Town of Oakville's current secondary plan does show the extension of Third Line north of Highway 5 but the length of the extension is limited by the ORC green space lands.
LONG LIST OF ROUTE ALTERNATIVES	
Does crossing over Highway 407 not pose the same challenges as constructing a new bridge over Sixteen Mile Creek within the 407 right-of-way?	Crossing over Highway 407 with a road bridge has far less restrictions and challenges compared to sharing the Highway 407 corridor with a parallel, adjacent route.
Why can't Town property be utilized for the new route?	Town property can be utilized where appropriate.
If a portion of the land west of 16 Mile Creek was given to Conservation Halton, would that preclude the Region from constructing a road on it?	No. Halton Region can acquire land from Conservation Halton. Similar to the Niagara Escarpment, a roadway corridor could cross Conservation Halton lands.
SCREENING OF LONG LIST OF ROUTE ALTERNATIVES	
In the screening table, the text for Alternative 9, the section from Bronte to Neyagawa, states "avoids significant woodlot east of Bronte Road". However, Alternative 9 does impact woodlots through this area.	The impacts to woodlots through this section will be reviewed and the table revised, as appropriate.
SHORT LIST OF ROUTE ALTERNATIVES	
Is it possible to have another alternative that is a new east-west route north of 407?	Highway 407 represents the northern boundary of North Oakville. Development within North Oakville would therefore not be served by an arterial roadway north of Highway 407, especially for transit, cycling and walking trips.
Could the route alignments be refined to minimize impacts on particular properties/features (e.g. homes at Eighth Line)?	The route alignments have been refined at a corridor level to minimize impacts on identified constraints while still achieving acceptable geometric requirements. Further refinement to the preferred corridor will be undertaken at the next Phase of Study.
Can the option west of Neyagawa Boulevard be combined with an option east of Neyagawa Boulevard?	Yes.
Alternative E3 results in traffic being diverted through residential areas. Why wasn't it screened out like Alternative 14 (connection to Third Line)?	The planned land use is not compatible with Alternative E3. A new land use plan would be required for Alternative E3.

QUESTION / COMMENT	RESPONSE
A route alignment along existing Burnhamthorpe Road does not address the existing traffic problems. It just adds more traffic to a residential area. Local residents don't want the route. Why consider it?	The EA process requires that a range of routes be considered. The impacts associated with the various routes will be considered during the assessment and evaluation of alternatives.
An alignment in the vicinity of Highway 407 should be pursued. 407ETR is just a company. It should not have more clout than the local residents.	The short list does include a route alignment in the vicinity of Highway 407 (Alternatives W2 and E1). There are challenges associated with crossing 16 Mile Creek in the vicinity of Highway 407 but it is being carried forward for further review.
What is the estimated variance for the location of the route alternatives (i.e. distance alignment could shift north or south when route refined)?	No bandwidth or allowable variance has been established.
Has a preferred alternative been selected?	The Project Team does not have a preferred alternative yet. A preferred alternative will be selected through the assessment and evaluation process during the next phase of the study.
What type of bridge is proposed for the 16 Mile Creek crossing?	The bridge type for the 16 Mile Creek crossing has not yet been defined. A range of options have been considered at a conceptual level of detail to allow for a comparison of route alternatives. During the next stage of the study, further consideration will be given to the bridge requirements, with particular emphasis on the work in the valley to allow for an assessment of environmental impacts.
ASSESSMENT OF SHORT-LIST ROUTE ALTERNATIVES	
How will Stakeholders be involved in the assessment of the short-listed alternatives?	Stakeholder involvement in the assessment of alternatives will be through the Stakeholder Group Meetings. Stakeholder input will be used to refine the long list and short list of alternatives and the assessment criteria. The results of the assessment and the preferred route alternative will be presented to the Stakeholder Group for comment and revisions as required prior to Public Information Centre # 2.
Alternative E3 appears to have greater impacts on the natural heritage system.	Impacts of the various alternatives on the natural heritage system will be considered during the assessment and evaluation process.

QUESTION / COMMENT	RESPONSE
Have the specific impacts on properties and features been accounted for?	The assessment and evaluation of the short-listed route alternatives will consider how specific properties are affected and what mitigation measures could be implemented to minimize or avoid impacts. If the impacts cannot be mitigated, consideration will be given to property acquisition.
If Stakeholders oppose the preferred route alternative, what course of action is available?	The preferred route alternative will be presented to the Stakeholders Group for review and comment prior to Public Information Centre # 2. Upon completion of the study, an Environmental Study Report will be filed for a 30-day public review. During the review period, members of the public, interest groups and review agencies may request the Minister of the Environment to comply with Part II of the EA Act (which addresses individual EAs), before proceeding with a proposed undertaking. This is what is known as a "Part II Order".
What if a land owner is not willing to sell their property?	If necessary, the property could be acquired through expropriation. However, a third party independent appraiser will be used to assess the properties which will form the basis of any offer to purchase.
If the preferred route disrupts someone's home and they can't sell their property, who is responsible?	If the property is physically impacted, acquisition will be considered, otherwise opportunities to mitigate impacts will be explored.
Is the evaluation methodology and criteria and weighting information available for public review?	The evaluation methodology and criteria is available for public review. The decision making process for the selection of the preferred alternative will be discussed at the next Stakeholder Meeting.
Is one route better than another?	This assessment has not yet been undertaken. It is the next step. A detailed assessment will be undertaken for the short-listed alternatives, taking into consideration a wide range of factors, including natural environment, social environment, economic environment and transportation factors.
How is the relative importance of each criteria determined?	It is difficult to determine the relative importance of the criteria. The nature of the impacts and opportunities to mitigate the impacts will be considered in the assessment.

