



Regional Municipality of Halton

New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek

**Appendix D-4.6: Stakeholder Group
Meeting #6 – June 1, 2006**

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
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May 9, 2006

Dear Stakeholder:

Re: Stakeholder Group Meeting #6 – New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek, Town of Oakville – Class Environmental Assessment Study

The sixth Stakeholder Group meeting has been scheduled for the New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek, Town of Oakville Class Environmental Assessment Study.

The meeting details are as follows:

Date: Thursday, June 1, 2006
Time; 6:30 p.m. to 8:30 p.m.
Location: St Volodymyr Cultural Centre
1280 Dundas Street West, Oakville

The purpose of this meeting is to present the analysis and evaluation of alternative alignments being considered for the New North Oakville (i.e. formerly New Burnhamthorpe Road (Regional Road 27)) Transportation Corridor between Regional Road 25 and Ninth Line as well as the alternative bridge crossing locations over the Sixteen Mile Creek including the identification of the preliminary preferred alternative design. In addition, please find attached the meeting summary from the January 26, 2006 Stakeholder Group meeting #5.

If you have any questions or require additional information, please contact the undersigned at 905-825-6000, ext 7475 or edward.soldo@halton.ca.

Sincerely,

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

Edward Soldo, P.Eng
Manager, Transportation Services

Halton

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REGIONAL MUNICIPALITY OF HALTON

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

CLASS ENVIRONMENTAL ASSESSMENT STUDY

Stakeholder Group Meeting #6
Meeting Summary

June 1, 2006

St. Volodymyr Cultural Centre, 1280 Dundas Street West, Oakville, ON

This meeting summary was prepared by TSH. It presents the key discussion points and outcomes from the June 1, 2006 Stakeholder Group Meeting #6 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:

Mike Delsey, P.Eng.
TSH
300 Water Street
Whitby, ON L1N 9J2
Phone: (905) 668-9363
Fax: (905) 668-0221
mdelsey@tsh.ca

1. ABOUT THE NEW NORTH OAKVILLE TRANSPORTATION CORRIDOR AND CROSSING OF THE SIXTEEN MILE CREEK MEETING

In October 2004, Halton Region 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 sixth meeting of the Class EA Stakeholder Group was hosted Halton Region to discuss the evaluation of alternatives and the Preferred Route.

Twenty-seven (27) 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 Halton Region welcomed participants, thanked them for participating in the study process and facilitated the meeting. She indicated that since the last Stakeholder Group Meeting, held in January 2006, the Project Team has evaluated the short list of route alternatives and identified a Preferred Route for the New North Oakville Transportation Corridor. The purpose of this meeting is to get stakeholder input on the Preferred Route and its functional design.

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:

- Stakeholder Group Mandate
- Review and Assessment of Route Alternatives
- Selection of Preferred Route
- Review of Functional Design
- 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 June 1, 2006 Stakeholder Group meeting. Comments were summarized from discussions that took place during the question and answer period.

General Questions:

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

QUESTION / COMMENT	RESPONSE
E1 – Preferred Alternative from Neyagawa Blvd. to Ninth Line	
Where the road runs through employment area, would there be a change to access policies?	Current access standards and policies would apply and would be addressed during the development review process.
Where the alignment is north of the woodlot (near Sixth Line) did we consider taking it south of the woodlot?	There is not enough separation between the existing Burnhamthorpe Road and the new corridor, south of the woodlot (less than 400m intersection spacing). Also, the crossing angle at Sixth Line is better north of the woodlot.
Why can't the route cross Burnhamthorpe Road east of Neyagawa Blvd. and use part of Neyagawa Blvd, to south of the landfill site, instead of using the existing Burnhamthorpe Road west of Neyagawa Blvd.?	The Preferred Route in this area was generated to minimize impacts to the residential communities (i.e., existing land uses west of Neyagawa and future land uses on the east side of Neyagawa Blvd.) and to avoid core area linkages while still accommodating future traffic projections and ensuring acceptable intersection operations. Neyagawa Boulevard would need to be widened to eight lanes (not desirable) and intersections would become bottlenecks, exceeding capacity.
Will existing residences have access to the road?	Where existing homes front onto the road, yes, they will have access. Future homes will not.
Where on the list of priorities does future residential development fit in with existing residences?	The Project Team had to find a balance that minimized impacts to existing residences, while accommodating future land uses planned for the area.
How will people get from the existing Burnhamthorpe Road to the new road?	The existing road will be tied into the new road at an intersection with either a stop sign or possibly traffic signals, depending on land uses and traffic volumes expected at the intersection.
W6 – Preferred Alternative from Bronte Road to Neyagawa Blvd.	
How is the crossing of Sixteen Mile Creek "already disturbed"?	The natural state of the valley is already disturbed in the vicinity of the Lions Valley Park.
Functional Design of New Transportation Corridor	
What radius is being used on the alignment?	The minimum radius is 300 metres. In some locations a larger radius is being used to maximize safety and sight distance (i.e., in the

QUESTION / COMMENT	RESPONSE
	vicinity of the bridge).
Why does the entire length of the route include bicycle lanes?	The Region is committed to providing cycling facilities on Regional roads, in accordance with the Halton Transportation Master Plan (HTMP), June 2004. Bicycles offer an alternative mode of travel.
How far is the intersection of the new road at Bronte Road, from Dundas Street?	The new intersection is approximately 400 metres north of Dundas Street.
GENERAL	
Will the new transportation corridor be implemented before development?	The new corridor is currently scheduled to be implemented in stages, from 2013 to 2016. Construction of the roadway will be coordinated with where development first proceeds.
The routes we were shown last time, are not like the ones we are seeing at this meeting. Why did they change?	The alignment of the Preferred Route (E1 and W6) has been refined to reduce impacts to specific features in the study area (i.e., residences, Sixteen Mile Creek crossing, woodlots, etc.).
Does the ESR mark the end of the EA process?	Yes, the end of the public review period for the ESR (currently scheduled to occur in early 2007) will mark the end of the Class EA process for this study.
Did the Technical Advisory Committee see the Preferred Alternative and do they support it?	Yes, the Project Team met with them and in general they support the Preferred Alternative.
Does the Town of Oakville support the Preferred Alternative?	To date the route has only been presented to Town staff who do support it.
Who will own the road and how will it be paid for?	It will be a Regional road that will be paid for through a combination of capital budget allocations and the development charges process. Development charges will pay for nearly the entire project

Closing Remarks

Jane Clohecy thanked the participants for attending and asked members of the group to send in comments on the information provided by June 30, 2006.

Public Information Centre (PIC) # 2 will be held on June 22, 2006 to seek input from the general public on the Preferred Route. Stakeholders are also welcome to attend the PIC.

