

Date: September 30, 2014
 9:00 a.m. to 10:30 a.m.
Location: Halton Region
 1151 Bronte Road
 Nelson Room
Project Number: 3214006
Project: Trafalgar Road EA –
 Steeles Avenue to
 Highway 7
Author: Stefan Sirianni
Purpose: Meeting with Conservation Halton (CH) and Credit Valley Conservation (CVC) to discuss project background, overall study schedule, existing conditions overview, natural environment key features, stormwater management and next steps.

Attendees:	Agency / Organization
Melissa Green-Battiston	Halton Region
Jeffrey Reid	Halton Region
Patrick Monaghan	Halton Region
Cengiz Cakmak	Halton Region
Paul Bond	Conservation Halton
Holly Anderson	Conservation Halton
Sarah Matchett	Conservation Halton
Cory Harris	Conservation Halton
Tyler Slaght	Credit Valley Conservation
Yelena Koshenkov	Credit Valley Conservation
Charlotte Cox	Credit Valley Conservation
Neil Ahmed	MMM Group Limited
Madhav Baral	MMM Group Limited
Valerie Stevenson	MMM Group Limited
Katherine Jim	MMM Group Limited
Stefan Sirianni	MMM Group Limited

Distribute: All Attendees

Item	Details	Action By
ITEM 1 –	TRAFALGAR ROAD CORRIDOR STUDY BACKGROUND	
1.1	Those at the meeting were introduced.	
1.2	An overview handout package was distributed. (See presentation attached).	
1.3	The Trafalgar Road Class Environmental Assessment (Class EA) Study was initiated in April 2014. The Project Team has been collecting background information and will incorporate available content from the earlier discontinued Trafalgar Road EA from 10 Side Road to Highway 7.	
1.4	The Trafalgar Road EA from 10 Side Road to Highway 7 was initiated in 2003 but was cancelled in 2009 due to other ongoing	

Any omissions or errors in these notes should be forwarded to the author immediately.

large scale projects in the area (e.g. GTA West, HPBATS) and other Regional planning studies (e.g. Transportation Master Plan, and Sustainable Halton), which may have influence on the future transportation needs on Trafalgar Road.

- 1.5 Due to immediate traffic operational needs, the Region carried out an operational review in 2011 on Trafalgar Road between Steeles Avenue and Highway 7.
- 1.6 As part of the 2011 Operational Study, 5 Side Road and 10 Side Road were identified for intersection improvements. The intersection of 5 Side Road has already been widened to 4 lanes and the 10 Side Road intersection is also planned to be widened to 4 lanes but remains unscheduled.

ITEM 2 – PROJECT SCHEDULE / NOTICE OF STUDY COMMENCEMENT / CONSULTATION PLAN

- 2.1 The Notice of Study Commencement was issued in April 2014.
- 2.2 The Project Team recognizes the high sensitivity associated with this EA study and anticipates a high level of public interest. Three Public Information Centres (PICs) will be held over the course of the study.
- 2.3 In addition to the PICs, a Stakeholder Group (SG) has been formed with selected individuals representing a range of interests throughout the Study Area. The first SG meeting was held in June 2014. As the study progresses, similar meetings are to be held prior to each respective PIC. The second SG Meeting is scheduled for November 6, 2014.
- 2.4 PIC #1 is to be held on November 20, 2014. Study background information, problems and opportunities and alternatives will be presented. PIC #2 will be held tentatively in spring 2015 where design alternatives will be presented. PIC #3 will be held tentatively in late 2015 where the preliminary plan for the proposed improvements/alignments for the Trafalgar Road corridor will be presented.
- 2.5 A Technical Agency Committee (TAC) was also formed as part of the EA Study. Representatives from federal, provincial and municipal agencies, as well as utilities and rail authorities have been invited to participate (including the Town of Halton Hills). A TAC meeting will be held on November 13, 2014, one week prior to PIC #1. Representatives from CH and CVC will be invited to attend.

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ITEM 3 – EXISTING CONDITIONS OVERVIEW

- 3.1 Using a 1:3000 scale map with aerial base, the key existing conditions features were presented. Land uses adjacent to Trafalgar Road between Steeles Avenue and 15 Side Road are largely rural agriculture properties. North of 15 Side Road, there are residences located adjacent to Trafalgar Road (part of Stewarttown and Georgetown communities); some have direct access onto Trafalgar Road, others are reversed frontage. It was noted that there are many heritage constraints located along the corridor (such as cemeteries and churches), as well as other community facilities such as schools, recreational facilities, etc. There are two at-grade rail crossings on Trafalgar Road; one north of 17 Side Road (CNR, two tracks), and one just south of Highway 7 (GEXR, single track), which is also being used by Metrolinx / GO Transit for the Georgetown GO line.
- 3.2 The Trafalgar Road study area widens to the west, between 10 Side Road and Highway 7, in order to allow for a variety of crossing options to be properly explored.
- 3.3 In parallel, the Town of Halton Hills is carrying out the “Vision Georgetown” Study on the proposed land uses bounded by Trafalgar Road, 15 Side Road, Eighth Line and 10 Side Road. Recommendations from the Vision Georgetown Study will be considered as part of the EA Study as they become available.
- 3.3 An overview of the observed problems on Trafalgar Road was presented. Capacity is one of the key concerns, with residents in Georgetown reporting severe traffic congestion on Trafalgar Road, within Stewarttown between 15 Side Road and Highway 7. There are currently high volumes of heavy trucks using Trafalgar Road as a thoroughfare, and the two existing at-grade rail crossings in the area cause significant traffic delays due to rail traffic. Additional capacity and grade separations on Trafalgar Road will be required to resolve issues and support existing transportation needs and future growth.
- 3.4 Elements of the typical cross-sections were reviewed (rural and urban), including a variety of active transportation facilities. It was noted that elements of the cross-sections may vary depending on the adjacent land uses as the character of the road changes from south to north. The median shown in the cross-sectional plan may not be feasible in all locations along Trafalgar Road due to environmental constraints and access considerations. There is a wide variety of road users that need to be considered (e.g. commuters from Georgetown, farming equipment, etc.), so the typical cross-section may need to be modified to be able to

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accommodate the needs identified for each local area (e.g. in actively farmed areas, a raised median may not be practical).

ITEM 4 – NATURAL ENVIRONMENT

4.1 MMM provided a summary of the natural environment conditions within the Study Area. Three reference packages were distributed at the meeting, including a summary of the preliminary work and findings, a summary of each of the natural features, as well as a list of resources. CH and CVC were asked to review these packages and provide comments by Friday, October 17 (See summary package attached). CH and CVC

4.2 The following field work has been undertaken by MMM to date:

- Vegetation surveys during two seasons (Spring – June, Summer/Fall- July and September 2014);
- Aquatic habitat characterization surveys, no fish community sampling was conducted as adequate fish collection records are available (June and September 2014);
- Breeding bird surveys using standard Ontario Breeding Bird Atlas (OBBA) methodologies (2 surveys- June 2014);
- Calling amphibian surveys following Marsh Monitoring Protocol (3 surveys - April, May, June 2014); and
- Wildlife habitat screening survey of the study area to determine potential presence of Species at Risk and Significant Wildlife Habitat (June and September 2014).

Field observation was limited to properties where Permission to Enter was granted. As the project becomes more focused, the Project Team will try to gain Permission to Enter to properties that are critical in evaluating the alignment alternatives.

Extensive background review was also carried out with data / information obtained from agencies including CH, CVC, Halton Region and the Ministry of Natural Resources and Forestry.

4.3 In summary, there are a total of eight wetland features, 14 watercourses, 19 woodlands, one plantation and three additional small treed areas.

4.4 Four key environmental features in the study area were discussed (the Feature # corresponds with the numbering on the map shown at the meeting):

Black Creek (Features #12 and #24)

Hungry Hollow ESA/ PSW (Features #11 and #13)

Waterfall Woods ESA (Feature #17)

Any omissions or errors in these notes should be forwarded to the author immediately.

Stewarttown Woods ESA (Feature #24)

There is an existing crossing of Black Creek north of 15 Side Road that is considered to be the most significant natural feature within the CVC part of the Study Area.

- 4.5 A preliminary screening of Species at Risk (SAR) in the study area was conducted based on local habitat characteristics and available records. There is an abundance of suitable habitats for the Bobolink and Eastern Meadowlark in the study area.

Regular native species are fairly concentrated within the Study Area as well.

- 4.6 In order to better improve road safety, collision data should be overlaid with NHS data to identify hotspots for vehicular-wildlife collisions and potential wildlife movement/crossing areas. MMM

[Post meeting note: The Region and MMM reviewed all reported animal collisions (11 in total) for the last 5 years and a collision pattern did not exist adjacent to the NHS.]

ITEM 5 – STORMWATER MANAGEMENT

- 5.1 Using two key plans as reference, the existing stormwater management system in the Study Area was outlined. Of the existing 14 water crossing structures, two are box culvert structures and 12 are smaller corrugated steel pipe (CSP) culverts. The culverts are in generally good condition. The option to extend the culverts to accommodate the road widening of Trafalgar Road versus constructing entirely new ones will be assessed during the study.

- 5.2 The Study Area falls within the jurisdiction of both CH and CVC and therefore will have to respect the stormwater management requirements of both conservation authorities. Steeles Avenue to south of 15 Side Road is under jurisdiction of CH and northerly to Highway 7 is under CVC's.

- 5.3 CVC stormwater guidelines will have to be referred to and abided by (e.g. mitigation practices for erosion and runoff). CVC noted that oil-grit separators should be considered as part of a treatment train approach, *not* as a last resort for managing runoff (i.e. quality) at crossing structures. MMM

- 5.4 A peak flow study is currently underway by CVC. The current model available from CVC is the FDRD (Flood Damage Reduction Program) model, which is from the 1980's. The newer peak flow study takes into account future land use over the next 20 years. CVC noted that there are significant differences between the FDRD

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and newer model; the newer model is reflecting a higher flow.

For Black Creek, mapping is only available for the main branch, while further north there is no mapping available for water course locations C9, C10, and C12. CVC noted that it may take years for the peak flow study to be fully finalized and approved. However, they can provide a discretization model for the entire watershed from their GAWSER Model (Guelph All Weather Storm Event Runoff Model).

CVC

[Post meeting note: in a November 5, 2014 teleconference, CVC advised to use the GAWSER Model which is still in draft form but changes in hydrology are not expected.]

The Region's standard is not to allow for overtopping of Regional roads and this standard will also be applied to Trafalgar Road.

- 5.5 A consistent modelling approach will be used throughout the Trafalgar Road corridor; the Project Team will continue to work with CH and CVC to better understand the available models and to come to a consensus on how to best determine future (2031) flows. CH noted that CVC could use a 0.25 m interval contour to tighten up flow boundaries. CH to provide mapping with 0.25 m interval contour. Further, the CVC geomorphology online factsheet should also be referenced. CVC will provide the necessary links.

CH
CVC

[Post meeting note: CH subsequently advised MMM to use the 0.5 m contour interval mapping provided by Halton Region since it is more current compared to the contour information on file with CH. Additionally, CVC provided the necessary links to the online factsheets in an October 23, 2014 email.]

ITEM 6 – OTHER BUSINESS

- 6.1 Due to the land use constraints along the existing Trafalgar Road corridor, realignment alternatives will be considered within the Stewarttown and Georgetown Communities need to be considered, recognizing there are many natural environment and rural community features located between existing Trafalgar Road and Sixth Line. The trade-off between social/natural environment impacts will be one of the over-riding challenges during both the alternate solutions (Phase 2) and alternative design concepts for a preferred solution (Phase 3).

- 6.2 It was requested that all communications with CVC and CH should go through a "one window" approach via Tyler Slaght and Paul Bond, respectively.

MMM

- 6.3 Hydrogeology issues will need to be considered. Well locations within the Study Area are to be added to the Existing Conditions Plan.

MMM

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ITEM 7 – NEXT STEPS

- | | | |
|-----|---|-----|
| 7.1 | There is an ongoing EA for the extension of Halton Hills Drive. MMM will follow up with the Town of Halton Hills for further information. | MMM |
| 7.2 | CH and CVC will be invited to attend the TAC Meeting on November 13, 2014. | MMM |



**Trafalgar Road (Regional Road 3) Transportation Corridor
Improvements (Steeles Avenue to Highway 7)
Class Environmental Assessment Study
Technical Agency Committee Meeting #1**

Agenda

Thursday, November 13, 2014

9:30 am -12:00 noon — Gellert Community Centre, Kinsmen Hall B
10241 Eighth Line, Georgetown

1. Welcome and Introductions

2. Study Presentation

- a. Background and Context
- b. Study Approach
- c. Existing Conditions
 - i. Overview
 - ii. Social / Economic Environment
 - iii. Cultural Environment
 - iv. Natural Environment
 - v. Transportation

Q & A / BREAK

- d. Planning Alternatives
- e. Approach to Developing Alternatives
- f. Conceptual Corridor Options
 - i. Typical Cross Sections
 - ii. Existing and Potential Realignment of Trafalgar Road
 - iii. Rail Grade Separation
- g. Factors for Analysis and Evaluation
- h. Next Steps

Q & A

3. Closing Remarks

Date: November 13, 2014
9:00 a.m. to 12:00 p.m.

Location: Gellert Community Centre
Kinsmen Hall B
10241 Eighth Line
Georgetown

Project Number: 3214006

Project: Trafalgar Road EA –
Steeles Avenue to
Highway 7

Author: Stefan Sirianni

Purpose: Technical Agencies Committee Meeting #1 to review the study background, study approach, existing conditions, alternative solutions, and to review high level conceptual corridor alternatives for the improvements for the Trafalgar Road corridor.

Attendees:

Jenn McLean	COGECO Cable Canada Inc.
Paul Bond	Conservation Halton
Charlotte Cox	Credit Valley Conservation
Yelena Koshenkov	Credit Valley Conservation
Tyler Slaght	Credit Valley Conservation
Melissa Webb	GO Transit
Steve Burke	Town of Halton Hills – Planning
Daniel Ridgway	Town of Halton Hills – Planning
Doug Penrice	Town of Halton Hills – Economic Development
Patricia Coca	Town of Halton Hills Hydro Inc.
Christopher Hale	Town of Halton Hills Hydro Inc.
Warren Harris	Town of Halton Hills – Recreation and Parks
Richard Clark	Halton Region – Planning
Stephen Dinka	Halton Region – Planning
Ron Reinholt	Halton Region – Forest Stewardship Advisory Committee
Kendra Willard	Halton Region – Health Department
Alex Pallo	Halton Region – Water Planning
Holly Anderson	Conservation Halton
Sarah Matchett	Conservation Halton
Paul Davies	Halton Regional Police Service
George Watt	Hydro One Networks Inc.
Yu San Ong	Hydro One Networks Inc.
Paul Ahn	Ministry of Transportation
Jeff Reid	Halton Region
Melissa Green-Battiston	Halton Region
Patrick Monaghan	Halton Region
Alicia Jakaitis	Halton Region
Cengiz Cakmak	Halton Region
Neil Ahmed	MMM
Katherine Jim	MMM
Stefan Sirianni	MMM

Distribute: All Attendees

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Item	Details	Action By
ITEM 1	WELCOME AND INTRODUCTIONS	
1.1	Halton Region welcomed the participants. Those at the meeting were introduced.	
ITEM 2	STUDY PRESENTATION	
2.1	Using a PowerPoint presentation, MMM reviewed the study area and its characteristics. Those at the meeting were also provided with a copy of the presentation slides. [See attached].	
ITEM 3	BACKGROUND AND CONTEXT	
3.1	MMM provided an overview of the previous studies in the area, specifically the Trafalgar Road Class EA from 10 Side Road to Highway 7 (initiated in 2003, discontinued in 2009); and the recommendations identified as part of the Trafalgar Road Short Term Intersection and Operations Review (2011).	
ITEM 4	STUDY APPROACH	
4.1	The Municipal Class EA process, study status, overall study schedule, as well as the study organizational structure were reviewed.	
ITEM 5	STUDY AREA AND EXISTING CONDITIONS	
5.1	The Trafalgar Road study area is from Steeles Avenue to Highway 7, within the Town of Halton Hills. The study area is approximately 13 km in length, including railway crossings at both the Canadian National Railway and Goderich Exeter Railway.	
5.2	An overview of the existing conditions within the Study Area was provided, including: Social and Economic Environment, Cultural Environment, Natural Environment, and Transportation (existing and future conditions)	
5.3	Problem and Opportunity Statements were reviewed. It was highlighted that there are significant delays during peak periods at rail crossings and delay will increase at intersections in the future. Also, future traffic is expected to grow by over 50% by 2031. To support future growth and travel demands, improvements to the Trafalgar Road corridor are required and will support multi-modal uses (i.e. active transportation, transit services - GO Transit, inter-regional travel, agricultural vehicles and goods movement).	