Closing Remarks

Jane Clohecy thanked the participants for attending and asked members of the group to send in comments on the information provided by February 10, 2006. The next meeting is anticipated to be held in spring 2006 to present the preferred route.

Electronic copies of the long list and short list of alternative route plans will be available on the Region's website. Hard copies and CD copies of the information will also be provided upon request.

Meeting Adjourned

Appendix A
List of Participants

New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek EA Study
 Stakeholder Group Meeting #5, January 26, 2006

Name	Interest/Affiliation
Stakeholders	
Gayle Bedshaw	Land Owner
Arnold & Ruth Fish	Land Owner
Ross Fish	Land Owner
Stephen Baker	Land Owner
Jim Hannah	Land Owner
J.R. Wagner	Land Owner
Terry Wallace	Lea Consulting
Rick Taddeo	
Ray & Karen Nadeau	Land Owner
David Faye	Land Owner
Mike Benke	Land Owner
Gary Gregorys	
Yosh Nabeta	Land Owner
Luch Ognibene	
Diana McGowan	Land Owner
Michael Telawski	
Mark Bowen	Land Owner
Adriana & Renzo Rinaldi	Land Owner
Jim McGee	Land Owner
David Northwood	Land Owner
Ray & Mary Blaney	Land Owner
M .Secord	Land Owner
Grace Francisco	Land Owner
Frank Mattucci	
Roy Bot	Land Owner
Ted Cymbaly	Consultant representing Land Owner
Dr. Gordon Bergman	
Observers	
Kleo Isaias	
Christopher Invidiata	
Other Participants	
Janice Wright	Councillor
Marc Grant	Councillor
Jeff Knoll	Councillor
Rob Thun	Town of Oakville
Dave Bloomer	Town of Oakville
Project Team Members	
Jane Clohecy	Region of Halton
Edward Soldo	Region of Halton
Chris Duyvestyn	Region of Halton
Mike Delsey	TSH
Brenda Jamieson	TSH
Christen Audet	GLL

Appendix B
Presentation

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

Meeting with Stakeholders
January 26, 2006



Agenda Overview

- Review of Project Progress
 - Tasks
 - Meetings
- Review of Design Alternatives - Development, Assessment & Evaluation
 - Long List
 - Short List
- Next Steps

Recent Study Activities

- Long List of Alternatives generated:
 - Stakeholder routes
 - North Oakville Secondary Plan (NOSP) route
 - NOMI route
 - Additional routes developed by Project Team
- Long List screened to generate Short List
- Short List of alternatives to be assessed

Recent Study Meetings

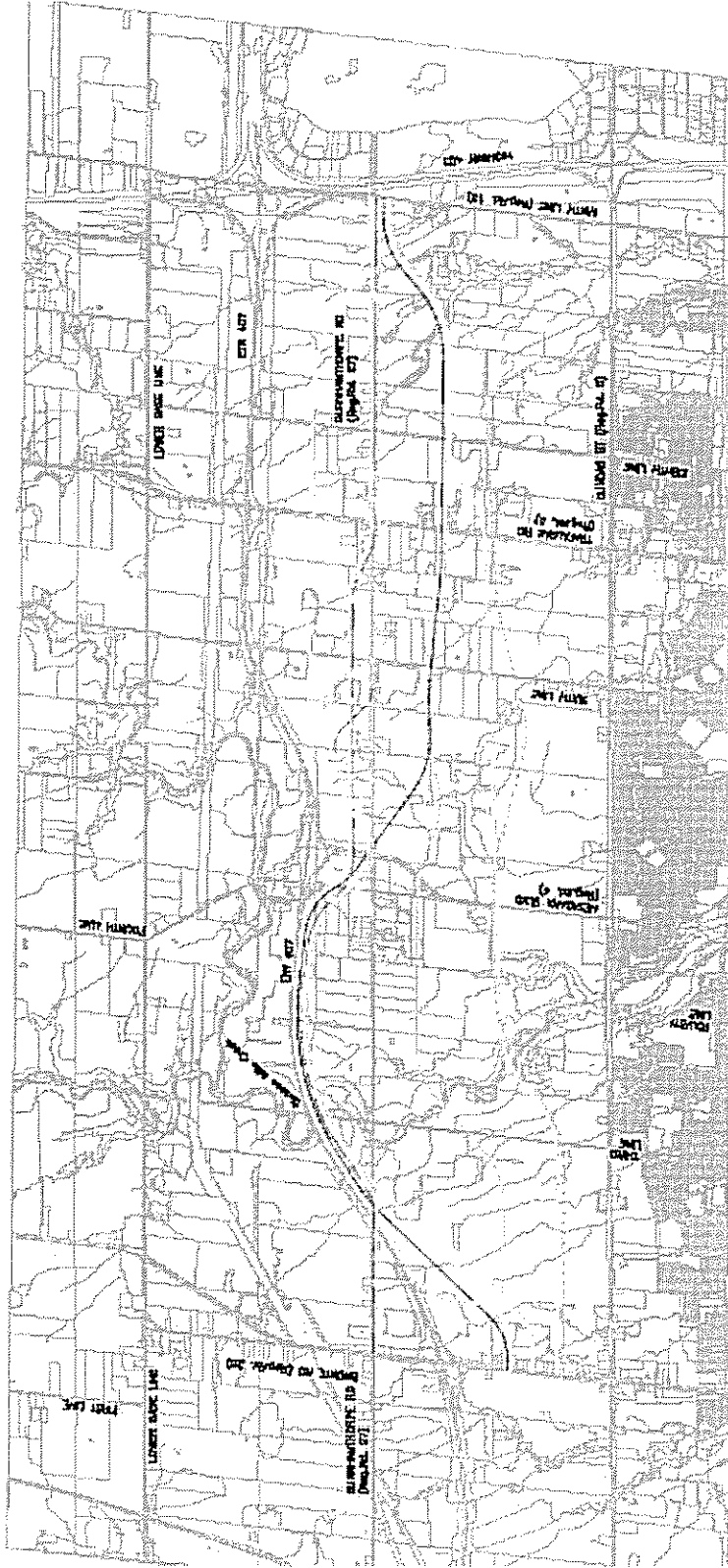
- Meetings:
 - Stakeholder Meeting – July 6, 2005
 - Workshop to develop alternative routes
 - Town of Oakville – November 23, 2005
 - Workshop to examine potential impacts of alternative routes on the North Oakville Secondary Plan
 - TAC Meeting – December 15, 2005
 - Workshop to examine potential impacts of alternative routes on 407 ETR, MTO's planned transitway adjacent to 407, and ORC Green Space lands
 - TAC representatives include Ministry of Natural Resources, Conservation Halton, Town of Oakville, City of Mississauga, Oakville Hydro, Ministry of Transportation, 407ETR, Ontario Realty Corporation and Halton EEAC