Meeting Adjourned

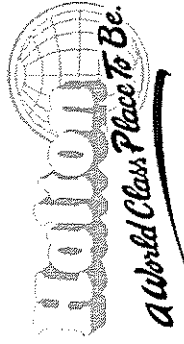
Appendix A
List of Participants

New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek Class EA Study
 Stakeholder Group Meeting #6, June 1, 2006

Name	Interest/Affiliation
Stakeholders	
J. R. Wagner	Land Owner
M. Secord	Land Owner
L. Knowlton	RAND
R. Sabucco	Land Owner / RAND
J. & A. Dietrich	RAND
L. James	Land Owner
J. Stryk	Land Owner
W. Dyche	Land Owner
R. Humphry	Land Owner
S. Baker	Land Owner
T. Wallace	Lea Consulting for Land Owner
R. & K. Nadeau	Land Owner / RAND
D. Faye	Land Owner
M. & G. Benke	Land Owner
Y. Nabeta	Land Owner
J. & D. McGowan	Land Owner
M. Bowen	Land Owner
R. & M. Blaney	Land Owner
R. Bot	Land Owner
Other Participants	
Marc Grant	Councillor
Jeff Knoll	Councillor
Allan Ramsay	Town of Oakville
Dave Bloomer	Town of Oakville
Project Team Members	
Jane Clohecy	Region of Halton
Chris Duyvestyn	Region of Halton
Mike Delsey	TSH
Brenda Jamieson	TSH
Karin Wall	TSH

**Appendix B
Presentation**

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



Stakeholder Group

Meeting #6

June 1, 2006

Agenda Overview

- Stakeholder Group Mandate
- Review and Assessment of Route Alternatives
 - Long List
 - Short List
- Selection of Preferred Route
- Review of Functional Design
- Next Steps

Stakeholder Group Mandate

- A Stakeholder is a landowner (or representative) within the Study Area who may be directly impacted by potential improvements
- Provide **advice** and **suggestions** to the Project Team
- Provide a forum to:
 - Discuss issues, opportunities and solutions
 - Review and comment on documents produced by the Project Team
 - Identify missing information to ensure that data and analyses are comprehensive
 - Liaise with the organization they represent (if applicable) and bring forward advice, issues or comments

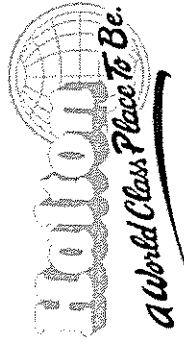
Comments from SGM #5

January 26, 2006

Comment	Response
Need questioned, particularly for 16 Mile Creek crossing.	<ul style="list-style-type: none">•Need established in Phases 1 and 2 of Study process.
Alternative routes – various comments received regarding alignments and screening assessment.	<ul style="list-style-type: none">•Route added to long list and reassessed.•Assessment revised where appropriate based on comments received.•Plans checked for consistency
Property impacts	<ul style="list-style-type: none">•To be assessed during detailed review of Short Listed routes•Route refinements made to minimize impacts
Minimize construction cost of bridge	<ul style="list-style-type: none">•Crossing locations selected to minimize span length (costs) and effects on the valley.•Conventional bridge type recommended. Details to be refined in detail design.