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Item	Details	Action By
ITEM 6	PLANNING ALTERNATIVES	
6.1	<p>The planning alternatives were reviewed, including “Do Nothing”, “Limit Development”, “Travel Demand Management (TDM) Measures”, “Improved Transit Service (GO Transit) / Other Modes of Transportation”, “Intersection and/or Operational Improvements”, “Improvements to Other Roadways” and “Improvements to Trafalgar Road”.</p> <p>The identified preferred planning alternative includes a combination of alternatives, which includes improvements to Trafalgar Road, as well as, intersection and/or operational improvements, improvements to other roadways, improved transit service (GO Transit) and TDM measures.</p>	
ITEM 7	APPROACH TO DEVELOPING ALTERNATIVES	
7.1	<p>The approach to developing alternatives was reviewed, including an overview of the key factors considered in developing potential improvements to the Trafalgar Road corridor was provided.</p>	
ITEM 8	TYPICAL CROSS SECTIONS	
8.1	<p>Typical cross sections for the various segments of Trafalgar Road were presented.</p> <p>Dimensions for the typical cross sections can be found in the attached slides. It was noted that these cross sections are only initial representations of what may be implemented and the design may vary along the corridor to accommodate various constraints or land use characteristics.</p>	
ITEM 9	CONCEPTUAL CORRIDOR OPTIONS	
9.1	<p>MMM presented three conceptual Trafalgar Road Corridor options. The three Conceptual Corridors presented provide a full range of alternatives being considered by the Project Team. Each Conceptual Corridor was represented by ‘wide bands’, illustrating the flexibility of each option.</p> <p>Option 1: Widen along existing Trafalgar Road Corridor (south of 15 Side Road to Highway 7).</p> <p>Option 2: Realign west of Trafalgar Road Corridor (south of 15 Side Road to Highway 7). Under this option, the railway crossings along the existing Trafalgar Road alignment will remain at-grade whereas the new alignment will be grade separated.</p> <p>Option 3: Realign east of Sixth Line Corridor (south of</p>	

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Item	Details	Action By
	<p>15 Side Road to Highway 7). Under this option, the railway crossings along the existing Trafalgar Road alignment will remain at-grade whereas the new alignment will be grade separated.</p> <p>In each Conceptual Corridor option, connections to other roads will be determined as the alternatives are developed in further detail.</p>	

ITEM 10 RAIL GRADE SEPARATION OPTIONS

- | | | |
|------|--|--|
| 10.1 | MMM discussed plans to alleviate delays at railway crossings along Trafalgar Road by constructing grade separations (i.e. overpass or underpass). By 2031, both CNR and GEXR rail crossings will fulfill the Exposure Index (EI) threshold warrants for grade separations. | |
| 10.2 | Key considerations for a grade separation were discussed. For an underpass option, it was noted that water levels from the adjacent watercourses will be a key concern. It was noted that the option to change the rail alignment is typically not considered due to constraints on the rail (e.g. 1% maximum grade), related length of change and associated high cost. | |

ITEM 11 FACTORS FOR ANALYSIS AND EVALUATION

- | | | |
|------|---|--|
| 11.1 | Factors that will be used for the analysis and evaluation of alternatives are grouped under socio-economic environment, cultural environment, natural environment, transportation, and preliminary cost estimate. | |
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ITEM 12 DISCUSSION

The following is a summary of the key discussions noted at the meeting:

Conceptual Corridor Alternatives

- It was asked whether property constraints associated with Option 1 would lead to this option being screened out. The Project Team replied that this option will be carried forward as part of the analysis and evaluation.
- Under Options 2 and 3, a question was raised as to whether existing Trafalgar Road will remain through Stewarttown (north of 15 Side Road)? The Project Team confirmed that it will, and that the existing rail crossings would remain at-grade. If Option 2 or 3 were implemented, existing Trafalgar Road would be transferred to the Town of Halton Hills, subject to further discussions. The new alignment with the grade separations will serve as an interregional link.
- It was asked whether there were plans to cul-de-sac the

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	<p>bypassed section of Trafalgar Road immediately south of Highway 7 under Options 2 and 3. The Project Team stated that this will be determined as the alternatives are developed further.</p> <ul style="list-style-type: none">• It appears that the main difference between Options 2 and 3 was the “opening” in the woodlot which Option 3 generally aligns with. From an ecology perspective, the comment was made that this is potentially fragmenting a natural linkage, and this should not be considered a true “opening” from a natural environment perspective. The Project Team replied that there are other constraints associated with Option 2 such as Devereaux Cemetery and Trafalgar Road Sports Park that differentiate the two bypass options. Option 3 considers a location west of the Cemetery.• For Options 2 and 3, the ability to attract users was discussed. Trafalgar Road is one of the most important north-south regional arterial roads in Halton Region as it traverses the entire Region from Lake Ontario to 32 Side Road. If either Option 2 or 3 were pursued a new alignment would provide an interregional function to attract travel demand.• It was suggested to avoid the most constrained area within the corridor (i.e. Stewarttown), would the Region consider making improvements on Trafalgar Road up to 15 Side Road and then diverting traffic east and connecting to a widened Maple Avenue? The Region replied by stating that Maple Avenue is not intended to address travel demands along Trafalgar Road. It must be recognized that Maple Avenue is already at capacity at key intersections during peak time periods and has its own property constraints.• It was suggested that consideration be given to improvements to Sixth Line to accommodate some of the traffic capacity or divert traffic to Eighth Line. The Project Team noted that Trafalgar Road is a Regional Road, where as Sixth Line is a Town road which restricts truck traffic to five tonnes. As a regional facility, truck traffic is intended to be accommodated on Trafalgar Road.• It was asked if the option to implement grade separations at the railways while keeping Trafalgar Road at two lanes was considered. The suggestion was noted by the Project Team.	

Potential Impacts

- Utility relocation will be required as a result of the proposed improvements to Trafalgar Road. Information pertaining to utilities will be gathered by the Project Team as design

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Item	Details	Action By
	<p>alternatives are developed further. The technical agencies were asked to provide utility plans to the Project Team as available.</p> <ul style="list-style-type: none">• Within the Study Area, agricultural constraints should be considered and soil quality should be measured.• Noise and lighting intrusion should be considered as having potential impacts on the natural areas.• In terms of Natural Environment, wildlife crossings and impacts to habitat should be considered. MMM replied that wildlife crossings and impacts to habitat will be considered in the analysis and evaluation of alternatives.	Utilities
	<p>Rail Grade Separation</p> <ul style="list-style-type: none">• Should an underpass at the CN railway be implemented, its close proximity to the 17 Side Road intersection and the ability for 17 Side Road to connect to the new alignment of Trafalgar Road would be a concern. Connections to all the east-west roads will be explored further when developing the functional design.• The proposed grade separation at 20 Side Road also crosses a watercourse which may be problematic.• It was asked whether or not CN Rail or other rail operators had commented on this project. The rail authorities were invited to the TAC Meeting but unable to attend. Separate meetings will be scheduled as required with the rail authorities.	
	<p>Planning Process</p> <ul style="list-style-type: none">• It was asked whether there are any outstanding Regional Official Plan Amendments (ROPA 38) appeals within the Study Area. While ROPA 38 is partially approved, the Project Team will need to verify with the Region's Planning Department if there are any outstanding appeals within the vicinity of this study.• It was noted that there are two sub-watershed studies associated with the two on-going secondary plan studies.• It was asked whether Halton Region has carried out similar large scale Class Environmental Assessment (EA) studies. The Region confirmed that previous Class EA Studies have been completed which include new corridors, realignments and widening existing Regional roads (e.g. Tremaine Road, Burnhamthorpe Road, etc.).• It was asked what the improvement timing within the Trafalgar Road Corridor is. The Project Team indicated that while the study will confirm the timing of improvements as	

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	<p>part of this process, start of construction is tentatively schedule for 2018 (both CNR and GEXR grade separations), 2019 (Steeles Avenue to 10 Side Road) and 2020 (10 Side Road to Highway 7). A comment was made that the timing of improvements should be for the priority section between Steeles Avenue and 15 Side Road, to coincide with the 20,000 new residents within Vision Georgetown.</p> <ul style="list-style-type: none">• It was asked if the technical agencies would be provided with CAD drawings of the proposed plan. Typically, CAD drawings are provided to the relevant technical agencies during detailed design as required.	
	<p>Right of Way and Cross Section</p> <ul style="list-style-type: none">• Clarification regarding the proposed typical cross sections was requested with respect to the proposed multiuse path north and south of 10 Side Road. The Project Team explained this was developed based on the draft Halton Region Active Transportation Master Plan and the intent is for the multi-use path on the west side to serve the Hornby Community and on the east side to serve the Georgetown Community. All Active Transportation off-road facilities (i.e. sidewalks and/or multi-use paths) will be under the jurisdiction of Halton Hills, as the Region is only responsible for on-road (i.e. paved shoulders and/or exclusive bike lanes), within the Regional Right-of-Way (ROW). The placement of the off-road Active Transportation facilities will be subject to further discussions with the Town of Halton Hills.• There is no multi-use path planned for north of 17 Side Road (i.e. only sidewalks and on-street bike lanes). The Project Team will work with the Town of Halton Hills and confirm the type of off-road facilities required.• It was asked whether there are any opportunities to adjust the location of the multi-use path to accommodate pole locations and the buffer required. Accommodation for utilities will be explored in further detail.• It was asked if there was any opportunity to adjust the proposed 42 m or 47 m rights-of-way. The Project Team replied that while these requirements are based on Halton Region's Transportation Master Plan (TMP), they are considered "ideal" and would be subject to review based on adjacent land use and constraints.• The Project Team noted that intersecting roads to the Trafalgar Road corridor are not proposed to be widened;	

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ITEM 13	<p>however, intersection improvements will be considered, as required.</p> <p>NEXT STEPS</p> <p>The Public Information Centre (PIC) is scheduled to be held on November 20, 2014. This will be a combined PIC with the Ninth Line EA (407 ETR to 10 Side Road). Technical agencies and utilities on the study mailing lists have been provided with a copy of the Notice of PIC via mail. A notice has been placed in the local newspapers.</p> <p>Agencies were asked to provide any follow-up feedback/questions to the Project Team following the meeting.</p>	TAC

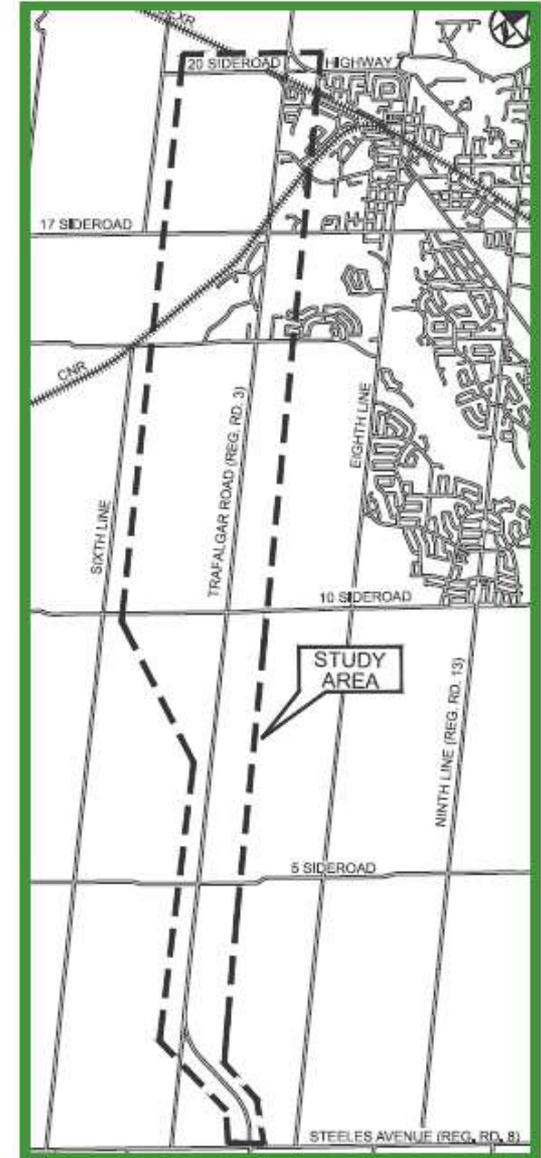
Trafalgar Road (Regional Road 3)
Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7

Technical Agency Committee Meeting 1
November 13, 2014



STUDY AREA

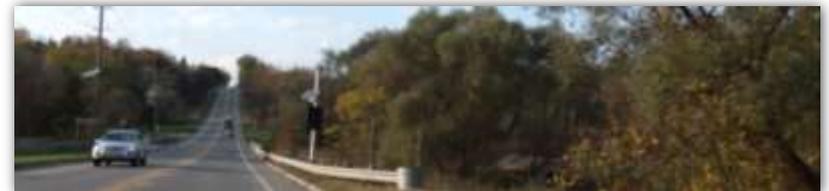
- Study area from Steeles Avenue to Highway 7, approximately 13 km in length;
- Character of Trafalgar Road changes from rural to urban, from south to north;
- Trafalgar Road serves both local and inter-regional travel, agricultural equipment and goods movement;
- Crossed by two railway corridors – CNR and GEXR
- **Schedule 'C' which follows Phases 1 through 4 of the Municipal Class EA**



RECENT STUDIES

Trafalgar Road Class EA 10 Side Road to Highway 7 – Initiated in 2003, discontinued in 2009

- Alternatives were considered for widening along existing right-of-way (ROW) and realignment to the west
- Other large scale projects in the area (e.g. GTA West, HPBATS) and other Regional planning studies (e.g. Transportation Master Plan, and Sustainable Halton)
- The Trafalgar Road EA was cancelled due to several other planning studies being initiated by Halton Region and other levels of government as noted above. These studies would potentially impact the future traffic volumes on Trafalgar Road and change the transportation needs for Halton Hills

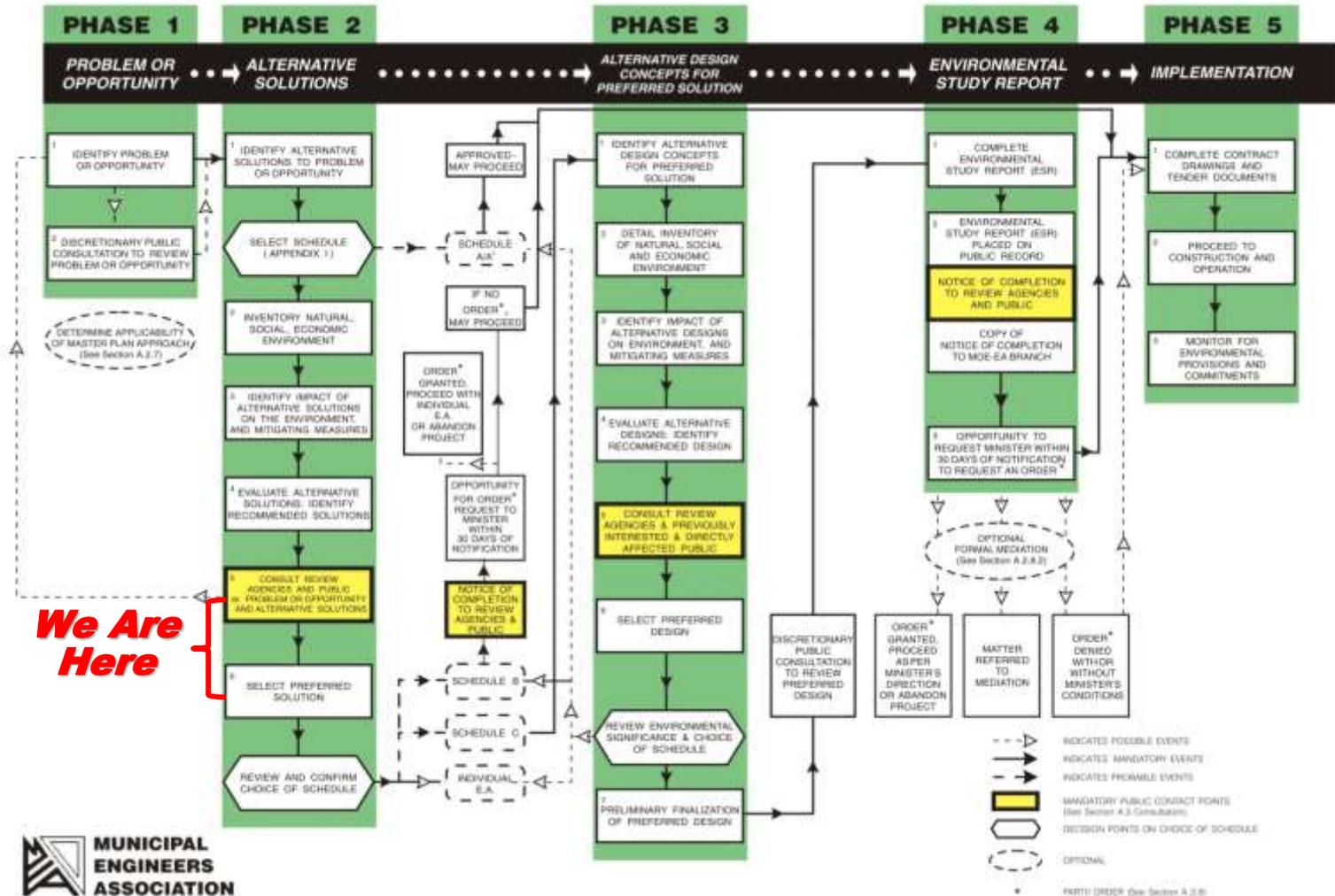


RECENT STUDIES

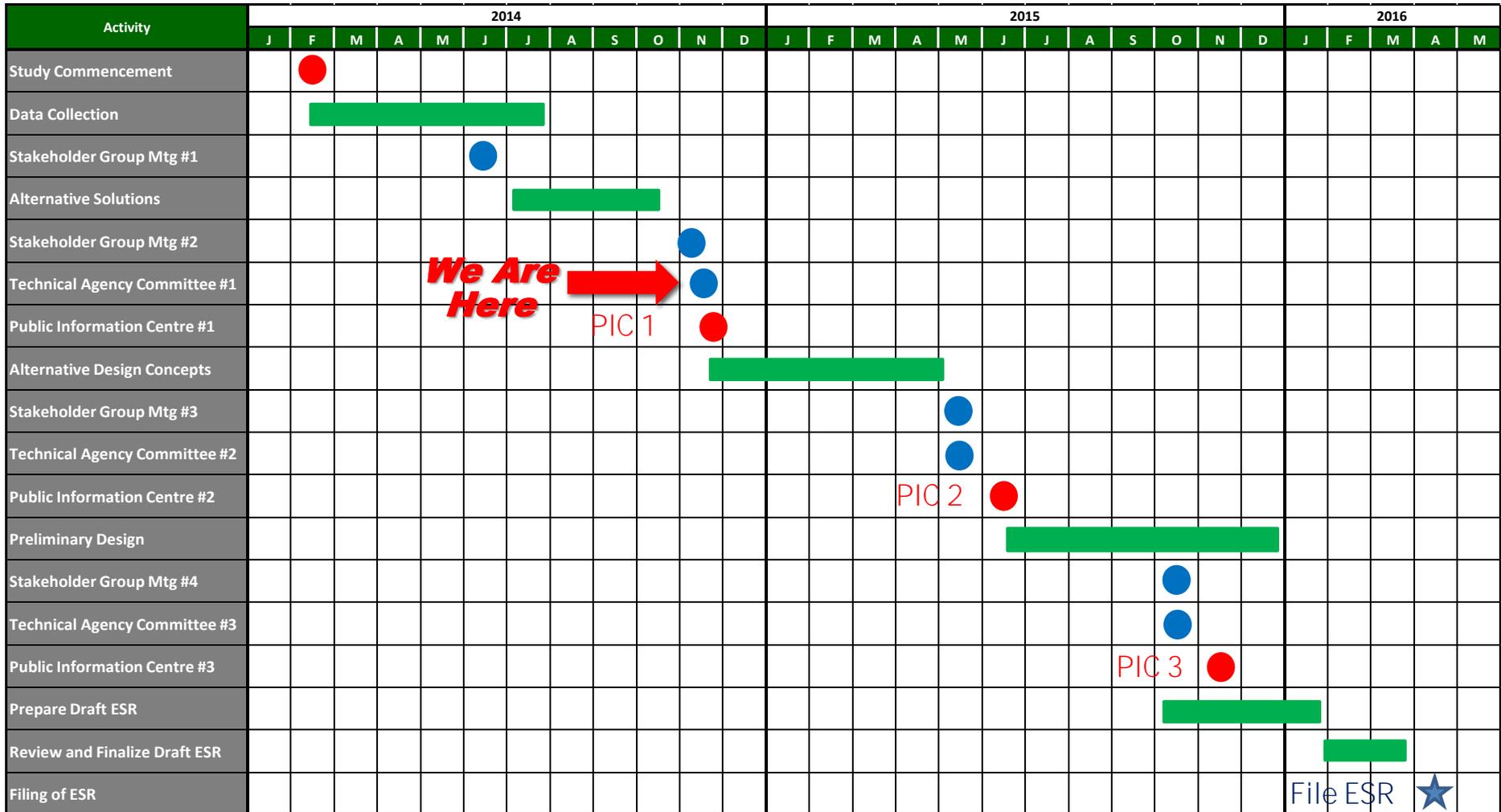
Trafalgar Road Short Term Intersection and Operations Review – 2011

- 5 Side Road intersection already widened to 4 lanes
- 10 Side Road intersection planned to be widened to 4 lanes
- Recommendations included:
 - Improving Traffic Operations:
 - Left and right turn lanes at intersections
 - Localized widening on Trafalgar (4 lanes) north and south of No. 5 and No. 10 SR
 - Signal timing optimization
 - Improving Safety:
 - Install longitudinal rumble strips
 - Improve signage
 - Improve pavement marking
 - Complement with increased enforcement
 - Better Speed Management:
 - Gateways
 - Dynamic speed display boards
 - Oversized speed limit signs
 - Peripheral transverse bars
 - Median islands

MUNICIPAL CLASS EA PROCESS



STUDY STATUS / SCHEDULE



STUDY ORGANIZATION



TECHNICAL AGENCIES

Federal

- Canadian Environmental Assessment Agency
- Environment Canada
- Fisheries and Oceans Canada
- Aboriginal Affairs and Northern Development Canada
- First Nations