Review of Long List of Alternatives



Stakeholder Routes

(Developed at July 6, 2005 Stakeholder Group Meeting)



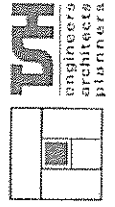
LEGEND

- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3
- ALTERNATIVE 4

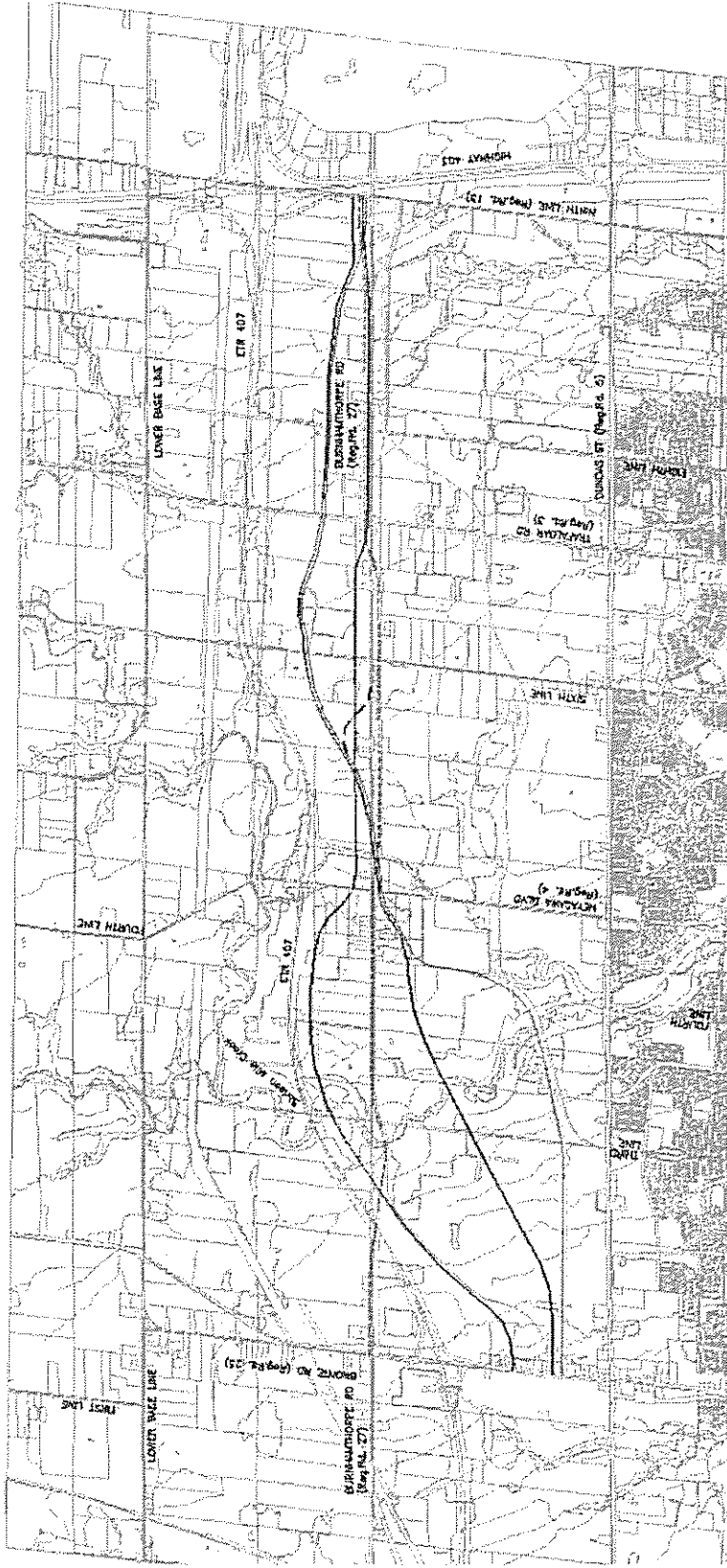
- ALTERNATIVE 5
- ALTERNATIVE 6
- ALTERNATIVE 7
- ALTERNATIVE 8

- LINK 1
- LINK 2

Hollon
A World Class Place To Be

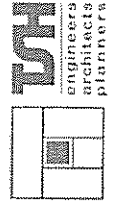


NOSP, NOMI & Additional Routes



- LEGEND**
- ALTERNATIVE 9 (NORTH ORAVILLE SECONDARY PLAN ALIGNMENT) ————
 - ALTERNATIVE 10 (NOMI ALIGNMENT) ————
 - ALTERNATIVE 11 ————
 - ALTERNATIVE 12 ————
 - ALTERNATIVE 13 ————
 - ALTERNATIVE 14 ————
 - ALTERNATIVE 15 ————
 - ALTERNATIVE 16 ————
 - LINK 1 ————
 - LINK 2 ————