Identification and Assessment of Alternative Routes

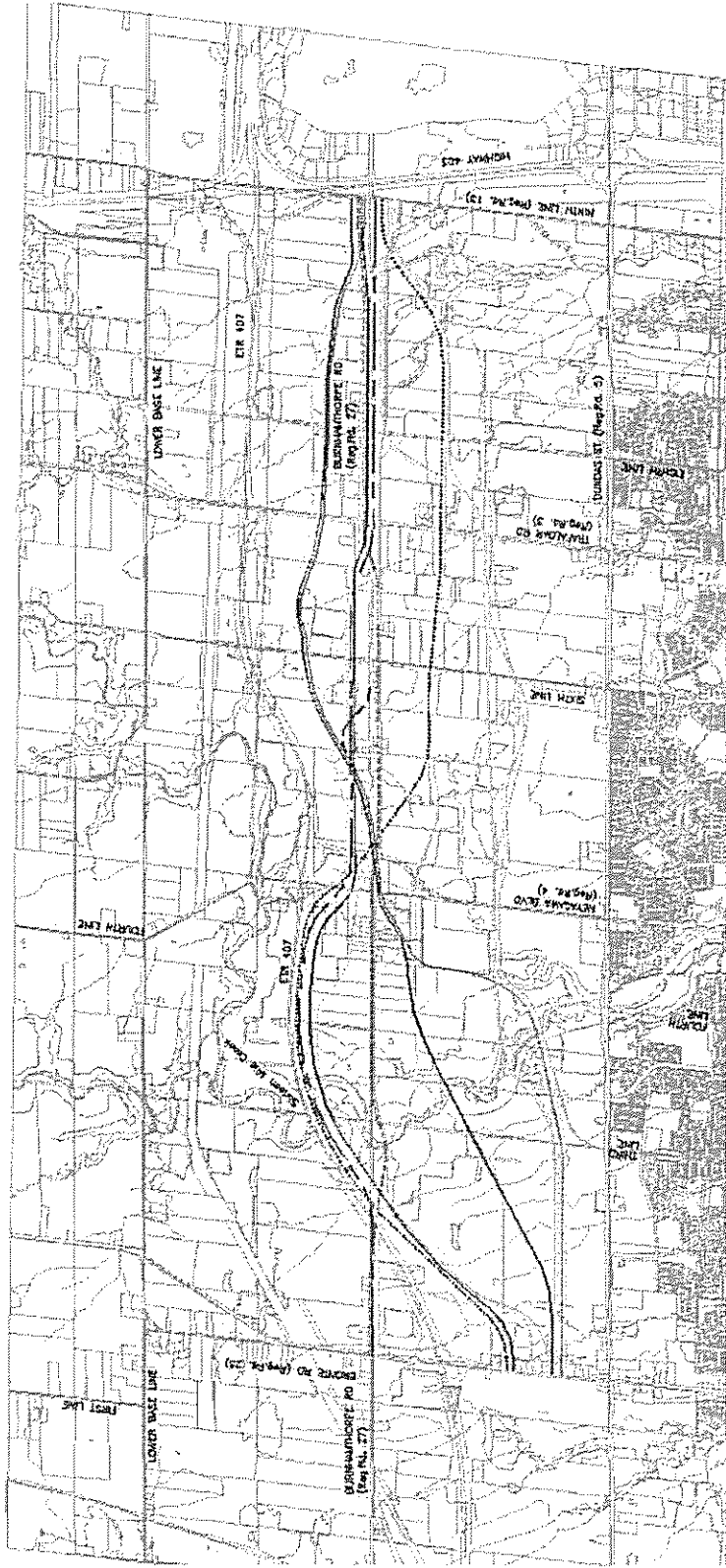


New Information

Design Alternatives Process

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

Previous Long List of Route Alternatives

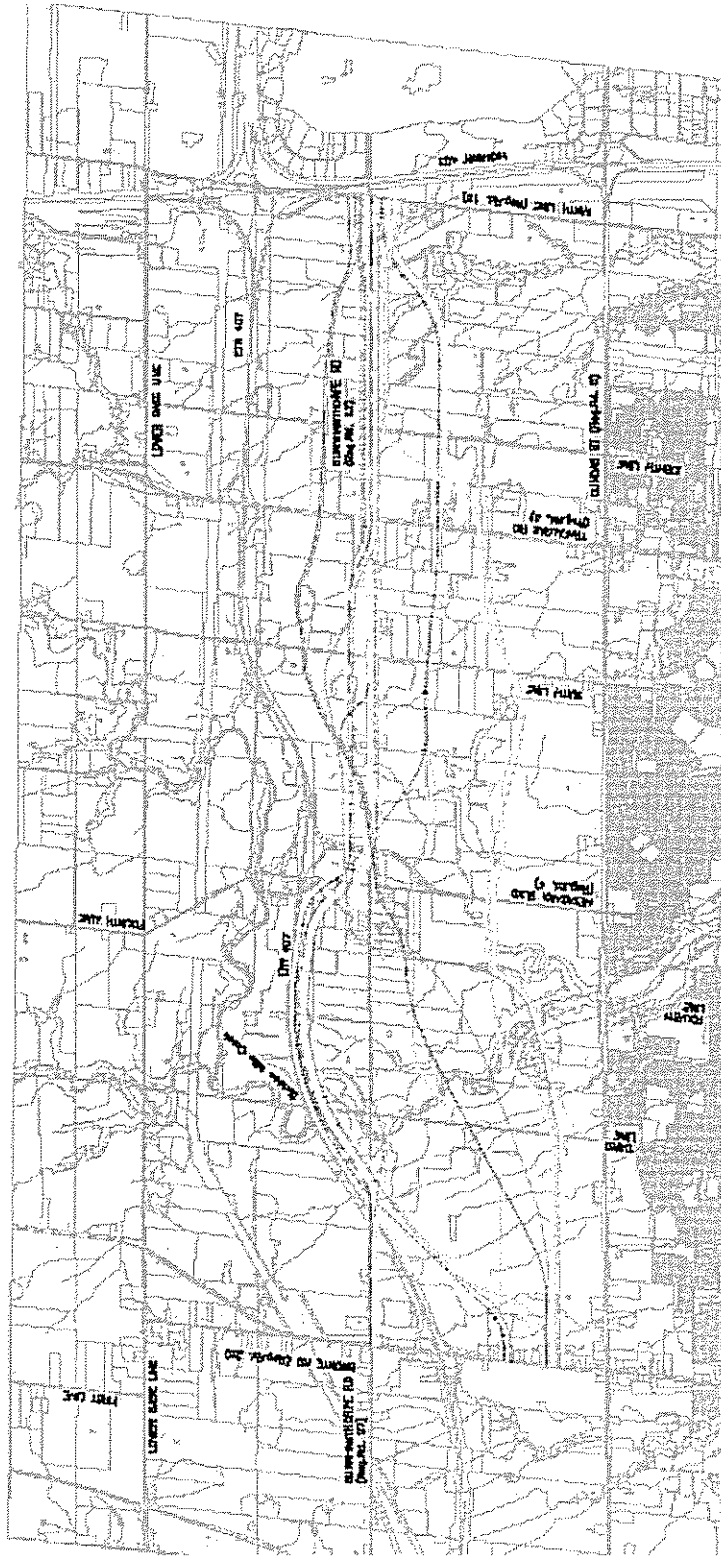


LEGEND

ALTERNATIVE 1	ALTERNATIVE 8	ALTERNATIVE 15
ALTERNATIVE 2	ALTERNATIVE 9 (NORTH OAKVILLE SECONDARY PLAN ALIGNMENT)	ALTERNATIVE 16
ALTERNATIVE 3	ALTERNATIVE 10 (NOBI ALIGNMENT)	LINK 1
ALTERNATIVE 4	ALTERNATIVE 11	LINK 2
ALTERNATIVE 5	ALTERNATIVE 12	
ALTERNATIVE 6	ALTERNATIVE 13	
ALTERNATIVE 7	ALTERNATIVE 14	

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Revised Long List (based on comments received)

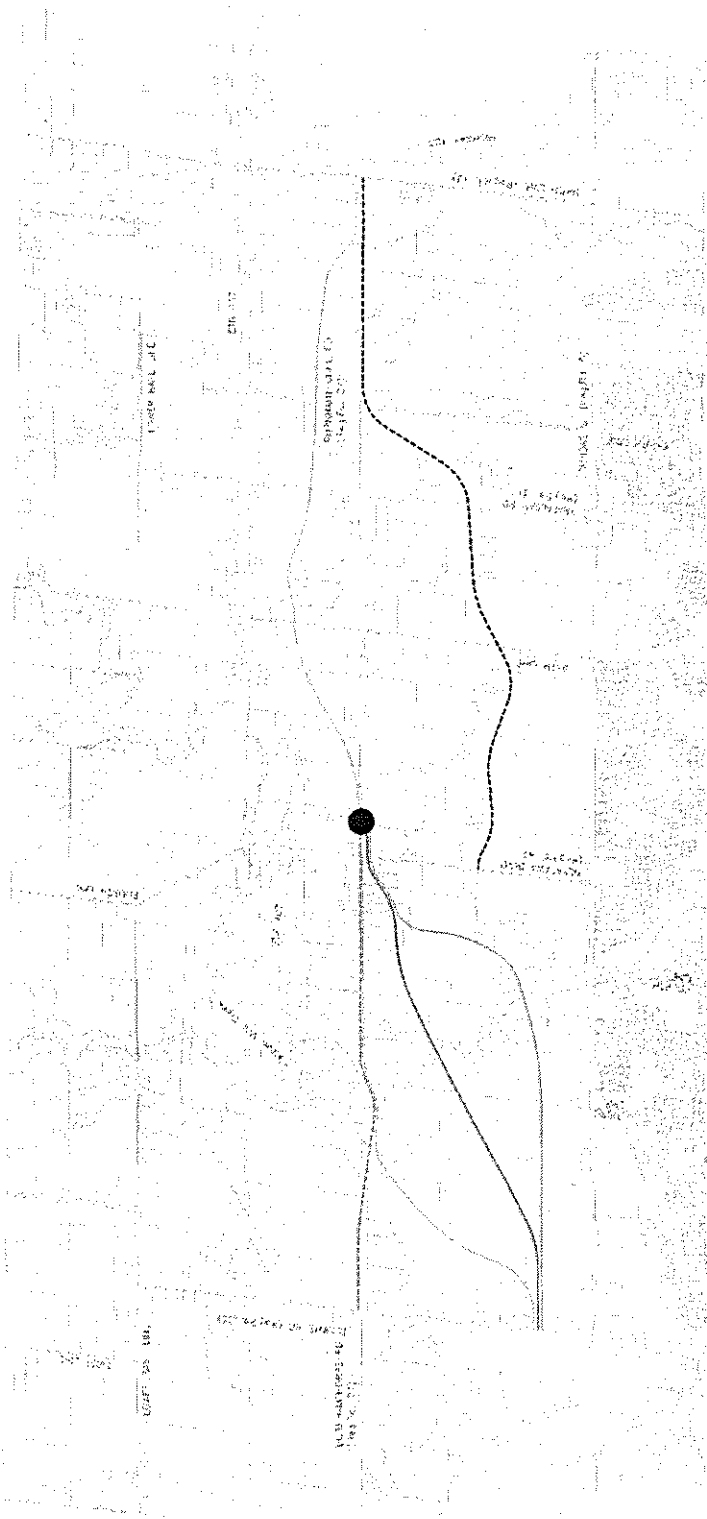


- LEGEND**
- ALTERNATIVE 1
 - ALTERNATIVE 2
 - ALTERNATIVE 3
 - ALTERNATIVE 4
 - ALTERNATIVE 5
 - ALTERNATIVE 6
 - ALTERNATIVE 7
 - ALTERNATIVE 8
 - ALTERNATIVE 9 (NORTH OAKVILLE SECONDARY PLAN ALIGNMENT)
 - ALTERNATIVE 10 (HIGH ALIGNMENT)
 - ALTERNATIVE 11
 - ALTERNATIVE 12
 - ALTERNATIVE 13
 - ALTERNATIVE 14
 - ALTERNATIVE 15
 - ALTERNATIVE 16
 - ALTERNATIVE 17
 - LINK 1
 - LINK 2