Provincial

- Ministry of Aboriginal Affairs
- Ministry of Agricultural, Food and Rural Affairs
- Ministry of Tourism, Culture and Sport
- Ministry of the Environment
- Infrastructure Ontario
- Ministry of Municipal Affairs & Housing
- Ministry of Natural Resources
- Ministry of Transportation
- Niagara Escarpment Commission
- Metrolinx / GO Transit

Railway

- Canadian National Rail (CN)
- Goderich-Exeter Railway (GEXR)

Municipal

- Halton Region Police Services
- Halton Region Emergency Medical Services
- Halton Region Health Department
- Halton District School Board
- Halton Catholic District School Board
- Halton Region Ecological & Environmental Advisory Committee
- Halton Region Agricultural Advisory Committee
- Halton Region Legislative & Planning Services
- Halton Region Wasterwater Planning
- Halton Region Water Planning
- Halton Hills Fire Department
- Halton Hills Planning Development & Sustainability
- Halton Hills Recreation & Parks
- Halton Hills Infrastructure Services
- Halton Hills Chamber of Commerce
- Conservation Halton
- Credit Valley Conservation

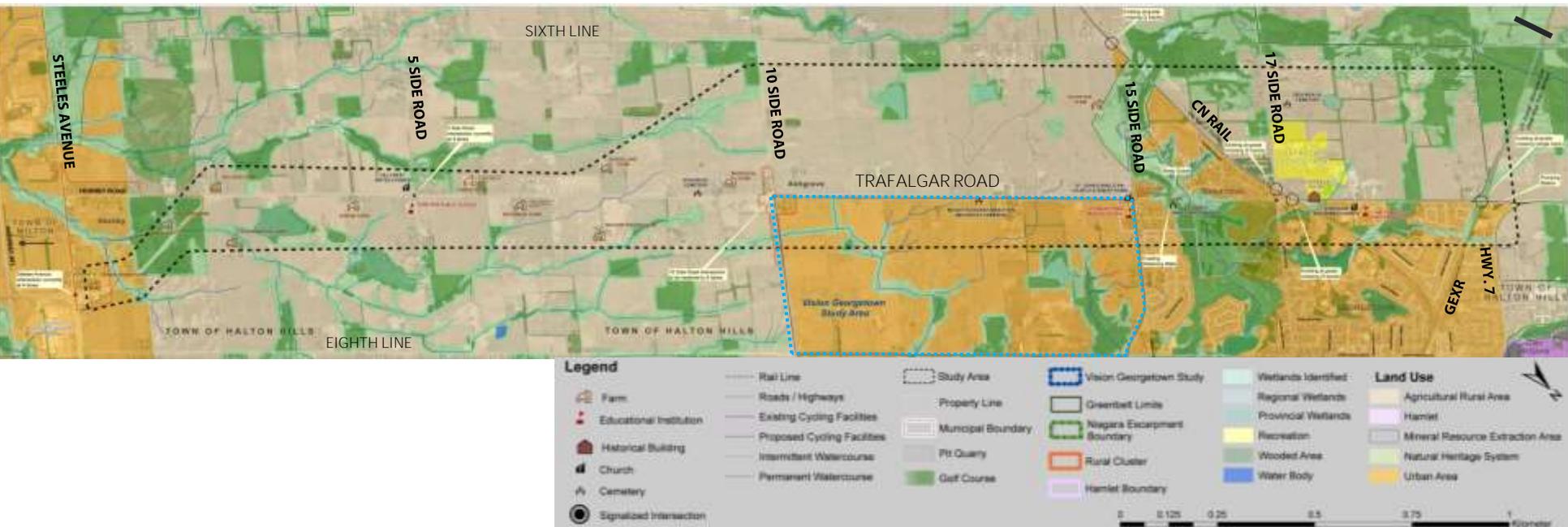
Utilities

- Halton Hills Community Energy Corporation
- Enbridge Gas
- Ontario One Call
- Hydro One Networks
- Bell Canada
- Halton Hills Hydro
- Trans Canada Pipelines
- Union Gas



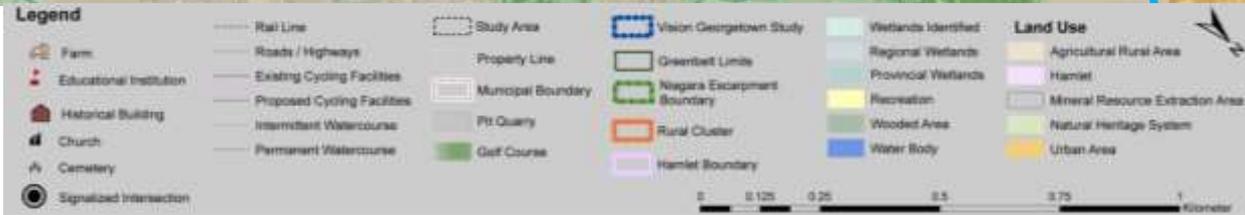
EXISTING CONDITIONS

Steeles Avenue to Highway 7



EXISTING CONDITIONS

South: Steeles Avenue to 10 Side Road



EXISTING CONDITIONS

Social and Economic Environment

HALTON REGION PLANNING – ROPA 38



- Mixed Urban, Agricultural, and Natural land uses

Source: Halton Region ROPA 38, Map 1

EXISTING CONDITIONS

Social and Economic Environment

- Rural residential and agricultural
- Schools and recreation centres
 - Pineview Public School, Stewarttown Middle School, Halton Hills Christian School
 - Trafalgar Sports Park
- Hornby, Ashgrove, Stewarttown and Georgetown communities
- Recently received updates/information:
 - Various potential development activities
 - Halton Hills Drive Extension Class Environmental Assessment Study
 - Other planning studies



EXISTING CONDITIONS

Social and Economic Environment

VISION GEORGETOWN SECONDARY PLAN DRAFT CONCEPT OPTIONS



EXISTING CONDITIONS

Cultural Environment

- Churches

- Hillcrest United Church
- **St. John's Anglican Church** Stewarttown
- Christian Reformed Church



- Cemeteries

- Ashgrove Cemetery
- Mount Pleasant Wesleyan Methodist Cemetery
- **St. John's Anglican Cemetery**
- Devereaux Cemetery / Holy Redeemer Cemetery



EXISTING CONDITIONS

Cultural Environment

- Completed Cultural Heritage Landscape & Built Heritage Resources review
 - Designated under Part IV of the Ontario Heritage Act – Devereaux House (11494 Trafalgar Road)
 - Halton Hills Designated Properties and Heritage Register Phase 1 & 2 Consolidated – 5 properties
 - Halton Hills Register Phase 1 & 2 Consolidated – 9 properties associated with the historic settlement of Stewarttown



EXISTING CONDITIONS

Cultural Environment

- Completed Stage 1 Archaeological Assessment
 - A Stage 1 Archaeological Assessment was completed (desktop review)
 - There are 20 registered sites located within 1 km of the Trafalgar Road corridor
 - The existing Trafalgar Road right-of-way is completely disturbed and will not require further assessment
 - Much of the study area outside of the existing right-of-way appears to be undisturbed
 - Any lands outside of the existing right-of-way will require a Stage 2 Archaeological Assessment if land is to be impacted



EXISTING CONDITIONS

Natural Environment

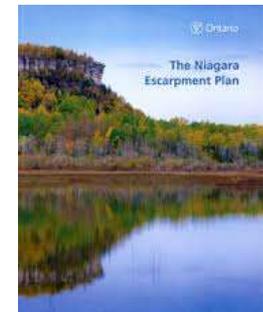
- Greenbelt Plan

- West of Trafalgar Road, between 17 Side Road and Highway 7



- Niagara Escarpment Plan

- West of Trafalgar Road, north of 20 Side Road



- Consultation with Conservation Authorities

- Conservation Halton – southern portions of the Study Area
- Credit Valley Conservation – Black Creek Subwatershed, north of 15 Side Road



EXISTING CONDITIONS

Natural Environment

- Extensive background review, field work completed in spring, summer and fall of 2014
- Key Features
 - Black Creek: permanent sensitive coldwater watercourse, salmonids present with known spawning in the area.
 - Hungry Hollow Environmentally Sensitive Area (ESA) / Provincially Significant Wetland: deep valley feature with several tributaries of the Credit River, including Black Creek. Feature woodland is extensive and diverse

EXISTING CONDITIONS

Natural Environment

- **Key Features (cont'd)**

- Waterfall Woods ESA: largely deciduous forest with swamp habitats. Provides functional habitat linkage to adjacent natural systems
- Stewarttown Woods ESA: Extensive and diverse woodland and riverine habitat. Black Creek flows through this ESA. Contains significant groundwater discharge areas



Halton Region – Infrastructure Planning



EXISTING CONDITIONS – Transportation

- Two lane rural road
- Posted speed varies – 60 km/h to 80 km/h
- Recent improvements
 - 5 Side Road / Trafalgar Road intersection at 4 lanes on Trafalgar Road
 - Speed management measures
- At-grade rail crossings – CN Rail and GEXR
 - CNR: 25 daily trains (Freight only, may vary)
 - GEXR: 12 daily trains (GO Train 4, VIA 6, Freight 2)
 - Delays due to train crossings
- Active Transportation
 - Limited provision for cyclists and pedestrians



EXISTING CONDITIONS – Transportation

- Daily travel demand ranges between 9,500 (near Highway 7) to 16,000 vehicles (near Steeles Avenue)
- Truck percentage approximately 9 % to 11 %
- Intersection levels of service:
 - 5 Side Road:
 - All movements operating with good levels of service during weekday peak hours
 - 10 Side Road:
 - Northbound approach at capacity during PM peak hour
 - Southbound and westbound approaches nearing capacity during AM peak hour
 - 15 Side Road:
 - All movements operating with good levels of service during weekday peak hours
 - Maple Avenue / 17 Side Road
 - Northbound approach nearing capacity during PM peak hour
 - Highway 7
 - Northbound approach nearing capacity during PM peak hour

FUTURE CONDITIONS – Transportation

- Future corridor traffic growth to 2031 reflects average peak hour growth rate of 2.5 % per year
- Daily travel demand projections to 2031 based on peak hour traffic growth rate – estimate to range between 15,000 to 25,000 vehicles:
 - North of Steeles Avenue 25,000 vehicles
 - 5 Side Road to Maple Avenue 16,000 to 20,000 vehicles
 - Maple Avenue to Highway 7 15,000 vehicles
- Additional capacity is required to support future growth and development

EXISTING CONDITIONS– Transportation

- Typically, a rail line grade separation is warranted if the calculated Exposure Index (EI) results in a value greater than 200,000
- Recognizing CN and Metrolinx will likely increase the number of daily trains, the EIs are expected to reach thresholds along Trafalgar Road where grade separations are warranted
- Therefore, grade separations with CNR and GEXR are proposed for the Trafalgar Road corridor



PROBLEM AND OPPORTUNITIES

- Existing Trafalgar Road is experiencing significant delays during peak periods at rail crossings and delay will increase at intersections in the future
- Future traffic is expected to grow by over 50% by 2031
- To support future growth and travel demands, improvements to the Trafalgar Road corridor are required
- The improved corridor should support multi-modal uses (i.e. active transportation, transit services - GO Transit, inter-regional travel, agricultural vehicles and goods movement)
- Therefore, Halton Region is carrying out this study to address these requirements in accordance with the Municipal Class EA process

COMMENTS RECEIVED TO DATE

- Truck traffic: safety, noise, increasing trucks on Trafalgar Road
- Railways / at-grade crossings: the two rail crossings support both commuter and freight trains, long queues and delays, improvements to the corridor are required to address this
- Road safety / general traffic: passing on shoulders, access issues, intersection delays, and safety concerns (e.g. school bus safety, steep hills north of 15 Side Road)
- High volume of traffic generated by the Trafalgar Sports Park
- Sensitive natural environmental features within Study Area
- Provision for pedestrians and cyclists
- Retain general quality of life

Q & A



PLANNING ALTERNATIVES

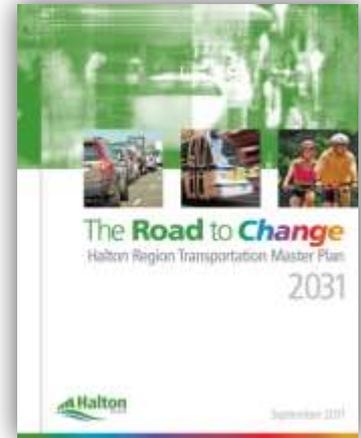
Alternatives	Evaluation	Recommendation
Do Nothing	<ul style="list-style-type: none"> Does not address future needs 	<ul style="list-style-type: none"> Carry forward for comparison only
Limit Development	<ul style="list-style-type: none"> Future projections based on approved future urban area 	<ul style="list-style-type: none"> Do not carry forward
Travel Demand Management Measures	<ul style="list-style-type: none"> On their own, do not address the problem Part of overall transportation strategy 	<ul style="list-style-type: none"> Carry forward within overall strategy
Improved Transit Service (GO Transit) / Other Modes of Transportation	<ul style="list-style-type: none"> On their own, do not address the problem Part of overall transportation strategy 	<ul style="list-style-type: none"> Carry forward within overall strategy
Intersection and /or Operational Improvements	<ul style="list-style-type: none"> On their own, do not address the problem Part of overall transportation strategy 	<ul style="list-style-type: none"> Carry forward within overall strategy
Improvements to Other Roadways	<ul style="list-style-type: none"> On their own, do not address the problem Part of overall transportation strategy 	<ul style="list-style-type: none"> Carry forward within overall strategy
Improvements to Trafalgar Road	<ul style="list-style-type: none"> Needs identified in Halton Region Transportation Master Plan to support future growth 	<ul style="list-style-type: none"> Carry forward within overall strategy

APPROACH TO DEVELOPING ALTERNATIVES

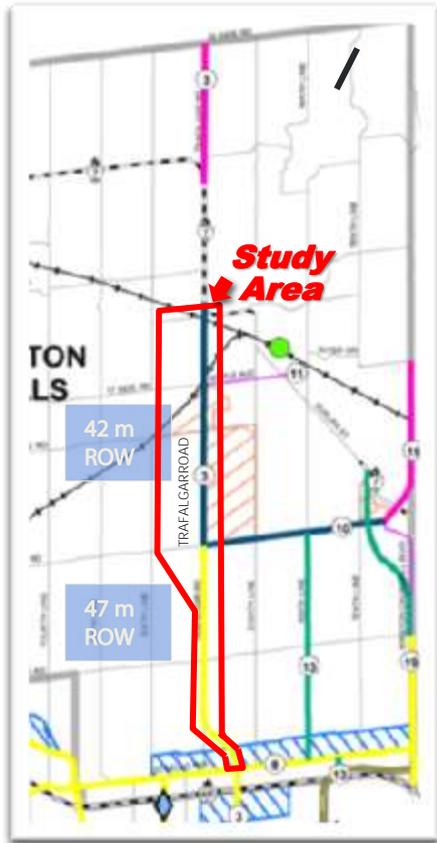
- Review background information from previous studies
- Develop roadway design alternatives
- Consider rail grade separations along Trafalgar Road corridor
- Integrate with ongoing, planned or completed improvements and development
- Ongoing consultation with Town of Halton Hills, Conservation Authorities, Stakeholders Group, other technical agencies and community
- Refine and confirm alternative to be pursued

POTENTIAL IMPROVEMENTS TO TRAFALGAR ROAD CORRIDOR

- Halton Transportation Master Plan (2011)
 - Steeles Avenue to 10 Side Road – 47 m ROW
 - 10 Side Road to Highway 7 – 42 m ROW
- Halton Active Transportation Master Plan
 - On-road (i.e. bike lanes and/or paved shoulders) and off-road (i.e. sidewalks and/or multiuse paths) active transportation facilities
- Additional capacity
- Improved road safety
- Urban vs. rural cross section
- Rail grade separations



POTENTIAL IMPROVEMENTS TO TRAFALGAR ROAD CORRIDOR



Halton Region TMP, 2011,
Figure 7.3 – Cross Section



Halton Region ATMP, 2014 (DRAFT)
Proposed Regional Cycling Network



Halton Region ATMP, 2014 (DRAFT)
Proposed Regional Walking Network

PROPOSED TYPICAL CROSS SECTION



STEELES AVENUE TO HORNBY ROAD



HORNBY ROAD TO 10 SIDE ROAD

Note: Mitigated cross sections will be developed for constrained areas

PROPOSED TYPICAL CROSS SECTION



10 SIDE ROAD TO 15 SIDE ROAD



15 SIDE ROAD TO 17 SIDE ROAD

Note: Mitigated cross sections will be developed for constrained areas

PROPOSED TYPICAL CROSS SECTION



17 SIDE ROAD TO HIGHWAY 7

Note: Mitigated cross sections will be developed for constrained areas

RAIL GRADE SEPARATION OPTIONS

- Options include overpass vs. underpass (i.e. road over or under railway tracks)
- Option to change rail alignment is typically not considered due to constraints on the rail (1 % max. grade), related length of change and associated high cost



RAIL GRADE SEPARATION CONSIDERATIONS

- Key Considerations:
 - Potential impacts to adjacent lands (property impacts, access, utilities)
 - Potential impacts to natural features
 - Construction staging
 - Rail detour requirements
 - Geometric requirements (vertical clearance, slopes and grading, drainage, connection to access roads, accommodation for active transportation)
 - Visual aesthetics



COMMENTS RECEIVED TO DATE RE: CONCEPTUAL CORRIDOR OPTIONS

- Realignment to the west of existing Trafalgar Road (Stewarttown) will have impacts on natural environment features – widen along existing alignment
- Significant impacts to existing homes and farms
- Consider a bypass that completely avoids the Stewarttown and Georgetown area
- Leave Trafalgar Road as it is for local traffic
- More options need to be explored (e.g. widen Sixth Line, a new road that runs parallel to the hydro corridor between Fourth Line and Fifth Line)

FACTORS FOR ANALYSIS AND EVALUATION

- Socio-Economic Environment
- existing and future land uses
- farms and business operations
- residential areas
- institutional and recreational uses
- potential property requirements
- property access
- noise levels
- provisions for pedestrians and cyclists
- illumination
- air quality

- Cultural Environment
- built heritage resources
- cultural heritage landscapes
- archaeological resources

- Natural Environment
- vegetation
- wildlife
- creek crossings
- drainage and stormwater management
- policy areas
- natural hazards

- Transportation
- road operations
- road safety
- intersection requirements
- geometric standards
- access management
- construction staging
- rail operations
- utilities

- Preliminary Cost Estimate
- construction
- utility relocation

NEXT STEPS

- Public Information Centre #1
 - November 20, 2014, 6:30 pm to 8:30 pm, Open House
 - Georgetown District High School
- Review and respond to comments received
- Develop alignment alternatives within conceptual corridors
- Technical Agency Committee Meeting #2 and Stakeholder Group Meeting #3 (prior to Public Information Centre #2) – Late Spring 2015

Date: December 10, 2014
 10:30 a.m. to 11:00 a.m.

Location: Halton Region
 Aldershot Room
 1151 Bronte Road
 Oakville

Purpose: Meeting with CN Rail to review the study background, study approach, existing conditions, alternative solutions, and to review high level conceptual corridor alternatives for the improvements to the Trafalgar Road corridor.