Holtz
A World Class Place To Be



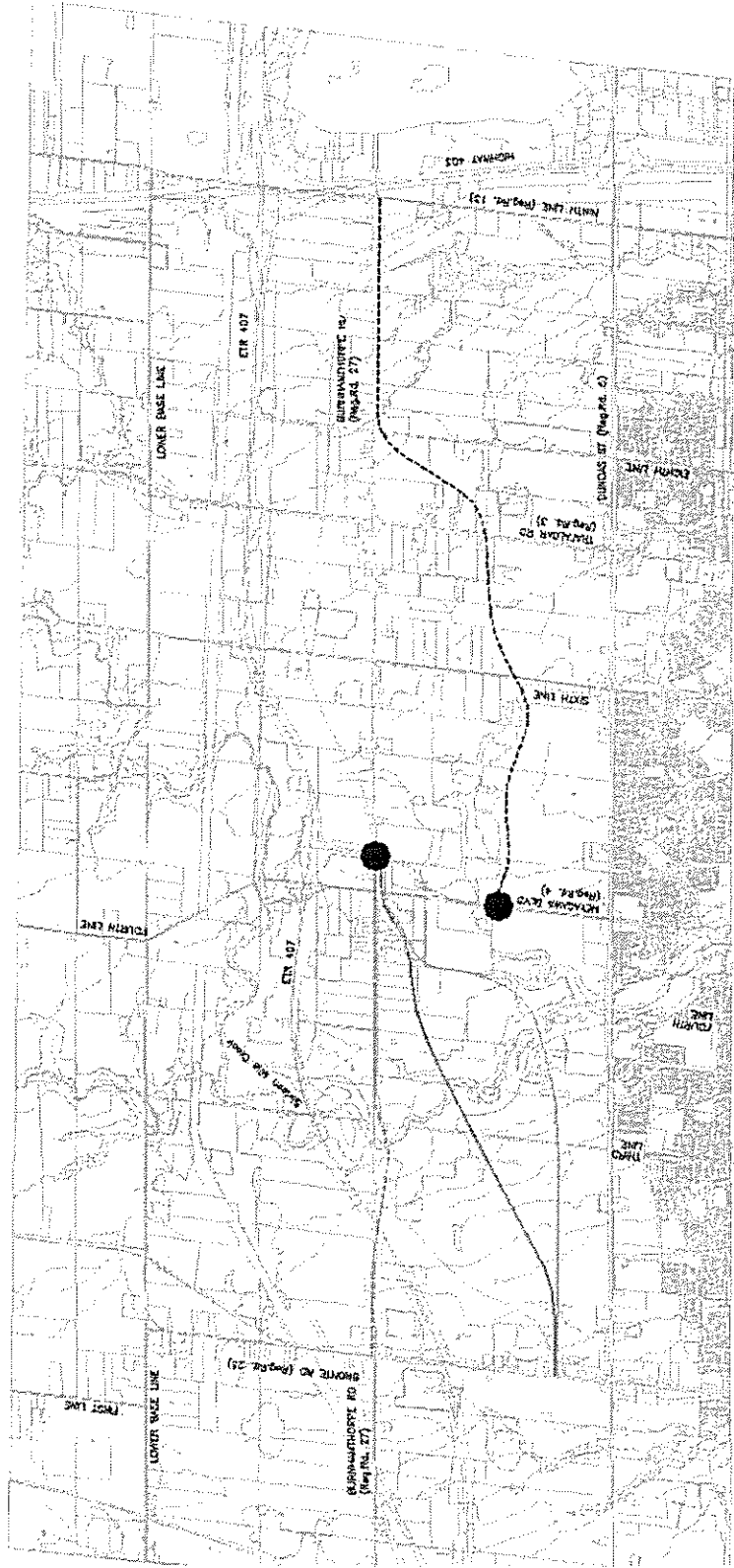
Assessment Criteria for Long List

- Transportation
 - Design constraints
- Social Environment
 - Direct impacts to existing residences/buildings
- Natural Environment
 - Impacts to significant woodlots (avoidance preferred)
 - Cold water/warm water creek crossings impacted (fewer crossings preferred)

Screening of Long List

- See handout for details

Short List of Route Alternatives



LEGEND

- BRONTE ROAD TO HEYAGAWA BOULEVARD
 - ALTERNATIVE W1
 - ALTERNATIVE W2
 - ALTERNATIVE W3
 - ALTERNATIVE W4
 - ALTERNATIVE W5
 - ALTERNATIVE W6
 - LINK W2-W5
- HEYAGAWA BOULEVARD TO NINTH LINE
 - ALTERNATIVE E1
 - ALTERNATIVE E2
 - ALTERNATIVE E3