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Short List of Route Alternatives



LEGEND

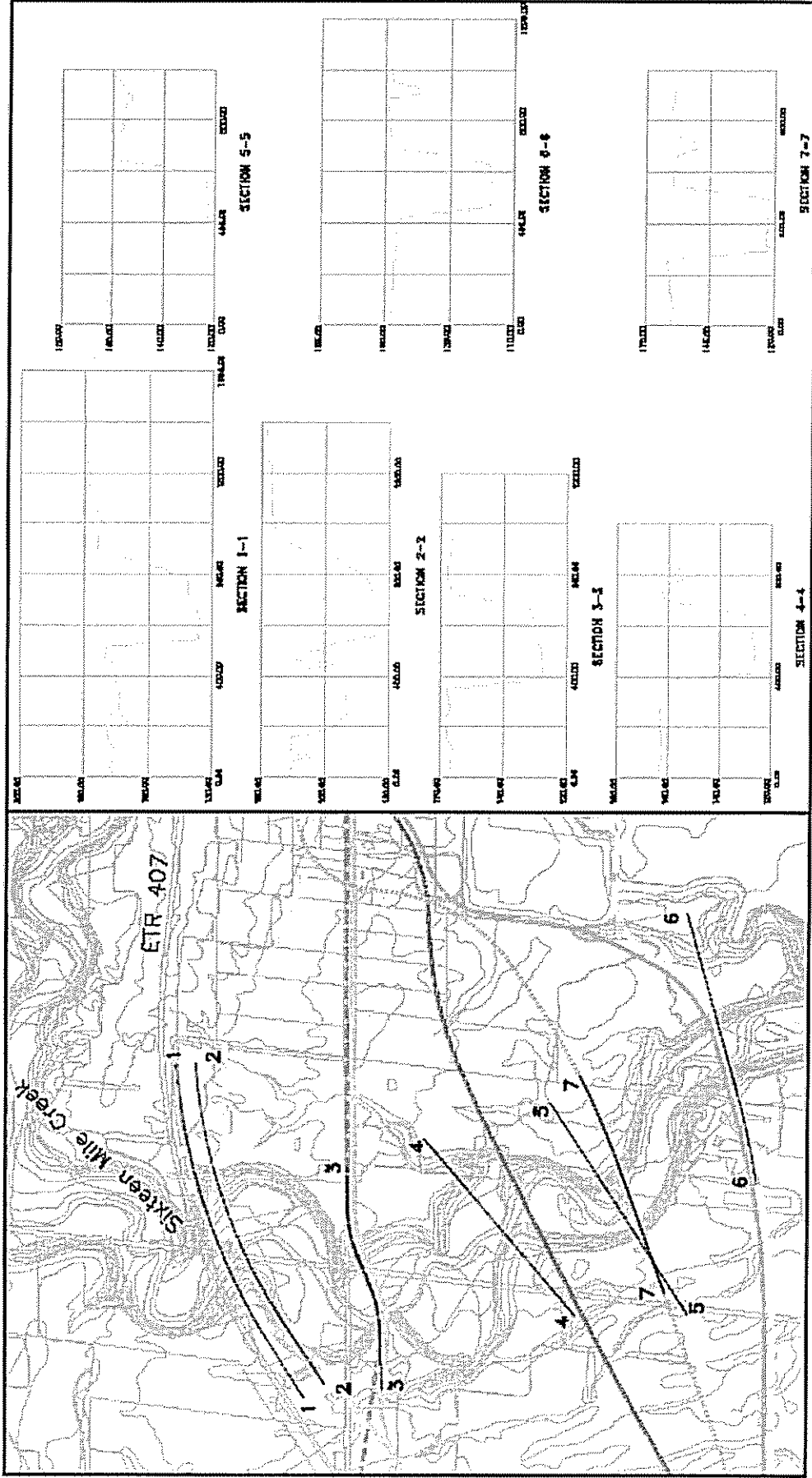
- BRIDGE ROAD TO NIAGARA BOULEVARD
- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3
- ALTERNATIVE 4
- ALTERNATIVE 5
- ALTERNATIVE 6

- NIAGARA BOULEVARD TO NORTH LINE
- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3



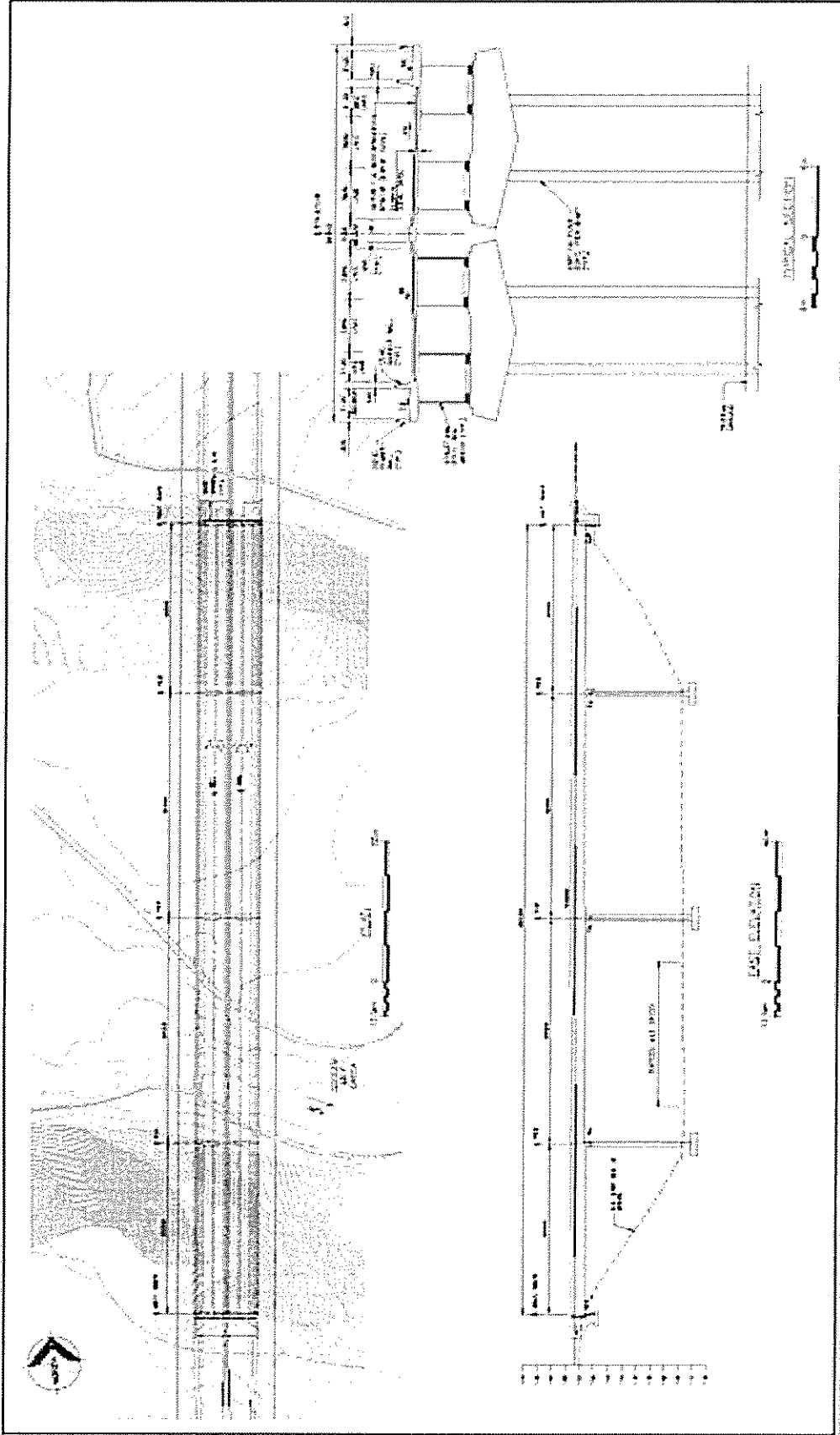
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16 Mile Creek Crossing Alternatives