Project Number: 3214006
Project: Trafalgar Road EA –
 Steeles Avenue to
 Highway 7
Author: Stefan Sirianni

Attendees:

Jeff Reid	Halton Region
Melissa Green-Battiston	Halton Region
Neil Ahmed	MMM
Katherine Jim	MMM
Stefan Sirianni	MMM
Stefan Linder	CN Rail
Derek Basso	CN Rail

Distribute: All Attendees

Item	Details	Action By
ITEM 1 –	WELCOME AND INTRODUCTIONS	
1.1	The Region welcomed everyone to the meeting and those present were introduced.	
ITEM 2 –	STUDY OVERVIEW	
	Using a handout package from the November 13th Technical Agencies Committee Meeting, MMM provided an overview of the project.	
ITEM 2.1 –	BACKGROUND AND CONTEXT	
	MMM provided an overview of the study area and its characteristics. Background information on previous studies in the area was also provided, specifically: the Trafalgar Road Class EA from 10 Side Road to Highway 7 (initiated in 2003, discontinued in 2009); and the recommendations made from the Trafalgar Road Short Term Intersection and Operations Review (2011).	
ITEM 2.2 –	EXISTING CONDITIONS	
2.2.1	A brief overview of the existing conditions within the Study Area was provided with a focus on the existing CN at-grade rail crossing on Trafalgar Road north of 17 Side Road/Maple Avenue. The Project Team noted that significant delays caused by trains along Trafalgar Road are a top concern within the	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	community. CN Rail indicated that there are approximately 30 trains per day. CN to confirm average number of daily trains.	CN
	A roll plan of the study area was used to discuss existing traffic conditions as it relates to the at-grade crossings.	
	The Project Team asked what CN Rail’s expectations are for future rail traffic through the area and whether there are plans for expansion in the near future. CN Rail stated they will likely protect for a third track and will confirm.	CN
	CN Rail noted that there is a limit on how long a crossing can be occupied by trains (Transport Canada enforces this via audits). CN Rail also noted that delays along Trafalgar would be perpetuated by the need for train traffic to slow down as it approaches the curve in the rail line where it branches off/connects with the GEXR Line to the east.	
2.2.2	Problem and opportunity statements were reviewed, and a general overview of comments noted by agencies and the Stakeholder Group to date was provided.	
ITEM 2.3 –	APPROACH TO DEVELOPING ALTERNATIVES	
	The general approach to developing alternatives was reviewed, and the key factors considered in developing potential improvements to the Trafalgar Road corridor were referenced.	
ITEM 2.4 –	TYPICAL CROSS SECTIONS	
	Typical cross sections for the proposed Trafalgar Road corridor improvements were outlined by MMM. Detailed dimensions for these can be found in the attached slides. It was noted that these cross sections are only initial representations of what may be implemented and the design may vary along the corridor to accommodate various constraints or land use characteristics (e.g. variations in the median that would provide opportunities to have vegetation in the median or allow access to driveways). Should Trafalgar Road be realigned, the new Trafalgar Road corridor would allow for more uniform cross section options to be explored as there would be fewer constraints.	
ITEM 2.5 –	EXISTING AND POTENTIAL REALIGNMENT OF TRAFALGAR ROAD	
2.5.1	MMM presented three conceptual Trafalgar Road corridor options, with a focus on potential rail crossing locations.	
	Option 1: This option considers the roadway improvements along the existing Trafalgar Road corridor. Grade separation at the CN Rail crossing and GEXR Crossing on Trafalgar Road will	

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Item	Details	Action By
	be explored.	
	<p>Option 2: Bypassing Stewarttown to the west of existing Trafalgar Road (about mid-concession). Under this option, the railway crossings along the existing Trafalgar Road alignment will remain at-grade whereas the new alignment will be grade separated.</p>	
	<p>Option 3: This is the most westerly of the three options. One of the key challenges would be crossing both the rail line and the adjacent creek. Railway crossings along the existing Trafalgar Road alignment will remain at-grade.</p>	
	<p>The Project Team noted that there are a variety of constraints along the corridor that will be closely considered over the coming months as the options are developed further.</p>	
	<p>CN Rail is to review their plan for CN owned/operated structures within the study area.</p>	CN
2.5.2	<p>As this is a key line for CN with expected increases in operations in the coming years, CN stated that they will require the following information from MMM as the project progresses: any relevant general arrangement drawings, a detailed comparison of the various options (overpass vs. underpass), and a summary of the potential impacts to CN property—with impacts to operations being the main factor.</p> <p>Key considerations for a grade separation were discussed, and include items such as potential impacts to natural features and adjacent lands (e.g. property impacts, access, visual aesthetics, and utilities), construction staging, and rail detour and geometric requirements.</p>	MMM
	<p>The Project Team noted that CN’s perspective and input will be crucial throughout the study process as the grade separation is a key factor in the project.</p>	
2.5.3	<p>The constructability process will be one of the most important components of the project. CN’s operational constraints as they pertain to windows for construction, space and access limitations, etc. will need to be clarified. CN rail will be brought into the discussion as the project progresses.</p>	
2.5.4	<p>The Project Team stated that future meetings with CN (i.e. more frequent and separate from TAC meetings) will be required in</p>	

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Item	Details	Action By
	order to discuss design features pertaining to a grade separation.	
ITEM 2.6 –	FACTORS FOR ANALYSIS AND EVALUATION	
	With the conceptual corridor options having been presented, MMM discussed the factors that will be used for further analysis and evaluation moving forward. Key areas include: Socio-Economic Environment, Cultural Environment, Natural Environment, Transportation (existing and future conditions), and Preliminary Cost Estimates.	
ITEM 3 –	NEXT STEPS	
	CN Rail was asked to provide follow-up feedback/questions to the Project Team following the meeting.	CN
	The Conceptual Corridor Options plans are available on the project's website, and will be attached to the TAC Meeting minutes.	
	Minutes from the meeting will be circulated.	MMM

Date: March 4, 2015
 1:00 p.m. to 2:30 p.m.
Location: Halton Region
 1151 Bronte Road
 Scotch Block/Merton Rooms
Project Number: 3214006
Project: Trafalgar Road EA –
 Steeles Avenue to
 Highway 7
Author: Stefan Sirianni
Purpose: Meeting with Conservation Halton (CH), Credit Valley Conservation (CVC), to provide an overview of the proposed Trafalgar Road corridor improvements, functional plans for each design alternative, and discuss project schedule.

Attendees:	Agency / Organization
Jeffrey Reid	Halton Region
Patrick Monaghan	Halton Region
Cengiz Cakmak	Halton Region
Alicia Jakaitis	Halton Region
Charlotte Cox	Credit Valley Conservation
Tyler Slaght	Credit Valley Conservation
Yelena Koshenkov	Credit Valley Conservation
Emma Defields	Credit Valley Conservation
Paul Bond	Conservation Halton
Holly Anderson	Conservation Halton
Corey Harris	Conservation Halton
Neil Ahmed	MMM Group Limited
Valerie Stevenson	MMM Group Limited
Stefan Sirianni	MMM Group Limited

Distribute: All Attendees, including the Ministry of Natural Resources and Forestry (MNRF), as they were unable to attend the meeting.

Item	Details	Action By
Item 1 –	Study Status	
	Those at the meeting were introduced. Representatives from the Ministry of Natural Resources and Forestry (MNRF) were invited but not able to attend.	
1.1	Meeting with CH/CVC September 30, 2014 MMM highlighted the key action items from the previous meeting with CH and CVC, these include: <ul style="list-style-type: none"> • Animal collision data was collected and reviewed; a collision pattern or cluster did not exist within the Trafalgar Road corridor, including adjacent to the Natural Heritage Sites (NHS) • Research into potential use of Oil Grit Separators (OGS) is on-going; they will be considered as part of the preliminary design • Watershed model: in a November 5, 2014 teleconference, CVC 	

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Item	Details	Action By
	<p>advised to use the GAWSER Model even though it is still in draft form</p> <ul style="list-style-type: none">• Contour mapping intervals: CH advised MMM to use the 0.5 m contour interval mapping provided by Halton Region since it is more current compared to the contour information on file with CH. Additionally, CVC provided the necessary links to the online factsheets in an October 23, 2014 email• One window approach: all communications with CVC and CH now go through a “one window” approach via Tyler Slight and Paul Bond, respectively• Well locations: these have since been determined from available sources and mapped by MMM. A roll plan with these locations was presented at the meeting• CVC noted that the Vision Georgetown planning is still underway and that an update will be provided when available <p>Comments and input received from CH and CVC via letters following the September 30, 2015 meeting are being considered in the design process by MMM.</p>	
1.2	<p>Consultation Events</p> <p>MMM provided a recap of the November 21, 2014 Public Information Centre #1 (PIC #1). In general, those who attended expressed concerns with the realignment of Trafalgar Road to the west due to impacts to natural environment features. Concerns related to property impacts under Option 1 were raised by those living along the existing Trafalgar Road alignment in Stewarttown, while property concerns related to Options 2 and 3 were raised by those with agricultural and natural interests.</p>	
1.3	<p>Key Comments Received to Date</p> <p>MMM provided the following summary of key comments received to date on the project:</p> <ul style="list-style-type: none">• Delays due to existing at-grade rail crossings are becoming more frequent and longer• Impacts to agricultural lands are a concern under Alternatives 2 and 3• Increases in traffic noise levels are a concern• Widening the existing Trafalgar Road alignment (Alternative 1) is the easiest and most economical choice and has fewer impacts to the natural environment• Constructing a new alignment to the west (Alternative 2 or 3) is <p>Any omissions or errors in these notes should be forwarded to the author immediately.</p>	

Item	Details	Action By
	<p>desirable as it does not disturb properties or businesses along existing Trafalgar Road through Stewarttown, however there appear to be greater impacts to the natural environment</p> <ul style="list-style-type: none">• A bypass should instead be constructed through the hydro corridor between Fourth Line and Fifth Line to accommodate truck traffic generated by the quarry in Acton	
Item 2 –	Overview of Proposed Trafalgar Road Corridor Improvements	
	<p>MMM gave a brief reminder of the proposed typical cross sections and three conceptual Trafalgar Road corridor options, which were presented at TAC Meeting #1 and PIC #1.</p>	
2.1	Typical Cross Sections <p>It was noted that these cross sections are only typical and the design may vary along the corridor to accommodate various constraints or land use characteristics (e.g. variations in the median that would provide opportunities to have vegetation in the median or allow access to driveways).</p>	
2.2	Three Conceptual Corridors <p>MMM provided a brief recap of the three conceptual corridor options from 600 m south of 15 Side Road to Highway 7 as presented at PIC #1, and the typical comments received to date. Functional plans have been developed based on the conceptual corridors (see discussion under Item 3).</p> <p>It was noted that the goal of this meeting is to obtain feedback from CH and CVC on the functional plans.</p> <ul style="list-style-type: none">• Option 1: This option considers the roadway improvements along the existing Trafalgar Road corridor. Grade separation at the CN Rail crossing and Metrolinx crossing on Trafalgar Road are proposed.• Option 2: Bypassing Stewarttown to the west (about mid-concession) starting south of 15 Side Road. Under Option 2, the railway crossings along the existing Trafalgar Road alignment will remain at-grade whereas the new alignment will be grade separated.• Option 3: This is the most westerly of the three options, bypassing Stewarttown starting at south of 15 Side Road. It was noted that while this option aims to mitigate residential property impacts it passes through a number of environmentally sensitive areas.	
Item 3 –	Functional Plans of Design Alternatives	
	<p>Using a set of roll plans MMM provided an overview of the</p>	

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Item	Details	Action By
3.1	<p data-bbox="347 302 1299 516">functional plans beginning with the realignment options (Alternatives 3 and 2) followed by the option that retains the existing alignment (Alternative 1). From south to north, key comments from the discussion are as follows. Discussion was on the area within CVC’s jurisdiction first, followed by the area within CH’s south of Black Creek (3.4.4 – 3.4.7).</p> <p data-bbox="347 533 537 569">Alternative 3</p> <ul data-bbox="347 583 1299 1936" style="list-style-type: none"> • As this alignment approaches the Black Creek valley, it is proposed that Trafalgar Road drop down to the existing elevation of 15 Side Road (at the level of the valley floor) via grade change in order to provide access. • The need for a crossing structure at Black Creek was discussed and it was noted that a representative span is currently shown on the plans. A more detailed design will be developed as the project progresses. Trafalgar Road would cross Black Creek at a square approach angle. Past the creek, an underpass grade separation at the CN Rail line would be constructed. • CVC commented that the viability of spanning the valley at Black Creek doesn’t appear to have been assessed. MMM replied that profiles through this section have been looked at and that a major span would be required. Using a roll plan of the profile through this section, it was shown that the change in profile is significant (an elevation change of ~8m to the valley floor). As a result, the cut and fill required to span this valley would be significant. A review will be completed and reported in this regard. • MMM noted that CVC’s concerns regarding this alignment’s crossing through an “opening” in the Stewarttown Woods Environmentally Sensitive Area (ESA) (i.e. a non-wooded area) are being considered. There is a valley through this “opening”, and the grading of the alignment would generally match that of the wooded areas beside it. • 17 Side Road will connect with Trafalgar Road via an at-grade crossing. • This option largely avoids Devereaux Cemetery’s property, passing through a portion of undeveloped land on its north end. • The wetland/wooded area north of Devereaux Cemetery is partially crossed over by this alignment. MMM records list it as a deciduous feature, though very little information regarding this feature is known at this time, as a permission to enter has not been obtained. CVC noted it is listed as potential wetland area but no information otherwise. As the alternative is developed MMM is to obtain more information. It was noted that the Black 	MMM

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<p>Creek Estate's development is adjacent to this feature. CVC inquired whether the developer would therefore have information pertaining to the feature as a result of the residential application process. CVC to follow-up on status of feature.</p> <ul style="list-style-type: none"> • <i>[Post Meeting Note: MMM provided an update based on field work undertaken on the status of this feature to the Project Team via email. Overall, MMM ranks this feature as moderate significance/sensitivity and stated that avoiding encroachment on it would be good, if possible. As a result, MMM is to modify the plans such that the proposed alignments shift away from this feature.]</i> • North of Trafalgar Sports Park, the woodland feature at Station 12+500 will be bisected. • CVC inquired about the watercourse north of 20 Side Road. MMM noted that it has been considered and there are no concerns at this time regarding the construction of an underpass rail grade separation at this location. Potential impacts to the well field in this area are currently being explored by MMM. 	<p>CVC</p>
<p>3.2</p>	<p>Alternative 2</p> <ul style="list-style-type: none"> • Many of the characteristics between 15 Side Road and 17 Side Road are similar to those discussed for Alternative 3. • Many of the significant environmental features that would be impacted under Alternative 3 (e.g. Stewarttown Woods ESA, the wetland feature) are avoided with this alternative. • In order to avoid impacts to Devereaux Cemetery, this alternative passes the cemetery to the south and crosses onto the west end of Trafalgar Sports Park. Playing fields located in this part of the property would be impacted. • As is the case with Alternative 3, the woodland feature north of Trafalgar Sports Park at Station 12+500 will be bisected. 	
<p>3.3</p>	<p>General Discussion on Alternatives 2 and 3</p> <ul style="list-style-type: none"> • Halton Region noted that under both realignment options the amount of road infrastructure through the Stewarttown area will be practically doubled (so maintenance costs will increase); also active transportation facilities would be far removed which is not desirable. • CH asked about the composition of properties along the existing alignment (e.g. number of residential vs. commercial) and whether on-street parking is being considered. The Project Team noted there are mainly residential properties and that no on-street parking is being considered. • CVC pointed out that a key difference between Alternatives 2 	

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Item	Details	Action By
	<p>and 3 with respect to the location of the Black Creek crossing is that Alternative 2 would cross to the east of the existing 15 Side Road crossing, whereas Alternative 3 would cross to the west. CVC asked whether a geomorphologist has assessed these reaches to identify the most suitable location to cross the creek.</p> <ul style="list-style-type: none"> • CVC noted that Alternative 2 is preferred over Alternative 3 as it would have fewer impacts on natural heritage features including Black Creek • CVC noted that Alternative 3 would have more significant impacts on natural environment features. 	MMM
3.4	<p>Alternative 1</p> <ul style="list-style-type: none"> • Under this alternative, the widening of Trafalgar Road would be generally along the existing alignment. North of 15 Side Road through Stewarttown, there are two alternatives (Alternatives 1A and 1B) along the existing alignment; these were discussed first, beginning with Alternative 1B. The discussion on Trafalgar Road between Steeles Avenue and 15 Side Road follows under Items 3.4.4 to 3.4.7. 	MMM
3.4.1	<p>15 Side Road to Highway 7 – Alternatives 1A and 1B</p> <ul style="list-style-type: none"> • Under both alternatives, the grade of Trafalgar Road in the vicinity of the Black Creek crossing (north of 15 Side Road) would need to be raised as the existing road currently overtops during Regional storm events. • CVC asked if the type of structure that might be used has been looked at. MMM noted this is currently being explored, though it is anticipated to be 25 to 30 m in span as compared to the existing 9 m. • MMM noted that crossing Black Creek under Alternatives 1A and 1B is less challenging compared to Alternatives 2 and 3 because a new structure would be required to span undisturbed natural areas under Alternatives 2 and 3. • North of the CN Rail crossing, the design generally reduces impacts to residential properties east of Trafalgar Road. The alignment would be shifted mainly to west of the existing centreline as a result. • An underpass grade separation at the Metrolinx line is proposed. • Trafalgar Road would tie-in with Highway 7 at the same location as the existing Trafalgar Road / Highway 7 intersection. • CVC noted that they prefer Alternative 1 (compared to Alternatives 2 and 3) 	MMM

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Item	Details	Action By
3.4.2	<p data-bbox="344 300 1003 338">15 Side Road to Highway 7 – Alternative 1A</p> <ul data-bbox="344 346 1299 724" style="list-style-type: none"><li data-bbox="344 346 1299 567">• Impacts to residential properties north of the Black Creek crossing would be more significant under this alternative compared to Alternative 1B as the alignment shifts to the west to cross CN Rail as an underpass. The existing 17 Side Road connection would not remain open and a three way intersection would be implemented at Maple Avenue.<li data-bbox="344 577 1299 724">• Overall, this option has significant impacts to community. The Project Team’s goal is to reduce/minimize these impacts where possible, and will continue discussions with design refinements where feasible to reduce impacts.	
3.4.3	<p data-bbox="344 730 1003 768">15 Side Road to Highway 7 – Alternative 1B</p> <ul data-bbox="344 777 1299 1150" style="list-style-type: none"><li data-bbox="344 777 1299 850">• Construction staging for a new crossing structure would be easier under this alternative.<li data-bbox="344 861 1299 1150">• North of the Black Creek crossing, Trafalgar Road would cross the CN Rail line via an underpass to the east of the existing at-grade crossing. As a result, the alignment of Trafalgar Road leading up to the crossing would be shifted to the east onto the Club at North Halton’s property, mitigating impacts to residential properties. The existing 17 Side Road would be converted to a cul-de-sac, though intersection design options are still to be explored at this location.	
3.4.4	<p data-bbox="344 1157 831 1194">Steeles Avenue to Hornby Road</p> <ul data-bbox="344 1203 1299 1911" style="list-style-type: none"><li data-bbox="344 1203 1299 1459">• A centre turn lane is currently depicted through this section, though it is anticipated one will not be provided in the upcoming design. As a result, the cross section may be reduced in order to mitigate impacts to the adjacent wooded area. The current aim is to have a rural cross section design through the wooded area, and localized urban cross sections where appropriate elsewhere.<li data-bbox="344 1470 1299 1606">• A large culvert crossing is present at Coulsen Tract Woods that will be explored in further detail as the project progresses. CH inquired about the size of this culvert. MMM was unsure at this time.<li data-bbox="344 1617 1299 1911">• To address concerns expressed by local residents regarding the configuration of the Hornby Road intersection, it is proposed that the intersection be signalized and the “stub” north of the intersection will be converted to a cul-de-sac. The implementation of a signalized intersection at this location will improve traffic operations and improve access for residents on Hornby Road. Driveways along Hornby Road are to be realigned as required to connect to the cul-de-sac.	