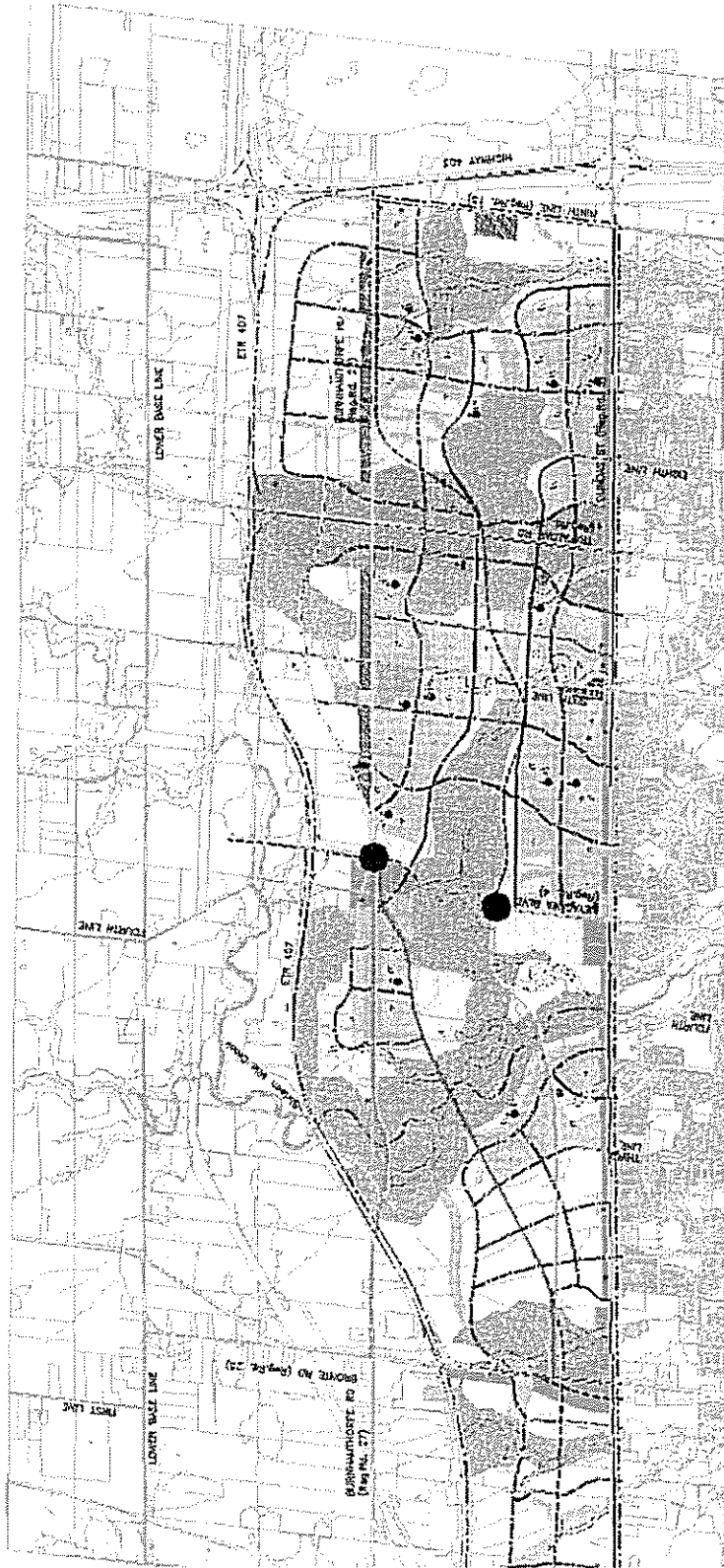


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Short List of Alternatives

Context – Draft North Oakville Secondary Plan



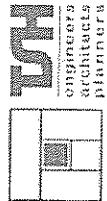
SOURCE: LAND USE PLAN-NORTH OAKVILLE SECONDARY PLAN

LEGEND

BRONTE ROAD TO NEVAGAWA BOULEVARD	NEVAGAWA BOULEVARD TO NINTH LINE
ALTERNATIVE W1	ALTERNATIVE E1
ALTERNATIVE W2	ALTERNATIVE E2
ALTERNATIVE W3	ALTERNATIVE E3
ALTERNATIVE W4	
ALTERNATIVE W5	
ALTERNATIVE W6	
LINK W2-W5	