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Typical Bridge Arrangement Plan



Short List Assessment Criteria

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

Short List Assessment Criteria

• **Natural Environment**

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

Short List Assessment Criteria

• **Social/Cultural/Economic Environment**

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

Short List Assessment Criteria

• **Social/Cultural/Economic Environment (cont'd)**

- Archaeological Resources, Built Heritage Resources and Rural Character
- Recreational Opportunities
- Future Development/Redevelopment Potential
- Community Connectivity and Integration
- Air Quality
- Accommodation of Pedestrians and Cyclists

Short List Assessment Criteria

• **Social/Cultural/Economic Environment (cont'd)**

- Archaeological Resources, Built Heritage Resources and Rural Character
- Recreational Opportunities
- Future Development/Redevelopment Potential
- Community Connectivity and Integration
- Air Quality
- Accommodation of Pedestrians and Cyclists

Short List Assessment Criteria

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



Preliminary Assessment Results

Neyagawa Blvd. to Ninth Line

ASSESSMENT FACTOR GROUP	ALTERNATIVE ROUTES		
	E1 (Pink)	E2 (Dashed Green)	E3 (Dashed Blue)
TRANSPORTATION SUMMARY	<ul style="list-style-type: none"> All options are comparable in accommodating future travel demand, commercial goods movement and serving transit, pedestrians and cyclists. All options would improve emergency vehicle response times. All options are compatible with the Region's Transportation Master Plan (TMP). 	<ul style="list-style-type: none"> Numerous existing driveways; more potential conflict points. Most compatible with road network in Landowners' Secondary Plan. 	<ul style="list-style-type: none"> Improved access control; moderate number of potential conflict points. Least compatible with road network in NOSP and Landowners' Secondary Plan
NATURAL ENVIRONMENT SUMMARY	<ul style="list-style-type: none"> Best control of access; fewer potential conflict points. Most compatible with road network in North Oakville Secondary Plan (NOSP). <p>MOST PREFERRED</p>		
	<ul style="list-style-type: none"> In general, E2 is preferred over E1 and E3 as new corridors through undeveloped land have greater natural environmental impacts than expansion of an existing corridor. E3 has more significant impacts than E1 on watercourses, natural heritage system linkages, ground water and surface water. 		
SOCIAL/CULTURAL/ECONOMIC SUMMARY		MOST PREFERRED	
	<ul style="list-style-type: none"> E1 has less impact to existing land uses, aesthetics and noise than E2 and E3 and less impact to the rural character of existing Burnhamthorpe Road. E1 is most consistent with NOSP and partially consistent with the Landowners' plan. E3 is least consistent with either secondary plan. <p>MOST PREFERRED</p>		
ENGINEERING SUMMARY	<ul style="list-style-type: none"> In general, E1 and E3 are preferred over E2 as new corridors are less costly; have less complex construction staging; and less impacts to properties, entrances, utilities and services. Property for corridors E1 and E3 would be dedicated through secondary plan process, while significant portion of property for E2 would have to be acquired. <p>MOST PREFERRED</p>		
RECOMMENDATION	<p>RECOMMENDED</p> <p>Most Preferred in Transportation, Social, Cultural and Economic Environments and Engineering.</p>	<p>NOT RECOMMENDED</p>	<p>NOT RECOMMENDED</p>



Recommended Alternative Neyagawa Blvd. to Ninth Line

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

Preliminary Assessment Results

Bronte Rd. to Neyagawa Blvd.

ASSESSMENT FACTOR GROUP	ALTERNATIVE ROUTES			
	W1 (Red)	W2 (Dashed Green)	W3 (Dashed Pink)	W4 (Dashed Blue/ Solid Blue)
TRANSPORTATION SUMMARY	<ul style="list-style-type: none"> All options are compatible with the Region's Transportation Master Plan (TMP) and are comparable in accommodating future travel demand, commercial goods movement and pedestrians and cyclists and improve emergency vehicle response times. W1, W5 and W6 are preferred to W2 and W3 for transit services as routes are contained within the planned urban area south of Highway 407 and directly link to planned urban area west of Bronte Road. Routes W1 and W6 are preferred to W2, W3, and W5 for better control of access and fewer potential conflict points with existing entrances. W1 and W6 are most compatible with NOSP, while W2 is most compatible with Landowners' Plan. W6 is preferred to W1 for more direct service to planned development area between 16 Mile Creek and Bronte Road. 			
NATURAL ENVIRONMENT SUMMARY	<p>Impacts to 16 Mile Creek valley</p> <ul style="list-style-type: none"> W6 is most preferred for crossing the valley due to close proximity to disturbed area of Lions Valley Park and shortest bridge crossing distance. <p>Impacts to other environmental features</p> <ul style="list-style-type: none"> In general, new corridors through undeveloped land have impacts to woodlots, wetlands, streams and ground-water than expansion of an existing corridor. W3 is most preferred for impacts beyond the valley system. 			
SOCIAL/CULTURAL/ECONOMIC SUMMARY	<ul style="list-style-type: none"> W1 and W6 have less impact to existing land uses, aesthetics and noise, and less impact to the rural character of existing Burnhamthorpe Road. W1 and W6 are most compatible with NOSP. W2 is most compatible with the Landowners' plan. W3 is least consistent with either secondary plan. 			
ENGINEERING SUMMARY	<ul style="list-style-type: none"> In general, W1 and W6 are preferred as new corridors are less costly; have less complex construction staging, and less impacts to properties, entrances, utilities and services. W6 is most accessible through a disturbed valley area and has the shortest span distance, resulting in the lowest price bridge overall. Property for corridors W1 and W6 would be mostly dedicated through secondary plan process, while some or all property for other routes would have to be acquired. 			
RECOMMENDATION	<p>W1 (Red) MOST PREFERRED</p> <p>W2 (Dashed Green) MOST PREFERRED</p> <p>W3 (Dashed Pink) MOST PREFERRED</p> <p>W4 (Dashed Blue/Solid Blue) MOST PREFERRED</p>			