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Item	Details	Action By
3.4.5	<p>Hornby Road to 5 Side Road</p> <ul style="list-style-type: none"> At schools or where homes are close to the proposed right-of-way, the general approach to design will be to reduce the cross section and implement an urban cross section to mitigate potential property impacts. CH noted there is a Hornby Swamp wetland complex to the east at station 2+000. MMM replied that the proposed alignment is primarily to the west of the existing centreline at this location and that impacts to this feature are not anticipated. 	
3.4.6	<p>5 Side Road to 10 Side Road</p> <ul style="list-style-type: none"> The aim through this section is to reduce residential/business impacts. 	
3.4.7	<p>10 Side Road to 15 Side Road</p> <ul style="list-style-type: none"> Three design options for the intersection at 10 Side Road have been developed and are currently being evaluated in order to reduce impacts at this location. Halton Region noted that Vision Georgetown is to the east through this section and the general potential intersection locations have been noted. Between stations 7+900 and 8+700 there are a number of property accesses. A landscaped median is proposed up to this section, with a two-way centre turn lane. If a landscaped median is being implemented, CH inquired if there is a way to consider the use of a low-impact-development drainage design. CH noted that there is a lot of clay through this section, but the Ministry of Environment wants to make sure all options have been exhausted in the design process. MMM replied that these details will come next in the design process. 	
Item 4 –	<p>Site Walk – April 14, 2015</p> <ul style="list-style-type: none"> Halton Region discussed starting at a central meeting place, outlining what features will be visited, the order they will be visited in, and how they will be accessed. It was noted that this approach has worked very well in the past with CH. CH and CVC were asked to send a list of three or four features they would like to look at to Halton Region in advance of the walkabout in order to put together a schedule. The Gellert Centre has been booked to meet at beforehand and form a game plan prior to heading out. A site research summary will also be put together for reference by attendees during the visit. 	<p>CH/CVC</p> <p>MMM</p>

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Item	Details	Action By
ITEM 5 –	Schedule for 2015	
5.1	<p>MMM outlined the project schedule leading up to PIC #2, tentatively, in June 2015. Key dates are noted as follows:</p> <ul style="list-style-type: none"> • March / April – Analysis and Evaluation of Alternatives • April 22 – Evaluation Meeting (Project Team to attend, including specialists) • June 2 – Stakeholder Group Meeting #3 • June 9 – Technical Agencies Committee Meeting #2 • June 17 – PIC #2 • Halton Region to confirm meeting date at end of April with CH/CVC/MNRF • Separate meetings with some agencies will be held in advance of TAC 	Halton Region
5.2	<p>CVC inquired if copies of the plans are available. MMM noted that they are being continually refined and that updated plans will be provided later.</p>	MMM
5.3	<p>CVC asked for information regarding what wildlife collision mitigation measures are currently being explored. This is an ongoing item as the EA progresses.</p>	MMM

Date: March 11, 2015
 9:30 a.m. to 11:15 p.m.
Location: Halton Region
 1151 Bronte Road
 Scotch Block/Merton Rooms
Project Number: 3214006
Project: Trafalgar Road EA –
 Steeles Avenue to
 Highway 7
Author: Stefan Sirianni
Purpose: Meeting with CN Rail and Metrolinx to provide an overview of the proposed
 Trafalgar Road corridor improvements, functional plans for each design
 alternative, and to discuss construction staging requirements and project
 schedule.

Attendees:	Agency / Organization
Jeffrey Reid	Halton Region
Patrick Monaghan	Halton Region
Cengiz Cakmak	Halton Region
Stefan Linder	CN Rail
Derek Basso	CN Rail
Melissa Webb	Metrolinx
Biju Punnooran	Metrolinx
Neil Ahmed	MMM Group Limited
Katherine Jim	MMM Group Limited
Stefan Sirianni	MMM Group Limited

Distribute: All Attendees

Item	Details	Action By
Item 1 –	Study Status	
	Those at the meeting were introduced.	
1.1	General Project Overview MMM provided a general overview of the Trafalgar Road EA and the main goals of the project (e.g. improving corridor operations, including proposed grade separations at CN and Metrolinx (formerly GEXR) rail corridors, as well as provision for active transportation facilities, etc.) while taking into consideration significant natural environment features and land uses within the study limits.	
1.2	Meeting with CN Rail December 10, 2014 An initial meeting was previously held with CN Rail. The action items from that meeting were discussed and are outlined in the items that follow.	
1.3	Key Comments Received to Date MMM provided the following summary of key comments received to date on the project with an emphasis on rail crossings: <ul style="list-style-type: none"> • Motorist delays due to existing at-grade rail crossings are 	

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Item	Details	Action By
	<p>becoming more frequent and longer</p> <ul style="list-style-type: none"> • Impacts to agricultural lands are a concern under Alternatives 2 and 3 • Grade separating Trafalgar Road from the rail lines would be easier and less costly under a new alignment. • Increases in traffic noise levels are a concern • Widening the existing Trafalgar Road alignment (Alternative 1) is the easiest and most economical choice and has fewer impacts to the natural environment • Constructing a new alignment to the west (Alternative 2 or 3) is desirable as it does not disturb properties or businesses along existing Trafalgar Road through Stewarttown, however there appear to be greater impacts to the natural environment 	
Item 2 –	Overview of Proposed Trafalgar Road Corridor Improvements	
	<p>MMM gave a brief overview of the proposed typical cross sections and three conceptual Trafalgar Road corridor options as presented at PIC #1.</p>	
2.1	Typical Cross Sections	
	<p>In general, the proposed typical cross section in the subject area consists of four lanes with active transportation facilities and centre turn lane or median. The cross section will vary where required, particularly at rail grade separated crossings in order to minimize construction costs.</p>	
2.2	Three Conceptual Corridors – 15 Side Road to Highway 7	
	<p>MMM provided a brief recap of the three conceptual corridor options from 600 m south of 15 Side Road to Highway 7 where both rail crossings are located as presented at PIC #1. Functional plans have been developed based on the earlier conceptual corridors (see discussion under Item 3).</p>	
2.2.1	Option 1	
	<p>This option considers the roadway improvements along the existing Trafalgar Road corridor. Grade separation at the CN Rail crossing and Metrolinx crossing on Trafalgar Road are proposed. Impacts to residential properties along the existing corridor through Stewarttown are more significant under this option.</p>	
2.2.2	Option 2	
	<p>Bypassing Stewarttown to the west (about mid-concession) starting south of 15 Side Road. Under Option 2, the railway crossings along the existing Trafalgar Road alignment will remain at-grade whereas the new alignment will be grade separated. CN Rail line will be crossed north of 15 Side Road to the west of the existing alignment</p>	

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Item	Details	Action By
2.2.3	<p>via a grade separation, while Metrolinx will be crossed via grade separation at 20 Side Road.</p> <p>Option 3</p> <p>This is the most westerly of the three options, bypassing Stewarttown starting south of 15 Side Road. It was noted that while this option aims to reduce residential property impacts it passes through a number of other rural properties and environmentally sensitive areas. The CN Rail line is crossed north of 15 Side Road to the west of the existing alignment via a grade separation while Metrolinx is crossed via grade separation at 20 Side Road.</p>	
Item 3 –	<p>Functional Plans of Design Alternatives</p> <p>Functional plans have been prepared for the proposed improvements on Trafalgar Road from Steeles Avenue to 600 m south of 15 Side Road, as well as from 600 m south of 15 Side Road to Highway 7 based on Conceptual Corridor Options 1, 2, and 3. The cross sectional elements for the respective sections of Trafalgar Road as shown in the functional plans are based on the typical cross sections presented at PIC #1 with modifications where required to minimize impacts to adjacent land uses or features. Using roll plans, MMM presented an overview of the functional plans (plan and profile).</p> <p>The construction requirements noted by CN and Metrolinx during this discussion are summarized in Section 5.1.</p>	
3.1	<p>Alternative 1 – 15 Side Road to Highway 7</p> <p>Two alternatives (namely, 1A and 1B) have been developed for Option 1, (i.e. improvements along the existing Trafalgar Road). North of 15 Side Road to Highway 7 (through Stewarttown) the alignment for Alternative 1A differs from Alternative 1B in the proximity of the CN Rail crossing at Maple Avenue; Alternative 1A would shift the alignment to the east, while Alternative 1B would shift the alignment to the west. These differences are discussed under their respective sections (3.1.1 and 3.1.2) below.</p>	
3.1.1	<p>Alternative 1A – 15 Side Road to CN Rail Crossing</p> <p>In general, the proposed plan for Alternative 1A involves shifting Trafalgar Road to the east and crossing the CN Rail via an underpass. While property impacts to businesses and households in the vicinity are the main challenge associated with this alternative, MMM noted that the impacts to the residential properties on the west side of Trafalgar Road are less compared to Alternative 1B. The proposed alignment for Alternative 1A would impact the property of the Club at North Halton (golf course) along the east side of Trafalgar Road.</p>	

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Item	Details	Action By
	CN Rail Grade Separation North of Maple Avenue Intersection	
	<ul style="list-style-type: none"> • An underpass is proposed for the grade separation at the CN Rail. An overpass is not recommended at this location due to the proximity to adjacent crossing roads and residential properties (i.e. fill impact). Given the clearance requirement for the overpass option, it would require a longer distance to tie back to the existing road grade. The discussion on overpass versus underpass design will be documented in the Environmental Study Report. • CN confirmed that the grade separation (for all alternatives) should be protected for three tracks. • CN stated that they prefer Alternative 1A due to better intersection sightlines and because Trafalgar Road crosses the rail line at more of a tangent compared to Alternative 1B. While CN noted that an overpass is generally preferred, they understand the constraints through the Trafalgar Road corridor and reasons why an underpass is considered. • CN Rail is to provide information regarding culvert size for the adjacent tributary/creek to Project Team. • Constructing a new temporary rail detour to accommodate construction of a new structure typically takes about one week to complete; subject to condition of existing track. 	CN
3.1.2	Alternative 1B – 15 Side Road to CN Rail Crossing CN Rail Grade Separation North of Maple Avenue Intersection	
	<ul style="list-style-type: none"> • Trafalgar Road is proposed to be shifted to the west of the existing Trafalgar Road / Maple Avenue intersection and cross the CN Rail line as an underpass. • This alignment would impact significantly more private properties in Stewarttown compared to Alternative 1A. • This alternative would also impact the existing stormwater pond within the Trafalgar Sports Park, as well as the Devereaux House property landscape (a designated heritage property). • From a geometric perspective, this alignment uses tighter curves before and after the rail crossing compared to Alternative 1A. 	
3.1.3	Alternatives 1A and 1B – North of CN Rail Crossing to Highway 7	
	<ul style="list-style-type: none"> • Issues related to sightlines at Lindsay Court were discussed. 	

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Item	Details	Action By
	<p data-bbox="347 302 764 329">Metrolinx Grade Separation</p> <ul data-bbox="347 352 1299 798" style="list-style-type: none"> <li data-bbox="347 352 1299 422">• Metrolinx confirmed that they now own the rail corridor south of Highway 7. <li data-bbox="347 443 1299 548">• An underpass is proposed at the Metrolinx rail crossing. The grade separation at the Metrolinx rail corridor is the same in Alternatives 1A and 1B. <li data-bbox="347 569 1299 674">• Similar to CN, Metrolinx also noted that an overpass is generally preferred over an underpass, they understand the constraints through the Trafalgar Road corridor <li data-bbox="347 695 1299 798">• A main concern raised by Metrolinx was related to track security in the vicinity of the crossings (i.e. pedestrian trespass prevention). 	
3.3	<p data-bbox="347 827 979 854">Alternative 2 – 15 Side Road to Highway 7</p> <ul data-bbox="347 877 1299 1239" style="list-style-type: none"> <li data-bbox="347 877 1299 1239">• Under Alternative 2, Trafalgar Road would be realigned to the west about mid-concession beginning approximately 600 m south of 15 Side Road. The alignment would cross Black Creek in the proximity of 15 Side Road. A summary of the potential environmental impacts and the influence natural features have on the alignment of this alternative was provided. Impacts to Trafalgar Sports Park will occur under this alternative. From a traffic perspective this option is desirable; however active transportation facilities would be far removed from the urban area which is not desirable. 	
3.3.1	<p data-bbox="347 1268 607 1295">CN Rail Crossing</p> <ul data-bbox="347 1318 1299 1654" style="list-style-type: none"> <li data-bbox="347 1318 1299 1388">• To the north of 15 Side Road, the realigned Trafalgar Road would cross the CN Rail as an underpass. <li data-bbox="347 1409 1299 1478">• CN Rail stated that multiple track diversions in close proximity to one another at the same time are not desirable. <li data-bbox="347 1499 1299 1568">• The rail detour may also involve the relocation of switches, if required. <li data-bbox="347 1589 1299 1654">• MMM noted that the plans will be modified to include the proposed rail detour configuration. 	MMM
3.3.2	<p data-bbox="347 1684 638 1711">Metrolinx Crossing</p> <ul data-bbox="347 1734 1299 1925" style="list-style-type: none"> <li data-bbox="347 1734 1299 1803">• There are potential water table problems that may impact the constructability of an underpass. MMM will confirm. <li data-bbox="347 1824 1299 1925">• Metrolinx noted that a crossing structure at this location should protect for a double track to be constructed in the near future (pending an EA process). 	

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Item	Details	Action By
3.4	Alternative 3 – 15 Side Road to Highway 7 <ul style="list-style-type: none"> • Similar to Alternative 2, Trafalgar Road would be realigned to the west (closer to Sixth Line compared to Alternative 2) beginning approximately 600 m south of 15 Side Road. A summary of the potential environmental impacts and the influence natural features have on the alignment of this alternative was provided. 	
3.4.1	CN Rail Crossing <ul style="list-style-type: none"> • This alignment would cross 15 Side Road at grade and would cross over Black Creek approximately 85 m north of 15 Side Road. As the alignment continues northerly, it would then cross CN Rail as an underpass. • MMM noted that from a geometric design standpoint, an underpass is more desirable. • North of the CN Rail crossing, this alternative would pass through a natural feature between 15 Side Road and 17 Side Road. 	
3.4.2	Metrolinx Crossing <ul style="list-style-type: none"> • The Metrolinx crossing location in Alternative 3 is the same as Alternative 2 – see item 3.3.2. 	
Item 5 –	Construction Requirements <ul style="list-style-type: none"> • MMM inquired what the turnaround time on information requests is. CN Rail responded that it would typically take one month. Metrolinx replied that this is handled by a third party consultant, AECOM, who is to be contacted directly by MMM; the turnaround time is generally about 30 days for a response. Metrolinx to provide AECOM contact information. • MMM will add AECOM to the study contact list and should be cc'd on all correspondence to Metrolinx, including the invitation to the Technical Agency Committee Meeting. 	Metrolinx MMM
5.1	CN Rail <ul style="list-style-type: none"> • CN Rail stated that a minimum of 7010 mm clearance is required for an overpass design • CN right-of-way is typically 100 feet. • As noted above, typical preference by CN Rail is road over rail crossings (i.e. an overpass) • CN Rail requires that they give final approval for the construction of all crossing structures and reserves the right to provide a 	

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Item	Details	Action By
	shortlist for designers and the right to construct	
	<ul style="list-style-type: none"> • A block of time for construction may be available (e.g. a 5 hour night block for single track). The work block for this project is limited by the single track (under Alternative 3; CN currently has double track at the crossing location in Alternatives 1 and 2). • General communications conduit locations can be provided by CN Rail. For detailed locates, surveys would need to be paid for by consultant. • CN Rail to provide crossing standards to Project Team • Detours typically constructed to maintain track speed (80 mph passenger, 60 mph freight). CN to provide information to MMM. • CN to provide locational mileage information to MMM. 	<p>CN</p> <p>CN</p> <p>CN</p>
5.2	Metrolinx	
	<ul style="list-style-type: none"> • Required clearance for an overpass is 7.4 m (to accommodate electrification) • Metrolinx retained a third party consultant, AECOM, to review all submissions. This includes requests for utility locates, which AECOM would conduct • Metrolinx to provide track speed to MMM • Metrolinx to provide locational mileage information to MMM • A pedestrian grade separated crossing may be considered at the Alternative 1 crossing location in order to mitigate trespassing/access to the tracks. • During construction of the Trafalgar Road underpass the implementation of a rail detour is required. Property impacts / realignment of Lindsay Court will be required. 	<p>Metrolinx</p> <p>Metrolinx</p>
Item 6 –	Project Schedule	
6.1	<p>MMM outlined the project schedule leading up to Public Information Centre (PIC) #2, tentatively, in June 2015. Key dates are noted as follows:</p> <ul style="list-style-type: none"> • March / April – Analysis and Evaluation of Alternatives • April 27 – Evaluation Meeting with CN Rail and Metrolinx (scheduled) • June 2 – Stakeholder Group Meeting #3 • June 9 – Technical Agencies Committee (TACT) Meeting #2 (Separate meetings with all major agencies will be held in advance of TAC Meeting) 	

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Item	Details	Action By
	<ul style="list-style-type: none"> • June 17 – PIC #2 	
Item 7 –	Next Steps	
7.1	The following are to be provided by CN and Metrolinx:	
	<ul style="list-style-type: none"> • Any feedback/input CN and Metrolinx have should be sent to MMM 	CN/Metrolinx
	<ul style="list-style-type: none"> • CN Rail and Metrolinx to send detailed CAD track plans for locations of potential grade separations 	CN/Metrolinx
	<ul style="list-style-type: none"> • Plans to be developed further to include rail detours 	MMM
	<ul style="list-style-type: none"> • CN and Metrolinx to provide a high level estimate for detour costs 	CN/Metrolinx
	<ul style="list-style-type: none"> • Flagging costs are anticipated to be high. As a more detailed construction schedule is developed, estimates for this and other related costs will be obtained from CN and Metrolinx. 	
	<ul style="list-style-type: none"> • MMM to send partial preliminary plans (specific to rail crossing locations) to CN and Metrolinx to acquire internal feedback from each. 	MMM
	<p><i>[Post-Meeting Note: partial preliminary plans were provided by MMM via email on March 18, 2015.]</i></p>	
	<ul style="list-style-type: none"> • The main point of contact for Metrolinx is to be Melissa Webb. MMM to update contact list. 	MMM

Date: April 14, 2015
9:00 a.m. to 5:00 p.m.

Location: Halton Region
Trafalgar Road Study Area
Steeles Avenue to Highway 7

Project Number: 3214006

Project: Trafalgar Road EA –
Steeles Avenue to
Highway 7

Author: Stefan Sirianni

Purpose: Site visits with firstly Credit Valley Conservation (CVC), and later, Conservation Halton (CH) to discuss key natural features within the study area.

Attendees:	Agency / Organization:
Jeffrey Reid	Halton Region
Melissa Green-Battiston	Halton Region
Patrick Monaghan	Halton Region
Alicia Jakaitis	Halton Region
Charlotte Cox	Credit Valley Conservation (AM)
Tyler Slaght	Credit Valley Conservation (AM)
Yelena Koshenkov	Credit Valley Conservation (AM)
Paul Bond	Conservation Halton (PM)
Holly Anderson	Conservation Halton (PM)
Corey Harris	Conservation Halton (PM)
Neil Ahmed	MMM Group Limited
Katherine Jim	MMM Group Limited
Valerie Stevenson	MMM Group Limited
Stefan Sirianni	MMM Group Limited

Distribute: All Attendees.