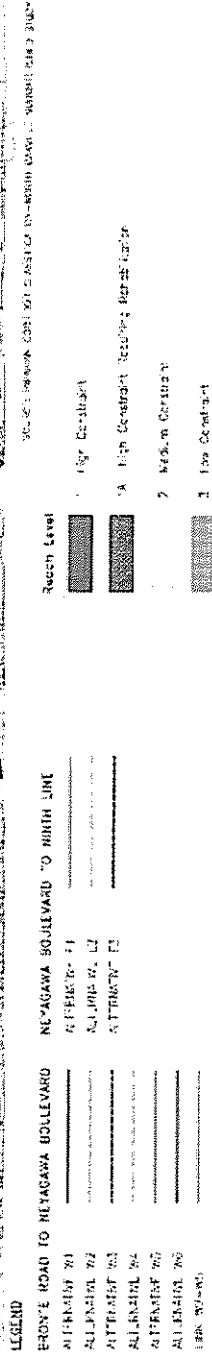
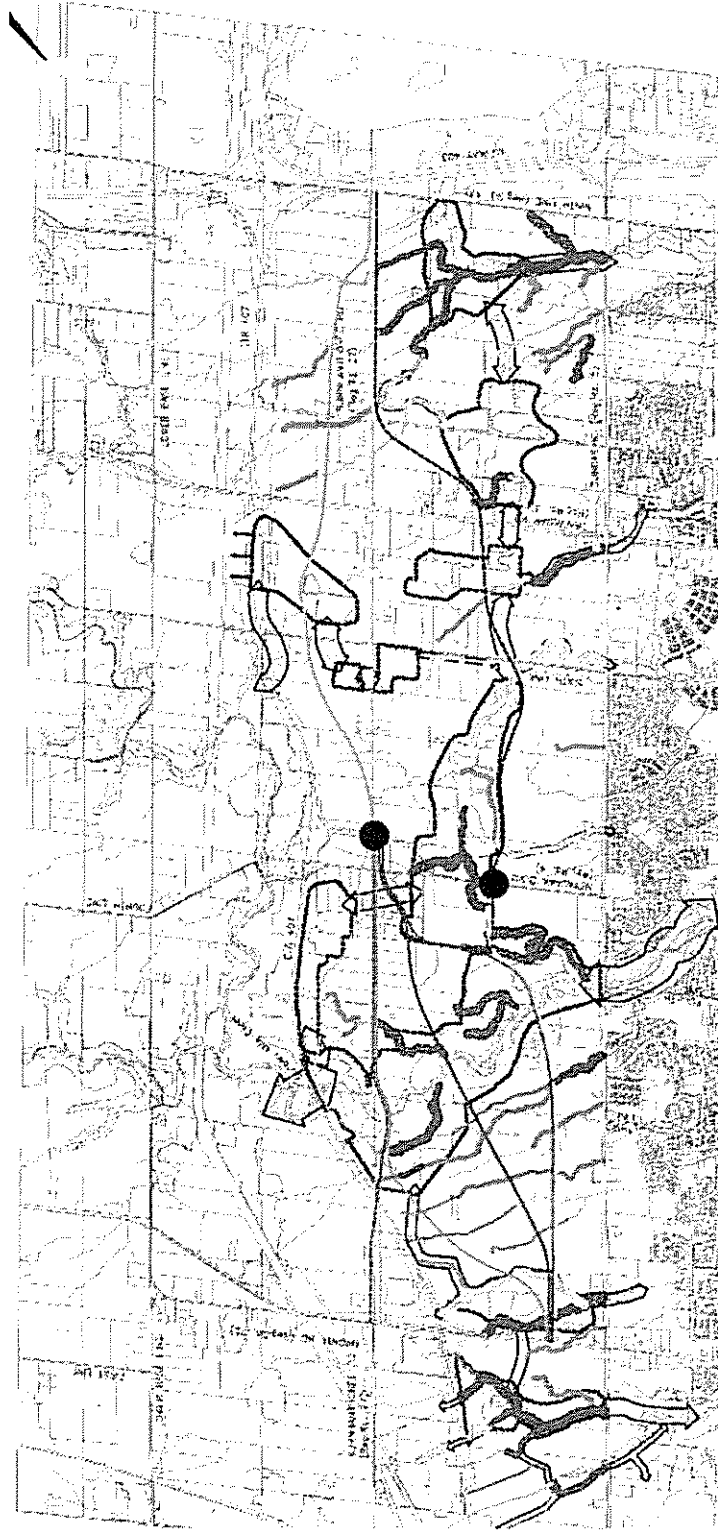