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



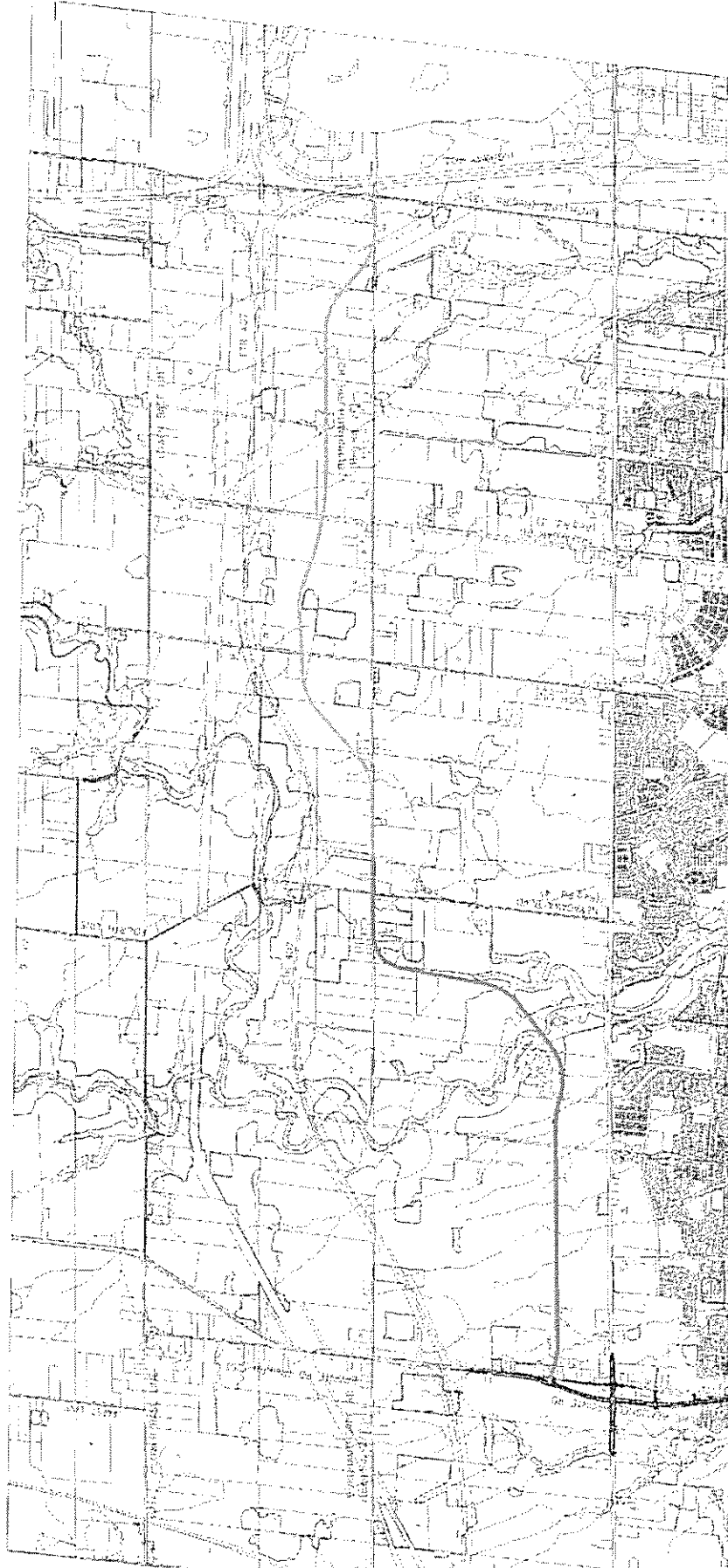
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Recommended Alternative Bronte Rd. to Neyagawa Blvd.