Item Details

- Intro**
- Given Conservation Halton (CH) and Credit Valley Conservation (CVC) jurisdictions cover different limits of the study area, the morning session focused on features within CVC jurisdiction (i.e. between 15 Side Road and Highway 7) and the afternoon session focused on features within CH jurisdiction (i.e. between Steeles Avenue and 15 Side Road).
 - All observations were completed from the road side due to permission to enter issues (except Feature 22).

Item 1 – Morning Sitewalk – CVC Jurisdiction (8:30 am to 1:00 pm)

1.1 Start-Up Location (Gellert Community Centre)

- MMM provided a brief overview of the site visit and schedule for the morning, as well as a health and safety review. Attendees were provided with an agenda, a map of feature locations, a summary package of the features being visited, and a parking location map for each feature (See Attached).

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- 12 features were observed at 6 different locations in the morning, including:
 - Black Creek and Stewarttown Woods ESAs
 - Crossings of Alternatives 1 and 2 at Black Creek on 15 Side Road
 - Features 11/12/13: Black Creek Crossing at Alternative 1 / Hungry Hallows ESA / wetlands
 - Feature 25 at the 17 Side Road / Maple Avenue / Trafalgar Road intersection (Alternative 1)
 - Feature 22: Woodlot where Alternative 2 would cross 17 Side Road
 - Feature 20: Wetland within Devereaux Cemetery at Alternative 3
 - Features 15 and 19: Woodlands and watercourse on Alternative 1 on the west and east side of Trafalgar Road, respectively
 - Feature 16: Watercourse by 20 Side Road and Trafalgar Road intersection for Alternative 1

1.2 15 Side Road (near Mill Pond Drive)

- Observed areas near proposed grade separation crossing for Alternatives 2 and 3.
- Features of interest included Black Creek and Stewarttown Woods ESAs, as well as crossings of Black Creek on 15 Side Road.
- CVC noted that there would be an opportunity to realign Black Creek under Alternatives 2 and 3 at the 15 Side Road crossing to correct the meandering that is occurring. Should modification to the existing structure be required, a geomorphologist would be required to assess what processes are involved in detail as channelling already appears to be occurring. This stretch of the creek is already very confined—roadwork in this area would worsen this confinement.
- Scouring at the bank of the 15 Side Road crossing structure was noted.
- The impacts on Stewarttown Woods through this area would be greatest under Alternative 3 as compared to Alternative 2.

1.3 Trafalgar Road between 15 Side Road and 17 Side Road (in the proximity of Black Creek)

- Features 11/12/13, Black Creek crossing / Hungry Hallows ESA / wetlands respectively, were visited by the group. CVC had no comments.

1.4 17 Side Road / Maple Avenue / Trafalgar Road intersection

- MMM noted that Alternatives 1A and 1B would shift Trafalgar Road to the east and west of the existing alignment respectively at this location. Alternative 1A would be in close proximity to Feature 25.
- CVC noted that the woodlot in the northeast quadrant of the Trafalgar Road / Maple Avenue intersection is a confined feature. MMM mentioned that a

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Item Details

retaining wall may be necessary along the creek valley under Alternative 1A given the potential road grade through this area.

1.5 17 Side Road (opposite to Deveraux Cemetery)

- A brief stopover was made at Feature 22: Woodlot, where Alternative 2 would intersect with 17 Side Road. CVC had no specific comments.
- The wetland on the north end of Deveraux Cemetery (Feature 20) was visited. CVC noted that the increase in noise and proximity effects that would result from a nearby alignment would impact the vernal pools of Spring Peeper frogs which live in the feature.

1.6 Trafalgar Road between 17 Side Road and Highway 7

- Features 15 and 19 (Woodlands and watercourse on the west and east side of Trafalgar Road, respectively) were visited by the project team. Alternative 1 would have edge impacts to both. Existing culverts and related watercourses within these features were examined by CVC.

1.7 Trafalgar Road / 20 Side Road

- Feature 16 (Watercourse) was visited by the group. Alternative 1 would have an impact on this. Upon inspection of the feature, CVC noted that the watercourse indicated on maps of the area does not appear to continue northwest of the crossing. If no connection can be found in the northwest quadrant from the watercourse in the southeast quadrant, then CVC's regulated limit would begin in the southeast quadrant.

1.8 Debrief and Adjournment of Morning Session

- MMM provided those in attendance with a debriefing of the features visited, and asked that CVC provide the Project Team with any feedback they might have at their next meeting together.

Item 2 – Afternoon Sitewalk – CH Jurisdiction (2:30 pm to 4:00 pm)**2.A Start Up Location (Gellert Community Centre)**

- MMM provided a brief overview of the site visit and schedule for the afternoon, as well as a health and safety review. Attendees were provided with an agenda, a map of feature locations, a summary package of the features being visited, and a parking location map for each feature (See Attached).
- 4 features were observed in the afternoon, including:
- Feature 10: Watercourse at the approximate proposed starting point of Alternatives 2 and 3
- Features 2 and 3: Coulson Tract Woods and watercourse
- Feature 1: Watercourse

Any omissions or errors in these notes should be forwarded to the author immediately.

Item Details

- The item numbers under Item 2 are based on the feature labelling in the feature location map attached.

2.B Trafalgar Road (about 850 m south of 15 Side Road)

- Feature 10 (Watercourse, approximate starting point of Alternatives 2 and 3) was the first site visited by CVC and the Project Team. It was noted that the bottom of the culvert at this location is corroded.
- MMM stated the watercourse was dry when surveyed in June 2014, with warm water pools at this location and colder water upstream.
- CH stated that the culvert needs to be replaced and the angle changed to better match the natural flow of the water (southeast skew).

2.C Hornby Road / Trafalgar Road

- The Project Team and CH started on Hornby Road; just south of the Hornby Road / Trafalgar Road intersection and walked to the following features situated along Trafalgar Road between Steeles Avenue and Hornby Road:
- Features 2 and 3: Coulson Tract woods / watercourse
- Feature 1: Watercourse
- CH noted that water was flowing through both locations and that Meadowlark were present at Feature 1.

2.D Debrief and Adjournment of Afternoon Session

- MMM provided a debriefing for those in attendance, and asked that CH provide the Project Team with any feedback they might have at their next meeting together.

Date: April 28, 2015
 1:00 p.m. to 4:00 p.m.
Location: Halton Region
 1151 Bronte Road
 Scotch Block/Merton Rooms
Project Number: 3214006
Project: Trafalgar Road EA –
 Steeles Avenue to
 Highway 7
Author: Stefan Sirianni
Purpose: Meeting with CH, CVC, and MNRF to review evaluation of alternatives as they pertain to potential impacts on the natural environment

Attendees:	Agency / Organization:
Jeffrey Reid	Halton Region
Patrick Monaghan	Halton Region
Alicia Jakaitis	Halton Region
Cengiz Cakmak	Halton Region
Paul Bond	Conservation Halton
Tyler Slaght	Credit Valley Conservation
Yelena Koshenkov	Credit Valley Conservation
Charlotte Cox	Credit Valley Conservation
Mark Heaton	MNRF
Megan Eplett	MNRF
Neil Ahmed	MMM Group Limited
Katherine Jim	MMM Group Limited
Valerie Stevenson	MMM Group Limited
Stefan Sirianni	MMM Group Limited

Distribute: All Attendees

Item	Details	Action By
Item 1 –	Introduction	
1.1	<p>The proposed improvements to the Trafalgar Road corridor between Steeles Avenue and 15 Side Road are along the existing alignment. Between 15 Side Road and Highway 7 the following five alternatives have been developed:</p> <p>Alternative 1A: Improvements along the existing corridor, alignment crosses CN Rail to the east at 17 Side Road.</p> <p>Alternative 1B: Improvements along existing corridor, alignment crosses CN Rail to the west at 17 Side Road</p> <p>Alternative 1C: Improvements along the existing corridor, alignment crosses CN Rail further east than Alternative 1A in order to better accommodate accesses to properties to the west of Trafalgar Road</p> <p>Alternative 2: Bypasses Stewarttown to the west (about mid-</p>	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<p>concession) from south of 15 Side Road to Highway 7. Crosses several environmentally sensitive areas.</p>	
	<p>Alternative 3: The most westerly of alternatives, bypasses Stewarttown from south of 15 Side Road to Highway 7. Greatest potential for environmental impacts. Underpass at CN Rail crossing.</p>	
	<p>It was noted by the Project Team that views from communities to the Escarpment would be protected with an underpass.</p>	
1.2	<p>An analysis and evaluation of these alternatives was carried out by MMM that considered five key factor groups:</p>	
	<ul style="list-style-type: none">• Natural Environment• Cultural Environment• Socio-Economic Environment• Transportation• Costs and Constructability	
	<p>A summary handout and draft evaluation table was provided to those in attendance. Overall, the preference is to improve along the existing Trafalgar Road corridor (Alternatives 1A, 1B, or 1C) versus a bypass (Alternatives 2 and 3), as doing so would provide the best net benefits. A summary of the discussion on the analysis and evaluation of these factor groups follows, with focus given to the Natural Environment section.</p>	
Item 2 –	Socio-Economic Environment	
2.1	<p>An overview of the analysis and evaluation of the alternatives with respect to socio-economic environment factors was provided.</p>	
2.2	Property Impacts	
	<ul style="list-style-type: none">• Alternatives 1A, 1B, 1C would primarily impact residential properties along the existing Trafalgar Road alignment.• Alternatives 2 and 3 would primarily impact agricultural lands, bisecting 4 and 6 agricultural parcels, respectively. Impacts to farming operations would result.	
2.3	Existing and Future Land Use	
	<ul style="list-style-type: none">• Alternatives 1A, 1B, and 1C best suit future land uses as they would provide improved traffic operations and active transportation facilities for the Stewarttown and Georgetown communities. Alternatives 2 and 3 would not serve existing and	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
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future land uses from active transportation and recreational/institutional perspectives as they would be situated further away from these communities.

2.4 **Noise and Air Quality**

- At this time only a general statement can be made about noise and air quality. In terms of an absolute increase, Alternatives 1A, 1B, and 1C are preferred as Alternatives 2 and 3 would introduce an arterial roadway in a rural environment and result in the greatest absolute increase in noise levels.
- Localized air quality impacts would also result under Alternatives 2 and 3.

2.5 **Summary**

- Alternatives 2 and 3 are less preferred from a socio-economic perspective due to their location and inability to serve the Stewarttown and Georgetown communities as effectively. Alternatives 2 and 3 would also limit the long term viability of future agricultural operations in the area.
- As a result, Alternatives 1A, 1B, and 1C are more preferred from a socio-economic perspective.

Item 3 – Cultural Environment

A general overview of the cultural environment impacts for the alternatives was provided by MMM. A summary of the main points are as follows:

- There would be no direct impacts to Devereaux House under any of the alternatives.
- Alternatives 2 and 3 are less preferred as there would be physical change to the character of several farm complexes in addition to other cultural heritage landscapes.
- As a result, Alternatives 1A, 1B, and 1C are more preferred than Alternatives 2 and 3, with Alternatives 1A and 1C being more preferred than 1B.

Item 4 – Natural Environment

4.1 MMM evaluated against four key natural environment criteria:

- Policy Areas;
- Vegetation;
- Wildlife; and
- Fisheries and Aquatic Habitat

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
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An overview of this evaluation was provided by MMM.

4.1.1 **Policy Areas**

Alternatives 1A, 1B, 1C

- Alternatives 1A, 1B, and 1C impact the greatest number of policy defined areas, though they have the least amount of direct and in-direct impacts on affected policy defined areas. Encroachment into features is minor and generally located immediately adjacent to the existing Trafalgar Road right-of-way (ROW). There are also fewer impacts to Greenbelt lands.
- Alternative 1A impacts 7 features, including: 15 (woodland), 19 (woodland/watercourse), 21 (cultural meadow- disturbed- looking into land use changes with the Town), 25 (adjacent to small woodlot and watercourse feature), 13 (wetland/woodland), 11 (Hungry Hallow ESA), and 12 (Black Creek valley). All of these features have natural heritage designations under Regional and Town official plans. Features 15 and 21 have Greenbelt Designations (21 needs confirmation due to land use changes). Alternative 1A also impacts lands designated under the Niagara Escarpment Plan rural designation north of 20 Side Road and the Metrolinx rail line. Potential BOBO and EAME habitats (hay fields) in the area west of the Lindsay Court well and south of the rail line, are also impacted. Additional features with SAR confirmed or potential include features 15 and 19 (woodlands), 11 (Hungry Hallow ESA), and five watercourses (12, 19, 14, 16, 25—adjacent only); these have considerations under the Fisheries Act.
- Alternative 1B differs from 1A in that it crosses an additional agricultural field that has been identified as potentially suitable BOBO and EAME habitats (provincially Threatened species under the ESA) north of 17 Side Road, although these are likely to be removed to accommodate development (to be confirmed with the Town of Halton Hills). Additionally, Alternative 1B differs from 1A and 1C in the following manner:
 - Slightly less encroachment into Feature 13 (wetland/woodland)
 - Slightly greater encroachment into Feature 21 – cultural meadow now –land use change area –TBC
 - Does not go adjacent to Feature #25 (woodland/watercourse)
- Alternative 1C differs from 1A in that it has slightly more encroachment into Feature #13 to accommodate the ‘service road’ concept west of Trafalgar.

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
4.1.2	<p data-bbox="326 304 626 333">Alternatives 2 and 3</p> <ul data-bbox="326 342 1299 1150" style="list-style-type: none"><li data-bbox="326 342 1299 485">• Alternative 2 impacts 4 features, including: woodlands (15, 22), Stewarttown Woods ESA (24) and Black Creek Valley (12) – all have natural heritage designations under Regional and Town official plans as well as the Greenbelt Plan.<li data-bbox="326 493 1299 594">• Alternative 3 impacts features 12 and 15 in the same manner as Alternative 2, encroaches within an additional area of the Stewarttown Woods ESA (24), and impacts feature 20 (wetland).<li data-bbox="326 602 1299 926">• Both alternatives impact additional lands designated under the Niagara Escarpment Plan rural area designation north of 20 Side Road and the Metrolinx rail line. Potential BOBO and EAME habitat (hay fields) in the area west of the Lindsay Court well and south of the rail line are also impacted. Additional features with SAR confirmed or potential include 15 (woodland) and 24 (Stewarttown Woods ESA). Both alternatives impact three water courses (features 12, 10, 16) that have considerations under the Fisheries Act.<li data-bbox="326 934 1299 1077">• MNRF would prefer to keep a minimal footprint to avoid the need for permitting. Greater than 30 hectares requires permitting. Every hectare removed needs to be replaced equivalently or more.<li data-bbox="326 1085 1299 1150">• MNRF noted that Alternatives 2 and 3 would result in the reduction of total bobolink and meadowlark habitat area.	
4.1.3	<p data-bbox="326 1186 472 1215">Summary</p> <ul data-bbox="326 1224 1299 1703" style="list-style-type: none"><li data-bbox="326 1224 1299 1442">• Alternatives 2 and 3 are less favorable as they result in the greatest total area encroachment within policy defined areas. These include bisecting Feature #24 – Stewarttown Woods ESA and the Black Creek Valley, in addition to woodlands (each feature is numbered and referenced within the existing conditions plan developed by MMM).<li data-bbox="326 1451 1299 1593">• It was noted that it is only permissible to bisect Greenbelt Plan policy areas (as is the case with Alternatives 2 and 3) so long as there are no other reasonable options available—which there are (i.e. Alternatives 1A, 1B, and 1C).<li data-bbox="326 1602 1299 1703">• Overall, Alternatives 1A, 1B, and 1C are close in comparison and are preferred over Alternatives 2 and 3 with respect to natural environment impacts.	
4.2	Vegetation	
4.2.1	<p data-bbox="326 1795 740 1824">Alternatives 1A, 1B, and 1C</p> <ul data-bbox="326 1833 1299 1934" style="list-style-type: none"><li data-bbox="326 1833 1299 1934">• Areas requiring vegetation removal are the same as those described in the policy section, with the addition of a few small areas of vegetation that are not part of designated natural	

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Item	Details	Action By
	<p>features.</p> <ul style="list-style-type: none"> As mentioned under the policy section, although Alternatives 1A, 1B, and 1C impact the greatest number of natural areas, they have the least amount of direct and indirect impacts on these areas. Encroachment into features is minor and generally located immediately adjacent to the existing Trafalgar Road ROW. Alternative 1B compared to 1A has slightly less removals in feature 13, slightly more in feature 21 (cultural meadow), and would not have potential for indirect impacts on adjacent feature 25 (woodland). Alternative 1C compared to 1A has increased vegetation removals in feature 13 	
4.2.2	<p>Alternatives 2 and 3 Areas requiring vegetation removal are the same as those described in the policy section.</p>	
4.2.3	<p>Summary Overall, Alternatives 2 and 3 are less favorable as they result in the greatest total area vegetation removal. These include bisecting Feature #24 – Stewarttown Woods ESA and the Black Creek Valley, in addition to woodlands. There is a greater risk of impacting significant vegetation species by impacting these features as feature 24 had Butternut observations.</p>	
4.3	<p>Wildlife</p>	
4.3.1	<p>Alternatives 1A, 1B, and 1C</p> <ul style="list-style-type: none"> Areas requiring habitat removal are the same as those described in the policy section, with the addition of a few small areas of vegetation that are not part of designation natural features. As mentioned under the policy section, although Alternatives 1A, 1B, and 1C impact the greatest number of natural areas, they have the least amount of direct and indirect impacts on these areas. Encroachment into features is minor and generally located immediately adjacent to the existing Trafalgar Road ROW. Alternative 1B compared to 1A has slightly less removals in feature 13, slightly more in feature 21 (cultural meadow), and would not have potential for indirect impacts on adjacent feature 25 (woodland). Alternative 1C compared to 1A has increased habitat removals in feature 13 MNRF noted that whenever species at risk are potentially impacted, relevant data should be shared with them. Using a roll plan, MNRF provided an overview of the key species 	

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Item	Details	Action By
	<p>at risk within the study area.</p> <ul style="list-style-type: none"> • MNRF stated that, when widening roads, impacts to bobolink are not typically expected. • MNRF noted that there are three species of bats within the study area that are of concern with respect to potential tree removal during construction. It was noted that they would likely reside in larger woodland patches and that it is unlikely there would be any impacts as a result of minor woodlot removals. Impacts to cavity trees should generally be avoided due to potential for breeding habitats. • MMM noted that a general habitat for bats has not yet been identified. 	
4.3.2	<p>Alternatives 2 and 3 Areas requiring habitat removal are the same as those described in the policy section.</p>	
4.3.3	<p>Summary Alternatives 2 and 3 are less favorable as they result in the greatest total area of impact on wildlife habitat. These include bisecting Feature #24 – Stewarttown Woods ESA and the Black Creek Valley, in addition to woodlands. There is a greater risk of impacting significant wildlife species by impacting these features. Feature 24 has known SAR and SCC species. A couple of additional small amphibian breeding ponds would require removal as well.</p>	
4.4	<p>Fisheries and Aquatic Habitat</p>	
4.4.1	<p>Alternatives 1A, 1B, and 1C</p> <ul style="list-style-type: none"> • Impact a total of 5 watercourses: features 16 (Lindsay Court), 19 (woodland), 14 (intermittent), 25 (adjacent only), and 12 (Black Creek) • Although Alternatives 1A, 1B, and 1C impact the greatest number of watercourses, they have the least amount of direct and indirect impacts on these areas as these are existing crossing locations within the ROW. Potential disturbance of features is minor and generally located immediately adjacent to the existing Trafalgar Road ROW. • Alternative 1B compared to 1A does not go adjacent to feature 25 (negligible issue). • Alternative 1C compared to 1A is the same. 	
4.4.2	<p>Alternatives 2 and 3</p> <ul style="list-style-type: none"> • Alternative 2 impacts Black Creek (12) – new crossing required, features 16 and 10 would be impacted 	

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Item	Details	Action By
	<ul style="list-style-type: none">Alternative 3 impacts the same features but also impacts feature 43	
4.4.3	<p>Summary</p> <ul style="list-style-type: none">Alternatives 2 and 3 are less favourable as they include a new crossing of Black Creek and associated valley and result in the greatest impact on aquatic habitat.Alternative 3 is least preferred due to fluvial implications that would result from its location in the creek's meander/bend.There are negligible differences between Alternatives 1A, 1B, and 1C, which are more preferred.	
Item 5 –	Transportation	
5.1	<ul style="list-style-type: none">All alternatives would meet future traffic needs. However, due to the locations of Alternatives 2 and 3 further west from the Stewarttown and Georgetown communities, Alternatives 2 and 3 would primarily serve interregional travel while providing little benefit to travel within these communities. The existing at-grade crossings in Stewarttown would also be retained under Alternatives 2 and 3, which is not desirable from safety and emergency vehicle response time perspectives.Alternative 2 may require more structure replacements as compared to Alternative 3, making it less desirable.It was noted that the Black Creek crossing would be raised under Alternatives 1A, 1B, and 1C in order to accommodate regional storm events. The cross section would therefore be reduced at the crossing location.MNRF inquired what the new span of this crossing would be, stating that there would be advantages to a higher crossing in terms of wildlife crossings. MMM replied that this will be determined during detailed design.Overall, Alternative 1 is desired versus 2 and 3 as it resolves existing issues along existing Trafalgar Road through Stewarttown. Alt 2 may require more structure replacements as compared to Alt 3, making it less desirable.	
Item 6 –	Preliminary Cost Estimate and Constructability	
6.1	<ul style="list-style-type: none">Preliminary cost estimates are currently based on order of magnitude and approximate length and number of structures required.The factors used in the evaluation include: Capital Cost, Construction Cost, and Maintenance Cost.While Alternatives 1A, 1B, and 1C would have higher staging	

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Item	Details	Action By
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costs than Alternatives 2 and 3, Alternatives 2 and 3 are less preferred due to the greater long-term costs associated with maintaining an additional roadway, and the higher upfront cost of constructing a new long-span crossing structure over Black Creek.