Stantec
A World Class Place To Be

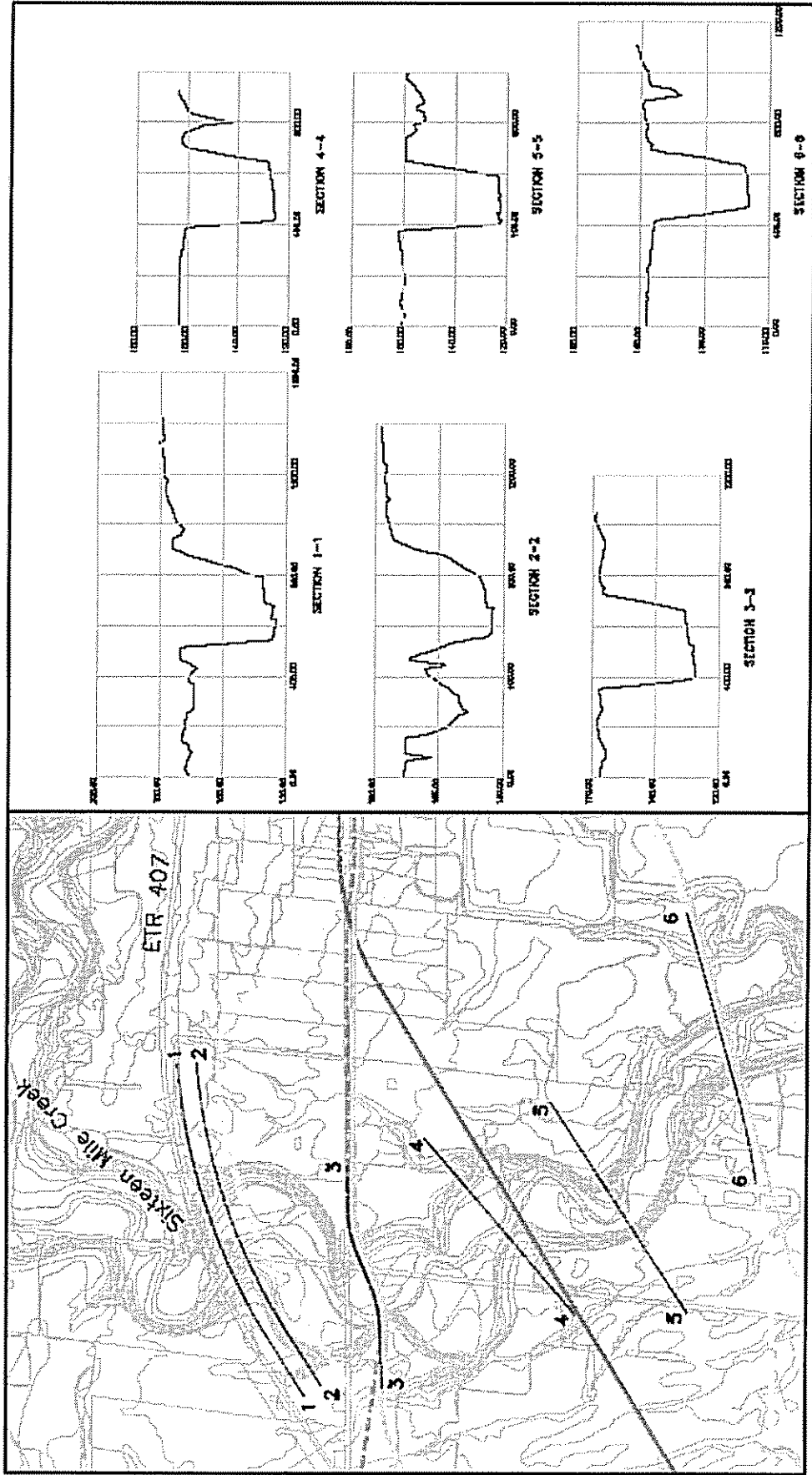


Short List Alternatives

Context – Draft Subwatershed Study



16 Mile Creek Crossing Alternatives



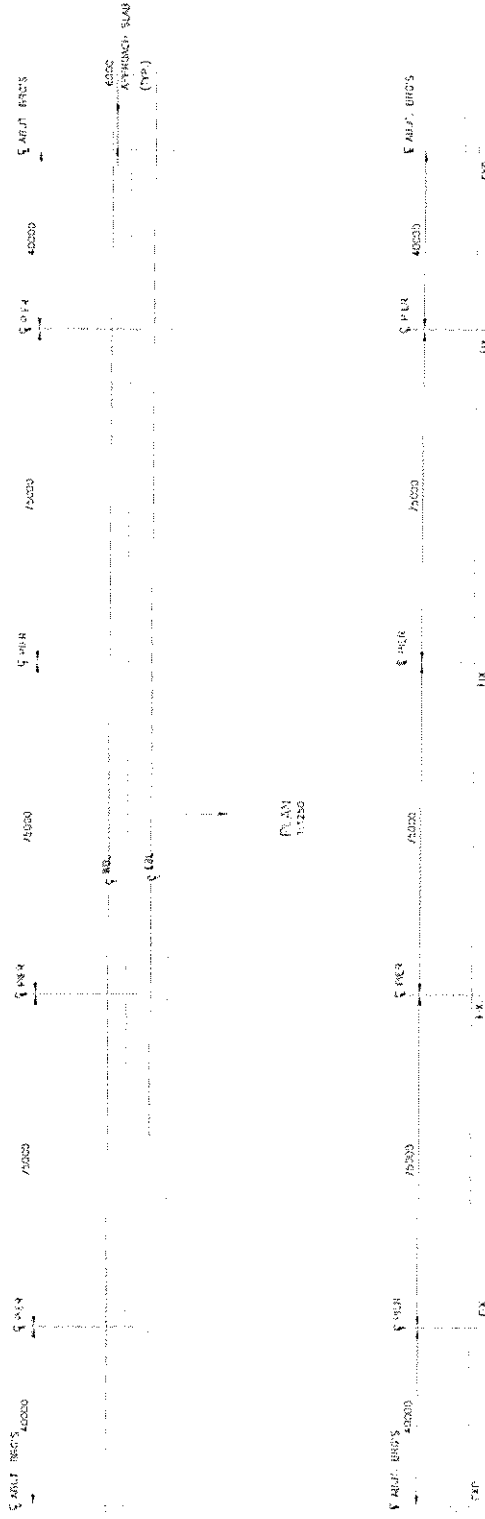
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Summary of Bridge Crossing Options

- Crossing spans range from 300 m to 800 m, depending on location.
- Different bridge options were identified for both 300 m and 500 m crossing lengths to determine feasibility:
 - Conventional Girder Bridge
 - Similar to 407 bridge type at creek crossing
 - 4 to 6 piers in valley
 - Cable Stayed
 - 2 towers in valley
 - 40% higher cost than conventional bridge
 - Suspension
 - no in-valley work
 - Twice the cost of conventional bridge

Typical Bridge Arrangement Plans

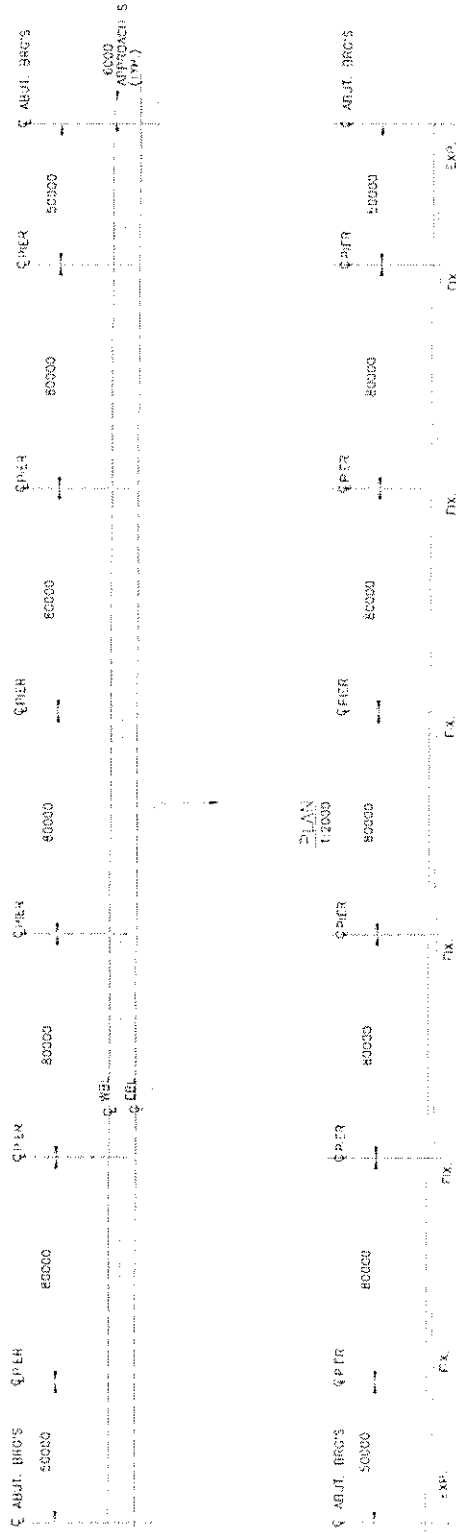


ALTERNATIVE 1 - 5 SPAN 300m LONG

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Typical Bridge Arrangement Plans