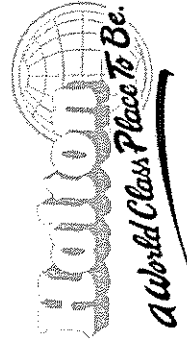
• W6 (Solid Blue) - RECOMMENDED

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

Recommended Route – E1/W6



Assessment of Short List Route Alternatives

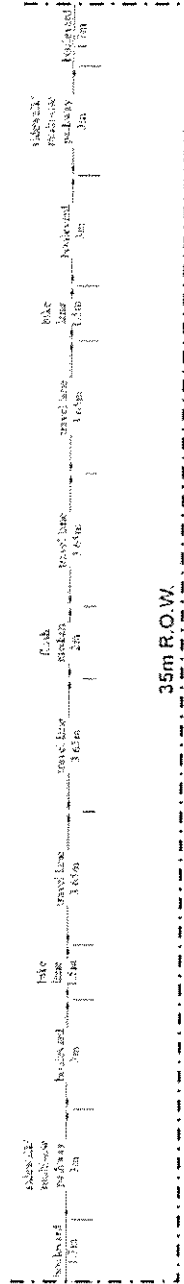


Discussion

Recommended Design

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

Typical 4-Lane Section



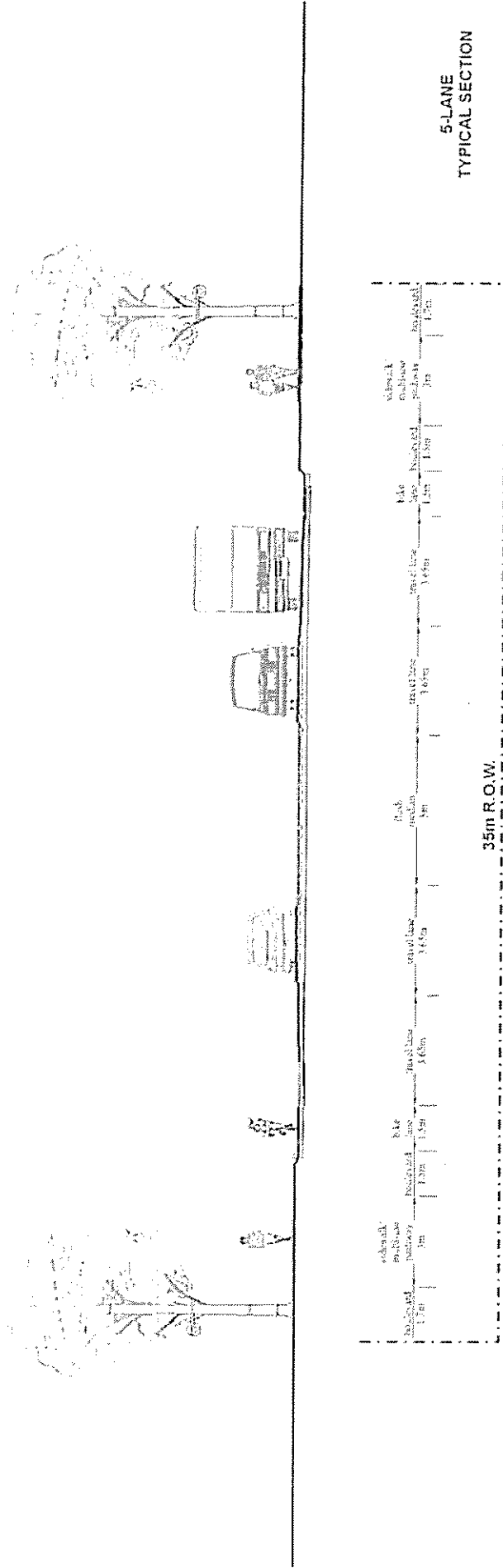
4-LANE
TYPICAL SECTION



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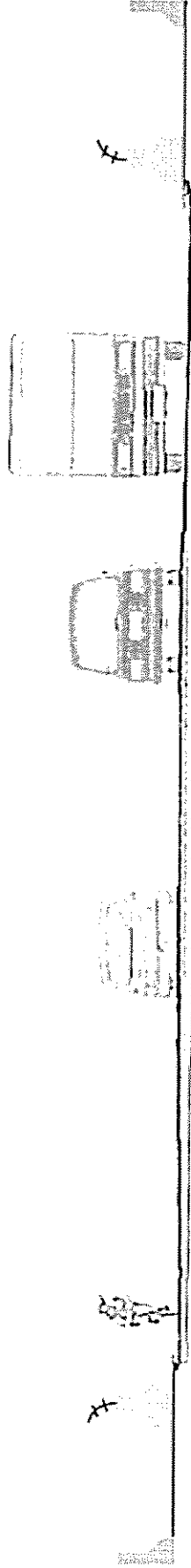
Typical 5-Lane Section

* Applies between closely spaced intersections



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Sixteen Mile Creek Bridge Section

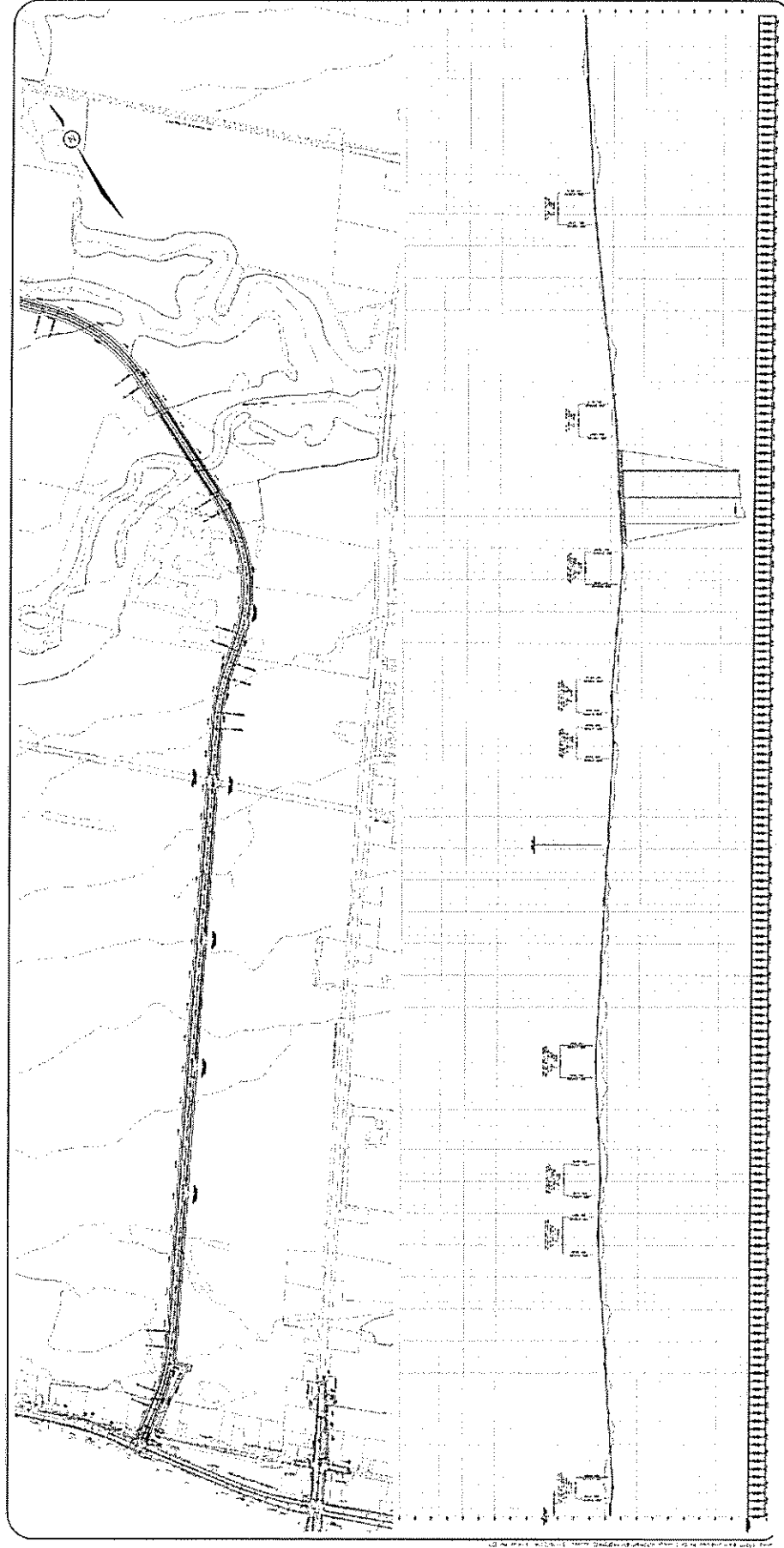


35m R.O.W.