6.2 Construction staging would be relatively less complicated under Alternatives 2 and 3 as compared to Alternatives 1A, 1B, and 1C.

Item 7 – Summary

- Overall, Alternatives 1A, 1B and 1C are more preferred than Alternatives 2 and 3, with Alternatives 1A and 1C being more preferable.
- Alternative 2 is less preferred, and Alternative 3 is least preferred.
- CVC noted that if Alternatives 1A, 1B, or 1C are preferred then they are generally in agreement, though crossing Black Creek to the east of the existing structure would be preferred.
- CVC also noted that Alternatives 1A, 1B, and 1C provide benefits for minor tributaries as they would improve existing crossings.
- CVC noted that they would have concerns with Alternatives 2 and 3 if access to properties cannot be obtained. Furthermore, there would be concerns related to geomorphology at the proposed Black Creek crossings for these bypass alternatives along 15 Side Road and the associated impacts. Justification for spanning the valley at this location with a high level structure would be required.
- In general CVC is happy with the direction the project is heading.
- MNRF inquired whether low impact design would be considered in the design. MMM replied that it would be considered.
- MNRF stated their preference for Alternatives 1A, 1B, and 1C.

Item 8 – Next Steps

- | | |
|---|-----|
| <ul style="list-style-type: none"> • CVC is to provide feedback regarding their preferred alternative in the coming weeks to MMM • June 9, 2015 – Technical Agencies Committee Meeting #2 • June 17, 2015 – Public Information Centre # 3 • Post-PIC – Agencies will be contacted to assist in developing the preferred alternative’s design further. | CVC |
|---|-----|

Any omissions or errors in these notes should be forwarded to the author immediately.

Date: April 28, 2015
 10:00 a.m. to 12:00 p.m.
Location: Halton Region
 1151 Bronte Road
 Scotch Block/Merton Rooms
Project Number: 3214006
Project: Trafalgar Road EA –
 Steeles Avenue to
 Highway 7
Author: Stefan Sirianni
Purpose: Meeting with Metrolinx to review evaluation of alternatives as they pertain to rail corridors and proposed crossing locations.

Attendees:	Agency / Organization:
Jeffrey Reid	Halton Region
Patrick Monaghan	Halton Region
Alicia Jakaitis	Halton Region
Cengiz Cakmak	Halton Region
Melissa Webb	Metrolinx
Biju Punnooran	Metrolinx
Tibor Magyarosi	Metrolinx
Neil Ahmed	MMM Group Limited
Katherine Jim	MMM Group Limited
Stefan Sirianni	MMM Group Limited

Distribute: All Attendees and Invitees

Item	Details	Action By
Item 1 –	Introduction	
1.1	Jeff Reid introduced the Project Team to those in attendance. It was noted that CN Rail was unable to attend and is rescheduling another meeting.	
1.2	Between Steeles Avenue and 15 Side Road, proposed improvements to the Trafalgar Road corridor are along the existing alignment. Between 15 Side Road and Highway 7, five alternatives have been developed and an underpass rail grade separation would be provided at the Metrolinx crossing under all alternatives: Alternative 1A: Improvements along the existing corridor, alignment crosses CN Rail to the east at 17 Side Road. Alternative 1B: Improvements along existing corridor, alignment crosses CN Rail to the west at 17 Side Road Alternative 1C: Improvements along the existing corridor, alignment crosses CN Rail further east than Alternative 1A in order to better accommodate accesses to properties to the west of Trafalgar Road Alternative 2: Bypasses Stewarttown to the west (about mid-concession) from south of 15 Side Road to Highway 7. Crosses several environmentally sensitive areas. Underpass at CN Rail crossing	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
1.3	<p>Alternative 3: The most westerly of alternatives, bypasses Stewarttown from south of 15 Side Road to Highway 7. Greatest potential for environmental impacts. Underpass at CN Rail crossing. It was noted by the Project Team that views from communities to the Escarpment would be protected with an underpass.</p> <p>An analysis and evaluation of these alternatives was carried out by MMM that considered four key factor groups:</p> <ul style="list-style-type: none"> • Natural Environment • Cultural Environment • Socio-Economic Environment • Transportation and Cost <p>A summary handout and draft evaluation table was provided to those in attendance. Overall, the preference is to improve along the existing Trafalgar Road corridor (Alternatives 1A, 1B, or 1C) versus a bypass (Alternatives 2 and 3), as doing so would provide the best net benefits. Alternatives 2 and 3 would also require major switch relocations for CN Railway.</p>	
Item 2 –	Metrolinx Requirements	
2.1	<p>Metrolinx Rail Crossing – Detour Plans</p> <ul style="list-style-type: none"> • Alternatives 1A, 1B, and 1C would require more complex detour staging to complete. It was noted that Alternatives 2 and 3 would therefore be easier to construct in this regard. • Metrolinx previously stated they may require protection for three tracks (i.e. the abutments for 3 tracks, or at least the abutments for 2 tracks and the footings for a third), though Metrolinx will need to examine this further through a separate EA process to confirm and determine details such as which side of the existing line the new track will be constructed. The Project Team noted this and requested that Metrolinx provide confirmation when available. • Metrolinx requires rail detours to be offset by at least 20 m from a construction site. • Metrolinx stated that the detour must be placed a minimum of 10 m away from the active track in order to build a new bridge abutment. If there is potential for a crane or equipment to fall onto the track then flagmen would be needed. • Metrolinx was asked to provide information on their right-of-way (ROW) requirements. • Limited land is available for a detour. The Lindsay Court properties would be encroached on in order to accommodate the 	Metrolinx
		Metrolinx

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Item	Details	Action By
	<p>rail detour during construction of the underpass. This will be coordinated further by the Project Team.</p>	
	<ul style="list-style-type: none"> • Metrolinx is to provide the Project Team with information related to the level of detail they require on plans in order to approve a detour design. Metrolinx stated that the preliminary structure GA (General Arrangement) would be a minimum requirement. 	Metrolinx
	<ul style="list-style-type: none"> • The Project Team requested that Metrolinx provide feedback on the proposed alignment of Trafalgar Road and how it pertains to their rail line. 	Metrolinx
2.2	Constructability	
	<ul style="list-style-type: none"> • Metrolinx noted that if the rail detour were constructed as shown by MMM (i.e. in close proximity to the construction site) that costs would be higher due to reduced construction productivity 	
	<ul style="list-style-type: none"> • If there is any possibility of avoiding a rail detour, Metrolinx is to inform the Project Team. 	
	<ul style="list-style-type: none"> • If no detour is constructed, construction time would be prolonged significantly (e.g. the Weston Road underpass in Toronto). TILOS is used by Metrolinx to schedule. Should this method be used, shoring could be installed on both sides of Trafalgar, and excavation could be completed on one side first then shifted to the other. 	
	<ul style="list-style-type: none"> • Metrolinx noted that if the rail detour can be kept far enough away from the underpass construction site then the construction cost could be reduced and completed within a year. 	
	<ul style="list-style-type: none"> • Metrolinx was asked to provide information on what they believe would be a suitable construction method in terms of constructability, time, and cost. 	Metrolinx
2.3	Other	
	<ul style="list-style-type: none"> • Metrolinx inquired what the timeframe for construction is. Halton Region replied that construction is currently slated for 2020. 	
	<ul style="list-style-type: none"> • Metrolinx noted that two tracks will likely be present by 2020, so if construction could take place sooner only one track detour would be required. Metrolinx noted that construction of a second track may begin shortly. Metrolinx to confirm if an EA has been completed. Metrolinx noted that construction would only become more costly as trains become more frequent. Metrolinx is to confirm when service is slated to begin on second track. 	Metrolinx
	<ul style="list-style-type: none"> • Halton Region may therefore need to consider accelerating the timeline for constructing the underpass structure. 	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<ul style="list-style-type: none"> AECOM's role as representing Metrolinx in the design process would be to review plans or answer questions/provide information pertaining to the rail corridor. AECOM also has a package of requirements pertaining to the EA process. MMM to contact AECOM for involvement during the design process. 	MMM
Item 3 –	Key Follow-up Items	
3.1	<ul style="list-style-type: none"> Metrolinx to provide information on existing utilities within corridor 	Metrolinx
3.2	<ul style="list-style-type: none"> Metrolinx to provide rail detour requirements to MMM 	Metrolinx
3.3	<ul style="list-style-type: none"> Metrolinx to confirm if an EA study has been completed for the Kitchener line which may have identified the need for grade separation at this crossing location (along Trafalgar Road). Metrolinx to follow-up with Project Team. 	Metrolinx
Item 4 –	Next Steps	
	<ul style="list-style-type: none"> June 9, 2015 – Technical Agencies Committee Meeting #2 June 17, 2015 – Public Information Centre # 2 Post-PIC – Agencies will be contacted to assist in developing the preferred alternative's design further. 	

Date: April 30, 2015
 10:00 a.m. to 11:00 a.m.
Location: Diocese of Hamilton
 700 King Street West
 Hamilton
Project Number: 3214006
Project: Trafalgar Road EA –
 Steeles Avenue to
 Highway 7
Author: Stefan Sirianni
Purpose: Meeting with The Roman Catholic Diocese of Hamilton to discuss plans for the Trafalgar Road corridor improvements as it pertains to Devereaux Cemetery

Attendees: Jeffrey Reid Jim Long John O'Brien Neil Ahmed Stefan Sirianni	Agency / Organization: Halton Region The Roman Catholic Diocese of Hamilton The Roman Catholic Diocese of Hamilton MMM Group Limited MMM Group Limited
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Distribute: All Attendees

Item	Details	Action By
Item 1 –	Introduction	
1.1	<p>Halton Region introduced those who were in attendance and provided a brief overview of the study status to date.</p> <p>The goal of this EA is to improve the Trafalgar Road corridor between Steeles Avenue and Highway 7 by addressing the long-term transportation demand (to 2031) and providing active transportation facilities for the community.</p>	
1.2	<p>Using the alternatives display boards from PIC #1, a general overview of the proposed Trafalgar Road corridor options between 15 Side Road and Highway 7 was provided:</p> <ol style="list-style-type: none"> 1) Improvements carried out along the existing Trafalgar Road corridor, would have minimal natural environment impacts but higher residential impacts would result 2) Bypass Stewarttown to the west; would pass Devereaux Cemetery along the east property limit north of 17 Side Road 3) Bypass Stewarttown to the west; would pass Devereaux Cemetery to the west, before crossing through the north-most undeveloped portion of the cemetery's land and avoid a wetland and new residential subdivision <p>All alternatives would provide 4 lanes, on-street bike lanes where feasible, multiuse paths, and have a posted speed of 60 km/h.</p> <p>A brief overview of the factors being used to evaluate the alternatives was provided. MMM is currently in the midst of this</p>	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	evaluation process, and is refining the alternatives accordingly.	
Item 2 –	Discussion	
2.1	Alignment Alternatives	
	<ul style="list-style-type: none">• The Diocese asked why the Trafalgar Road corridor couldn't be brought over to Sixth Line. Halton Region replied that Sixth Line is too far away to properly serve the Georgetown and Stewarttown communities along the existing alignment, as is intended through this EA. Alternatives 2 and 3 are already far enough removed that proposed active transportation facilities would not adequately serve these communities. MMM also added that the rail crossings along existing Trafalgar Road would remain at-grade under these alternatives.• The Diocese stated that Devereaux Cemetery is intended to be a place for prayer and contemplation—constructing a major arterial road nearby would compromise this. The Diocese urged the Project Team to consider the effects this might have on the community, noting that even minor impacts to the property would still significantly impact operations, as it is also a proximity issue.• The Diocese asked if the Town of Halton Hills has taken a preliminary position on the alignment alternatives. Halton Region replied that they have not yet done so as the details have not yet been run by them, though their preference appears to be towards Alternative 1 at this time.• Regardless of the alternative that is chosen, there will be impacts to the Community. It is a matter of finding a balance that best fits the needs of the project and the community. Therefore, the more details the Diocese can provide the Project Team to help understand their development goals, the better.	
2.2	Development Plans	
	<ul style="list-style-type: none">• Halton Region noted that requests were previously made to phase development of the cemetery from west to east, in order to accommodate a potential future corridor through this area. However, it is apparent that other phasing is being used.• The Diocese confirmed that current phasing is from south to north, beginning as close to the entrance and administration office as possible. Developing from west to east would not make sense from an operational and economic perspective.• MMM asked about the anticipated timeframe and life-expectancy of the cemetery. The Diocese replied that the cemetery has been designed to serve an urban/suburban area with access from a major road. As a result, dense long-term use is anticipated. Active burials are currently occurring to the east along the central ring	

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Item	Details	Action By
	<p>road, and a gate structure is also being constructed.</p> <ul style="list-style-type: none">• As it is the official Town cemetery, the Diocese anticipates the north limits of Devereaux Cemetery's property to be the greatest area for growth and potential in the coming years due to the growing popularity of green burials.	
Item 3 –	Other Follow-Up Items	
	<ul style="list-style-type: none">• The Diocese is to be added to the Stakeholder Group in time for the second Stakeholder Group Meeting on June 2, 2015• The Diocese to provide MMM with the most recent, detailed site plan for Devereaux Cemetery	<p>MMM</p> <p>Diocese</p>

Date: May 5, 2015
 1:30 p.m. to 2:15 p.m.
Location: Halton Region
 1151 Bronte Road
 Aldershot Room
Project Number: 3214006
Project: Trafalgar Road EA –
 Steeles Avenue to
 Highway 7
Author: Stefan Sirianni
Purpose: Meeting with MTO to review Highway 7 intersection and Lindsay Court access

Attendees:	Agency / Organization
Jeffrey Reid	Halton Region
Patrick Monaghan	Halton Region
Melissa Green-Battiston	Halton Region
Alicia Jakaitis	Halton Region
Mohammad Alvi	MTO
Kevin Kelly	MTO
Neil Ahmed	MMM Group Limited
Katherine Jim	MMM Group Limited
Stefan Sirianni	MMM Group Limited

Distribute: All Attendees

Item	Details	Action By
Item 1 –	Introduction	
1.1	Those in attendance were introduced. It was noted that the MTO representative originally invited to the meeting, Paul Ahn, was unable to attend. Mohammad Alvi and Kevin Kelly attended in his place.	
1.2	A general overview of the project with a focus on the Highway 7 / Lindsay Court area was provided by MMM.	
Item 2 –	Highway 7 / Lindsay Court Access Discussion	
2.1	Using a partial plan of the area surrounding Lindsay Court, the Project Team discussed issues related to the future Lindsay Court connection alternatives within the context of the Trafalgar Road EA. <ul style="list-style-type: none"> • Existing sightlines at the Lindsay Court / Trafalgar Road intersection do not meet municipal design standards. • MTO stressed that the direct access to the Extendicare Halton Hills property from Highway 7 was permitted by MTO on a temporary basis in 2000. • The Project Team noted that sightline issues cannot be improved at the Trafalgar Road intersection without significant realignment of Lindsay Court intersection. In order to resolve the connection issue at Lindsay Court, a direct connection to Highway 7 is seen to be preferred. This would involve closing the existing Trafalgar Road intersection and relocating access to Highway 7. • The option to cul-de-sac Lindsay Court at Trafalgar Road and 	

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Item	Details	Action By
	<p>connect instead to Highway 7 would have fewer impacts on both Niagara Escarpment and active agricultural lands west of Trafalgar Road.</p> <ul style="list-style-type: none"> • MTO noted that the minimum required distance between intersections is 360 m. • MMM stated that several current direct entrances onto Highway 7 from fronting properties could be tied into one intersection further east from Lindsay Court, thereby consolidating accesses. In addition, the proposed high-density development on Lindsay Court could be served by the same intersection. • The Project Team stated that providing an access from Lindsay Court to Highway 7 has been evaluated and appears to be the most suitable option. • For any new development along their roads, MTO has the opportunity to assess if proposed connections are safe/sufficient. Halton Region noted that no comments have been received from MTO on the access design before the OMB. If there are other options that MTO would like the development applicant to consider, then MTO should advise. 	
Item 3 –	<p>Next Steps</p> <ul style="list-style-type: none"> • MMM to send a design package to Paul Ahn (cc: Graham Routledge) for review. MMM to update plans to show connection with proposed subdivision intersection (further east on Highway 7), and check if signals are warranted at Lindsay Court on non-cul-de-sac option (intersection at Trafalgar Road). • MMM is to present the preferred design (cul-de-sac Lindsay Court at Trafalgar Road) at the upcoming Stakeholder Group meeting with a note stating a final design has yet to be determined. <p>The following upcoming consultation events are currently being prepared for:</p> <ul style="list-style-type: none"> • June 2, 2015 – Stakeholder Group Meeting #3 • June 9, 2015 – Technical Agencies Committee Meeting #2 • June 17, 2015 – Public Information Centre # 2 <p>Post-PIC – Agencies will be contacted to assist as required.</p>	<p>MMM</p> <p>MMM</p>