ALTERNATIVE 2 - 7 SPAN 500m LONG

Issues Relating to Crossing Alternatives - Hwy 407/Transitway Crossing

- Located at previously disturbed area of creek valley (Highway 407);
- Crossing location adjacent/south of 60 m transitway corridor requires a bridge span of 800 m (not economically viable);
- Viable crossing location requires shifting proposed transitway and Burnhamthorpe bridges into the transitway/407 ROWs;
- MTO has not committed to a shared ROW. MTO and 407ETR will review their agreement to determine potential, but issues remain:
 - MTO owns the lands, but leased them to 407ETR who has the majority of control;
 - No development is permitted within the Highway 407 controlled access corridor. Any shifting of the transitway and/or Burnhamthorpe Road into the 407 ROW would require the limits of the controlled access corridor to be redefined, which would require approval by the Provincial Legislature;
 - Burnhamthorpe Road crossing may need to be under 407ETR ownership.

Issues Relating to Crossing Alternatives

- Hwy 407/Transitway Crossing

- Existing access road for Highway 407 structures would need improvements to be functional;
- Two options for continuation of Burnhamthorpe Road westerly include:
 - Connecting to the existing Burnhamthorpe Road corridor at Regional Road 25 (requires a grade separation to cross Highway 407), or
 - Extending southerly through the Green Space protection area of the Ontario Realty Corporation (ORC) lands south of woodlot.

Issues Relating to Crossing Alternatives

- Burnhamthorpe Crossing

- Undisturbed valley location would have significant environmental impacts associated with access road and bridge construction;
- Bridge span of about 380 m required;
- New access road into valley required; and
- Two options for continuation of Burnhamthorpe Road westerly (same as 407/Transitway crossing).

Issues Relating to Crossing Alternatives

- Mid-Point Crossing

- Undisturbed valley location would have significant environmental impacts associated with access road and bridge construction;
- Represents the NOSP alignment with adjustments made to minimize the required bridge span to about 350 m;
- New access road into valley required; and
- Continuation of Burnhamthorpe Road westerly requires extending the alignment through the Green Space protection area of the ORC lands south of woodlot.

Issues Relating to Crossing Alternatives

- South Crossing (north limit of Lions Valley Park)

- Located at previously disturbed area of creek valley (just north of Lions Valley Park);
- Potential impact to undeveloped area of Trafalgar Lawn Cemetery property;
- Bridge span of about 300 m (shortest crossing option);
- Access road to Lions Valley Park would need improvements for bridge construction;
- Continuation of Burnhamthorpe Road westerly requires extending the alignment along the south boundary of the Green Space protection area of the ORC lands south of woodlot;
- Option would provide access to excess ORC lands north of Reg. Rd. 5 which are currently undergoing disposition process; and
- Alternative option to connect to Third Line (local collector road) would require further widening of Dundas Street (Regional Road 5) to 8 or 10 lanes through Palerme. Town of Oakville does not support this option due to potential for traffic diversion down Third Line.

Issues Relating to Alternatives east of 16 Mile Creek - Alternative E1

- E1 has following characteristics:
 - Represents the easterly half of the NOSP route
 - Allows for land use proposed in the Secondary Plan
 - Avoids properties fronting onto existing Burnhamthorpe Road
 - Crosses one Core Preserve Area, but avoids impacts to significant woodlots.

Issues Relating to Alternatives east of 16 Mile Creek - Alternative E2

- E2 has following characteristics:
 - Utilizes existing Burnhamthorpe right-of-way and provides a straight connection between Neyagawa Boulevard and Ninth Line
 - Impacts to existing properties fronting onto Burnhamthorpe Road and the designation of the lands on the north side of Burnhamthorpe Road as a Character Area
 - Separates the employment lands to the north and the General Urban Area to the south.

Issues Relating to Alternatives east of 16 Mile Creek - Alternative E3

- E3 has following characteristics:
 - Connects to the south bridge crossing alternative
 - Follows the south edge of a Core Preserve Area between Neyagawa Boulevard and Sixth Line (General Urban Area to the south) and follows existing Burnhamthorpe Road east of Eighth Line
 - Crosses one Core Preserve Area while following along the edge of two other Core Preserve Areas, but avoids impacts to significant woodlots
 - Avoids the existing properties fronting onto existing Burnhamthorpe Road between Neyagawa Boulevard and Eighth Line.

Assessment of Short List Alternatives

- Assessment process similar but more detailed than used for Long List
- Additional field work required to confirm environmental conditions
- Results of process will be reviewed with TAC and Stakeholders in Spring 2006 prior to presenting to the public

Next Steps

- Finalize Short List of Alternatives
- Assess and evaluate Short List of Alternatives
- Select Preferred Route Alternative
- Review with TAC and Stakeholders (spring)
- Public Information Centre #2 (late spring/early summer)
- Environmental Study Report (late 2006/early 2007)

Question and Answer