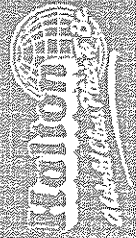
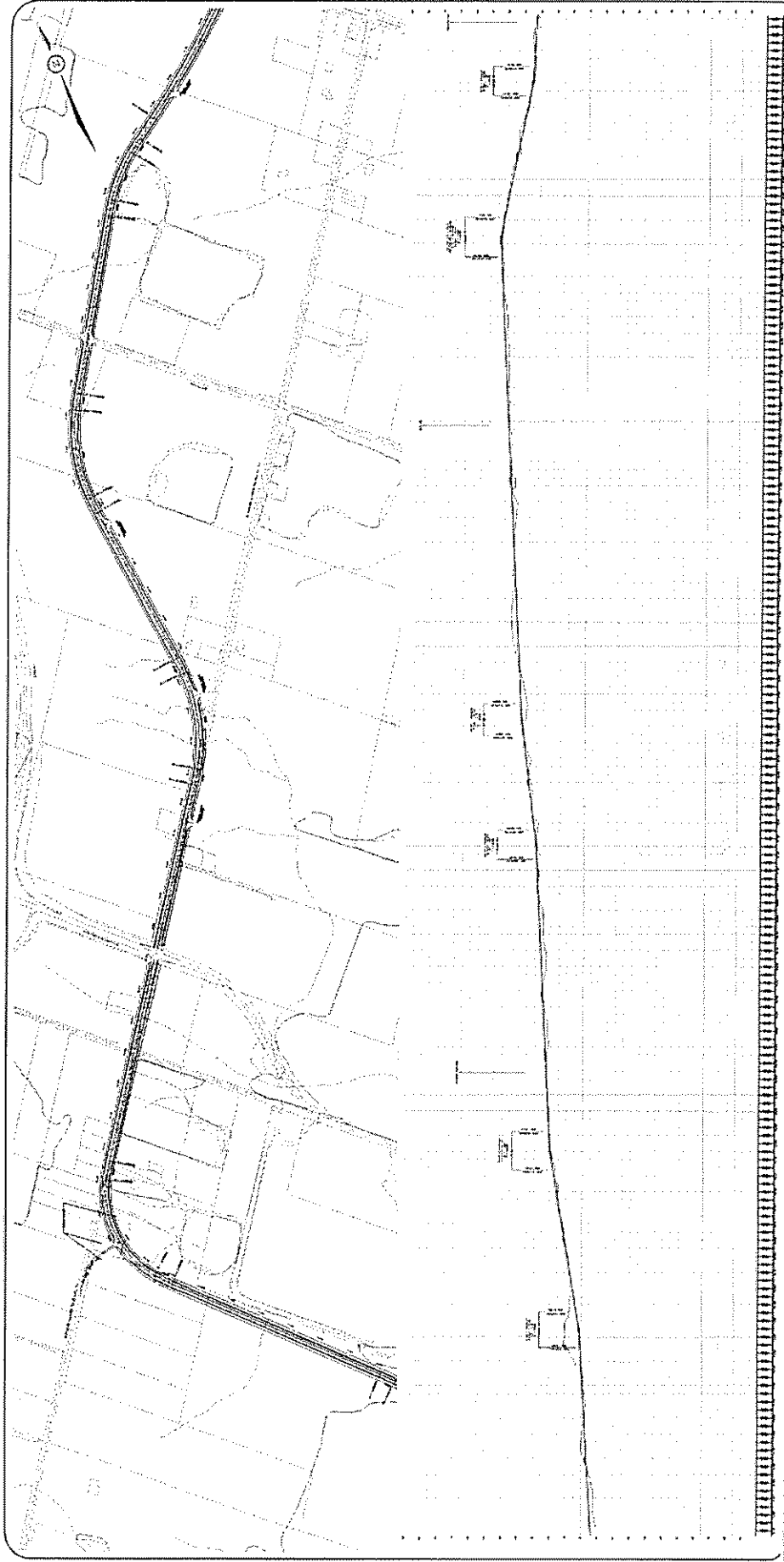
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Functional Design Bronte Rd. to Sixteen Mile Creek



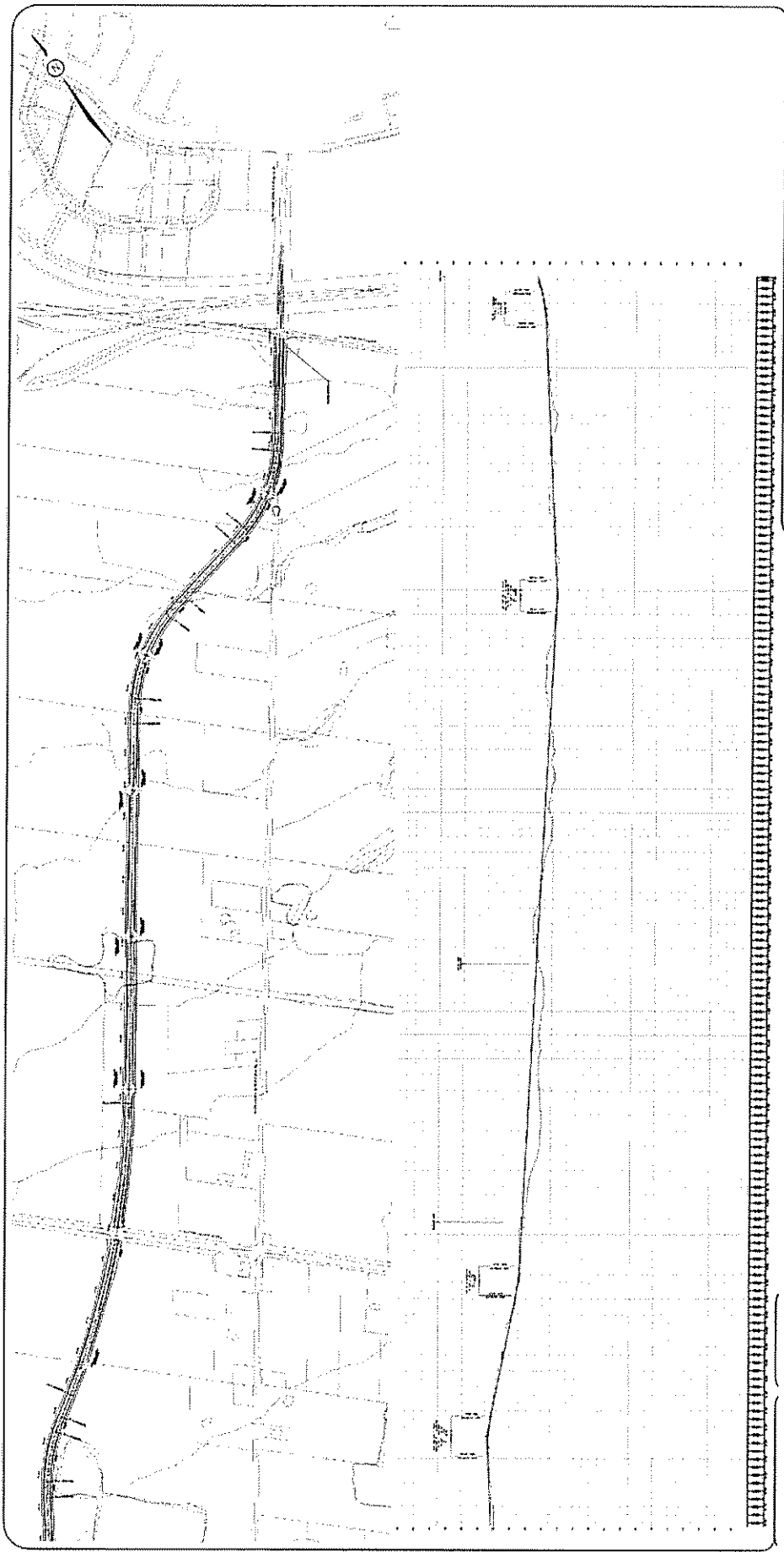
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Functional Design Sixteen Mile Creek to Sixth Line



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Functional Design Sixth Line to Ninth Line



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Capital Program

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

Next Steps

- Hold TAC Meeting #5 and Stakeholder Group Meeting #5 to discuss the preliminary preferred design – these meetings
- Hold PIC #2 to present the preliminary preferred design to the public - June
- Complete inventory of natural environment
- Confirm preferred design
- Refine alternative design drawings
- Document Study in Environmental Study Report

Recommended Design and Next Steps



Discussion