Item	Details	Action By
Item 2 –	Detour Plans	
2.1	Partial plans illustrating potential track detours for each of the alternative alignments were given to all attendees for discussion purposes.	
2.2	<p>Alternatives 1A, 1B, and 1C</p> <ul style="list-style-type: none"> • The design speed used for the detour plans was assumed to be 60km/h for freight trains, and 80 km/h for passenger trains. CN Rail noted that speeds through this section are currently 50 km/h and 55 km/h respectively, and that the detour design would only need to accommodate these limits. • CN Rail noted that the proposed switch at the 17 Side Road crossing is currently shown on the crossing itself. As switches cannot be placed on roadways, this will need to be placed further away from the crossing (to the south) to accommodate the detour. • CN Rail stated that a minimum clearance zone of 18 feet from the detour track’s centerline would be required. For permanent structures, 14 feet of clearance is required, though the preference would be 18 feet. • The Project Team noted that the preference is to remain along existing Trafalgar Road (i.e. Alternatives 1A, 1B, or 1C). CN noted signals would need to be relocated if this was the case. 	MMM
2.3	<p>Alternatives 2 and 3</p> <ul style="list-style-type: none"> • CN noted that the switch location for the Alternative 2 CN Rail detour needs to be relocated. • From a detour perspective, both CN Rail and the Project Team noted that Alternative 3 is not preferred, as the switch would be located in very close proximity to the Black Creek Crossing structure. 	MMM
2.4	<p>Other</p> <ul style="list-style-type: none"> • CN Rail noted that a detour is necessary under all alternatives due to potential impacts to the track that may result during construction. Other alternatives (such as diverting rail traffic to a different corridor during construction) can only be considered when absolutely no other options are available. • CN Rail added that if the required track speed is maintained, then the duration of the detour is flexible. 	
Item 3 –	General Requirements	
	<ul style="list-style-type: none"> • MMM inquired who should receive plans at CN for later review. CN replied that they have a separate group that prepares track cost estimates based on plans received. Once a preference has been chosen, MMM is to send a CAD plan, profile, typical cross sections, GAs (General Arrangements), and other pertinent information to CN (hard copies are preferred for mark-up 	

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Item	Details	Action By
	<p>purposes). CN will then review the materials and send comments back. The review process is not very long, and plans are reviewed on a weekly basis. The major issue would be timing the proposed work to coordinate with other CN Rail projects.</p> <ul style="list-style-type: none"> • CN noted that they have no concerns with the nearby Metrolinx line simultaneously operating on detour (the tracks connect east of Trafalgar), though CN suggests completing these detours at separate times if possible. • Utilities related work is coordinated by CN internally. Information on both CN and Metrolinx crossing points would therefore be required from MMM since CN has communications in both corridors. • MMM asked CN if they have a preference for the type of crossing structure used. CN replied that there is some preference, and they will add comments on this when the GAs are made available. CN retains the right to design the crossing structure if they so choose. 	
Item 4 –	<p>Summary</p> <ul style="list-style-type: none"> • The Project Team stated that Alternatives 1A and 1C are preferred at this time. • CN Rail stated they have no immediate identifiable issues with these plans, although the culvert north of the CN Rail crossing along Trafalgar Road may need to be extended to accommodate the detour under Alternative 1A. • Sightlines at crossings when structures or other equipment are erected during construction is another concern that will need to be addressed as the project progresses. 	
Item 5 –	<p>Next Steps</p>	
5.1	<p>The following upcoming consultation events are currently scheduled:</p> <ul style="list-style-type: none"> • June 2, 2015 – Stakeholder Group Meeting #3 • June 9, 2015 – Technical Agencies Committee Meeting #2 • June 17, 2015 – Public Information Centre # 2 	
5.2	<p>Post PIC – the project team will begin the preliminary design process for the preferred alternative.</p> <ul style="list-style-type: none"> • MMM to send hard copies and electronic copies (PDFs) of plans to CN Rail for review. • CN to provide input on typically preferred structures as well as any information pertaining to the potential need for more than 2 tracks to be protected. • CN provided the Project Team with a list of utilities within a 25 mile radius of the CN Rail crossing. For design purposes, these 	<p>MMM</p> <p>CN</p> <p>CN</p>

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Item	Details	Action By
	<p>utility plans and checklists were provided in hard copy, though CN will email PDF copies as well.</p> <ul style="list-style-type: none">• CN does not have CAD drawings/files of the existing track to provide to MMM, though they may have old drawings that can be scanned if required. CN to follow-up.	CN

Date: May 15, 2015
9:00 a.m. to 10:00 a.m.
Location: The Club at North Halton
363 Maple Ave, Georgetown

Project Number: 3214006
Project: Trafalgar Road EA –
Steeles Avenue to
Highway 7
Author: Neil Ahmed

Purpose: Meeting with the Golf Course Manager to discuss plans for the Trafalgar Road corridor improvements as they pertain to the Golf Course.

Attendees:
Jeffrey Reid
Kyle Stewart
Neil Ahmed

Agency / Organization:
Halton Region
The Club at North Halton
MMM Group Limited

Distribute: All Attendees

Item	Details	Action By
Item 1 – Introduction		
1.1	The goal of this EA is to improve the Trafalgar Road corridor between Steeles Avenue and Highway 7 by addressing traffic issues and providing active transportation facilities for the community.	
1.2	Using the alternatives display boards from PIC #1, a general overview of the proposed Trafalgar Road corridor options between 15 Side Road and Highway 7 was provided: <ol style="list-style-type: none">1) Improvements carried out along the existing Trafalgar Road corridor, would have minimal natural environment impacts but higher residential impacts would result2) Bypass Stewarttown to the west; along the Sports Park west property line3) Bypass Stewarttown to the west; would be farther to the west All alternatives would provide 4 lanes, on-street bike lanes where feasible, multiuse paths, and have a posted speed of 60 km/h. A brief overview of the factors being used to evaluate the alternatives was provided. MMM is currently in the midst of this evaluation process, and is refining the alternatives accordingly.	
Item 2 – Discussion		
2.1	Alignment Alternatives <ul style="list-style-type: none">• The traffic operations on existing Trafalgar Road experiences delays at rail crossings. These would be addressed with Alternative 1 but not with the other alternatives.• Property would likely be required from the golf course with	

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Item	Details	Action By
	<p>Alternative 1 in order to achieve suitable geometric design and avoid impacting several residences. There are options for rail grade separations east and west of the existing rail crossing.</p> <ul style="list-style-type: none"> • There is minimal opportunity to realign the fairway or hole (Hole #1) given proximity to other holes and Trafalgar Road. • At Trafalgar Road and Maple Avenue there is a chipping area used by members. It is possible that this could be shortened if the road was realigned. 	
2.2	<p>Development Plans</p> <ul style="list-style-type: none"> • A reservoir (SWM pond) is planned in one of two locations within the Club property. One location is along Trafalgar Road to accommodate a 5 Million Gallon bermed reservoir, the other along Maple Avenue to accommodate a 3-4 Million Gallon reservoir. The Club is still to determine which alternative to select. Burnside is the consultant on this project. The reservoir is required by CVC by 2016 to offset the current taking of water from Black Creek. Following this, the golf course will be restricted to 173 gallons/day. • Hole #1 of the golf course is along Trafalgar Road and is to be lengthened from 460 yards to 520 yards with an extension into a wooded area to the south of the green. • As background, the club was founded long ago and currently has 600 full members and 300 social members. It is ranked 63 in Ontario. 	
Item 3 –	<p>Other Follow-Up Items</p> <ul style="list-style-type: none"> • The Golf Course Manager is to be added to the Stakeholder Group in time for the second Stakeholder Group Meeting on June 2, 2015. He can also invite one other to attend. • The Golf Course to provide a plan of future reservoir alternative near Trafalgar Road to the Project Team. 	<p>MMM</p> <p>Golf Course</p>



Trafalgar Road (Regional Road 3) Transportation Corridor Improvements (Steeles Avenue to Highway 7)

Class Environmental Assessment Study

Technical Agency Committee Meeting #2

Agenda

Tuesday, June 9, 2015

9:30 am -12:00 noon — Gellert Community Centre, Kinsmen Hall B
10241 Eighth Line, Georgetown

1. Welcome and Introductions

2. Study Presentation

- a. Study Status / Schedule
- b. Summary of Technical Agency Committee Meeting #1
- c. Trafalgar Road Improvements – Steeles Avenue to 15 Side Road

Q & A

- d. Trafalgar Road Improvements – 15 Side Road to Highway 7
- e. Analysis and Evaluation of Alternatives
 - i. Natural Environment
 - ii. Cultural Environment
 - iii. Socio-Economic Environment
 - iv. Transportation
 - v. Cost and Construction

Q & A

- f. Upcoming PIC
- g. Next Steps

3. Closing Remarks

Date: June 9, 2015
 9:30 a.m. to 12:00 p.m.
Location: Gellert Community Centre
 Kinsmen Hall B
 10241 Eighth Line
 Georgetown
Project Number: 3214006
Project: Trafalgar Road EA –
 Steeles Avenue to
 Highway 7
Author: Stefan Sirianni
Purpose: To review proposed improvements on the Trafalgar Road corridor, including alignment alternatives developed within the three conceptual corridors that were presented at TAC Meeting #1 in November 2014. The analysis and evaluation of the alignment alternatives were also presented.

Attendees:

Jenn McLean	COGECO Cable Canada Inc.
Fabio Cabarcas	Halton Region Health Department
Tyler Slaght	Credit Valley Conservation
Kellie McCormack	Niagara Escarpment Commission
Maureen Van Ravens	Town of Halton Hills
Kevin Okimi	Town of Halton Hills
Daniel Ridgway	Town of Halton Hills
Richard Clark	Halton Region
Jeff Reid	Halton Region
Cengiz Cakmak	Halton Region
Patrick Monaghan	Halton Region
Alicia Jakaitis	Halton Region
Neil Ahmed	MMM
Katherine Jim	MMM
Stefan Sirianni	MMM

Distribute: All Attendees

Item	Details	Action By
Item 1	Welcome and Introductions	
1.1	Halton Region welcomed the participants. Those at the meeting were introduced and provided with a copy of the agenda [See attached].	
Item 2	Study Presentation (Slide 2)	
	Using a PowerPoint presentation, MMM reviewed the study area and its characteristics. Those at the meeting were also provided with a copy of the presentation slides [See attached].	
2.1	Study Status / Schedule (Slide 3)	
2.1.1	A brief update on the study's status and overall schedule was provided. The analysis and evaluation of alternatives has been completed by the Project Team and the results will be presented to the public at PIC #2 on June 17, 2015.	

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Item	Details	Action By
2.1.2	<p data-bbox="289 310 854 348">Summary of TAC Meeting #1 (Slide 4)</p> <p data-bbox="289 363 1279 468">A summary of the first TAC meeting in November, 2014 was provided. Key group comments received at that meeting are as follows:</p> <ul data-bbox="302 506 1279 800" style="list-style-type: none"><li data-bbox="302 506 1279 575">• Alternative 1 would impact residential properties and operations of business along the existing corridor.<li data-bbox="302 581 1279 651">• Alternatives 2 and 3 would have significant impacts to agricultural lands and the natural environment.<li data-bbox="302 657 1279 726">• Widening the existing Trafalgar Road alignment (Alternative 1) appears to have less impact to undisturbed areas.<li data-bbox="302 732 1279 800">• Improvements to Sixth Line should be considered to accommodate some of the traffic needs.	
2.1.3	<p data-bbox="289 848 1203 886">Key Comments from Stakeholder Group Meeting #3 (Slide 5)</p> <p data-bbox="289 900 1279 1003">Some of the key comments received at Stakeholder Group Meeting #3 on June 2, 2015 were outlined. These can be found on Slide 5 in the attached presentation.</p>	
2.1.4	<p data-bbox="289 1052 906 1089">Activities Since TAC Meeting #1 (Slide 6)</p> <p data-bbox="289 1104 1247 1142">Some of the key activities completed since TAC Meeting #1 include:</p> <ul data-bbox="302 1178 1279 1509" style="list-style-type: none"><li data-bbox="302 1178 1065 1215">• Public Information Centre #1 (November 20, 2014)<li data-bbox="302 1222 1279 1291">• Reviewed and responded to comments received from the Stakeholder Group, Technical Agencies, and general public.<li data-bbox="302 1297 1279 1335">• Developed alignment alternatives within the conceptual corridors.<li data-bbox="302 1341 1279 1411">• Conducted field work to assess environmental impacts of alternative alignments.<li data-bbox="302 1417 1279 1486">• Completed a detailed analysis and evaluation of alternative alignments.<li data-bbox="302 1493 938 1509">• Meetings with agencies and stakeholders.	
2.2	<p data-bbox="289 1558 1336 1627">Trafalgar Road Improvements – Approach to Developing Alternatives (Slide 7)</p> <p data-bbox="289 1642 1279 1747">The Trafalgar Road corridor improvements can be divided into two sections based on adjacent land uses and requirement for alternative improvements:</p> <ul data-bbox="302 1785 1219 1860" style="list-style-type: none"><li data-bbox="302 1785 878 1822">• Steeles Avenue to 15 Side Road; and<li data-bbox="302 1829 1219 1860">• 15 Side Road to Highway 7 (Alternatives 1A, 1B, 1C, 2 and 3)	
<p data-bbox="289 1892 1279 1925">A summary of the presentation and discussion on these alternatives</p>		

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Item	Details	Action By
	follows, beginning with the section between Steeles Avenue and 15 Side Road.	
2.3	Trafalgar Road Improvements – Steeles Avenue to 15 Side Road (Slide 8)	
2.3.1	The proposed improvements to Trafalgar Road between Steeles Avenue and 15 Side Road were presented by MMM. These include widening from two to four lanes along existing Trafalgar Road based on a “best fit” alignment and provision for active transportation facilities. Typical cross-sections and preliminary plans for this section of Trafalgar Road were discussed from south to north, with a summary of the key features outlined below.	
2.3.2	The southbound channelized right-turn at Hornby Road off Trafalgar Road is proposed to be removed, with Hornby Road converted to a cul-de-sac at this location. The existing Hornby Road / Trafalgar Road intersection to the south would be improved to a signalized intersection.	
2.3.3	At the 10 Side Road intersection, the following three design options for improvements were assessed by the Project Team in order to minimize impacts to adjacent properties: <ol style="list-style-type: none"> 1. Widening along the centreline (i.e. on both sides of the road) 2. Widening to the west only 3. Widening to the east only <p>Widening to the west was preferred as it would minimize impacts to the community including residences.</p>	

Part 1 Q&A

MMM invited those in attendance to ask questions / provide feedback on the proposed improvements to Trafalgar Road between Steeles Avenue and 15 Side Road:

- Halton Hills noted the existing southbound through lane at Hornby Road is used for the occasional Halton Regional Police truck inspection. The proposed plan to cul-de-sac Hornby Road may not accommodate the continuation of this function. If this link is to be closed, other locations along Trafalgar Road will have to be explored to allow truck inspection. Halton Region replied that a drop curb with a gate at this location may be considered to allow temporary usage for truck inspections and enforcement.
- Halton Region Planning noted that the area between the multi-use path and the property line appears to be very wide. The

Project
Team

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Item	Details	Action By
	<p>impacts to the woodlot (north of Steeles Avenue) should be minimized. The Project Team responded that the proposed median through this section has already been reduced to 2 m based on comments from Halton Region Planning at the last TAC meeting. This spacing between the roadway and the property line is conceptual only, recognizing the need to minimize impact to the woodlot.</p>	
2.4	Trafalgar Road Improvements – 15 Side Road to Highway 7 (Slides 14-20)	
	<p>A total of five alternatives have been developed for the improvements to Trafalgar Road between 15 Side Road and Highway 7. A summary of each of these alternatives follows.</p>	
2.4.1	Alternatives 1A, 1B, and 1C	
	<p>These alternatives consider roadway improvements along the existing Trafalgar Road corridor. This would minimize impacts on the natural environment and agricultural lands; however, there would be impacts to residences and businesses within the existing Trafalgar Road right-of-way. Grade separations at the CN Rail crossing and Metrolinx crossing on Trafalgar Road are proposed. Alternatives 1A, 1B, and 1C are similar north of the CN Rail crossing. The key distinguishing characteristics of the three sub-alternatives are as follows:</p>	
	<ul style="list-style-type: none">• All alternatives included a “clouded” area between 15 Side Road and the Black Creek crossing to highlight uncertainty as to the proposed road cross section and property impacts through this area.• Alternative 1A: Crosses under CN Rail with realignment to the east at Maple Avenue via underpass and reconnects with improvements to the existing alignment south of Devereaux House. Under this alignment, Stewarttown Road (south) would be converted to a cul-de-sac and the existing north intersection would be signalized.• Alternative 1B: Crosses under CN Rail with realignment to the west at 17 Side Road via underpass and reconnects with improvements to the existing alignment south of Devereaux House. Under this alignment, Stewarttown Road (south) would be converted to a cul-de-sac and the existing north intersection would be signalized. A new access road would be required through Trafalgar Sports Park in order to provide connection to 17 Side Road (i.e. localized realignment of 17 Side Road), resulting in significant impacts to the park. Additionally, the storm water retention pond for the park would need to be relocated, and there would be impacts to the frontage area of the Devereaux	

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Item	Details	Action By
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House property.

- **Alternative 1C:** Crosses under CN Rail with realignment further east than Alternative 1A via underpass to provide a “service road” (i.e. utilizes old Trafalgar Road) to access properties on the west of Trafalgar Road south of 17 Side Road. The alignment would reconnect to the existing alignment south of Devereaux House. Stewarttown Road (south) would become a cul-de-sac and the existing north intersection would become Right-in/Right-out. Access to the community in this area would be from 17 Side Road.

Using typical cross section plans, Neil Ahmed noted that mitigation for constrained areas can be implemented where needed (e.g. reduction of median or boulevard widths, removal of on-street bike lanes, etc.). Plans were shown on Slide 16, and were used to facilitate discussion.

- Neil noted that the area shown within the clouded area is probably the most constrained area in this project, and so exact plans have not been developed in detail yet. The Project Team will need to discuss plans within this section further with property owners.
- Under all Alternative 1 alignments, the Trafalgar Road elevation at Black Creek would be raised in order to resolve flooding issues. As a result, the south end of Stewarttown Road would be converted to a cul-de-sac due to grade constraints and the north intersection converted as a signalized intersection for Alternatives 1A and 1C. Under Alternative 1B, the north intersection would be converted to a Right-in/Right-out.
- North of the CN Rail crossing to Highway 7, the design is similar for all three Alternative 1 alignments. As there are fewer constraints to the west through this section, the alignment lies primarily to that side and avoids significantly impacting residential properties on the east. Intersection improvements are proposed at Princess Anne Drive, Berton Boulevard, and 20 Side Road. Due to existing sightline issues at Lindsay Court, it is proposed to close off access at Trafalgar Road and provide access from Highway 7, subject to MTO approval.

2.4.2 **Alternative 2**

This alternative would bypass Stewarttown to the west (about mid-concession) from south of 15 Side Road to Highway 7. Alternative 2 would require a new crossing of Black Creek approximately 620 m west from existing Trafalgar Road. North of the Black Creek crossing, Alternative 2 would cross the CN Rail line via an underpass, then pass through the Stewarttown Woods Environmentally Sensitive Area

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
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(ESA) towards 17 Side Road. The alignment would continue north through the west side of Trafalgar Sports Park (east of Devereaux Cemetery). From the northern property limits of Trafalgar Sports Park, the alignment would then head northeast, crossing diagonally through agricultural lands, some of which are within the Niagara Escarpment lands, towards the existing Highway 7 / Trafalgar Road intersection location. The alignment would cross 20 Side Road, and the Metrolinx rail line via an underpass. Under this alternative, the railway crossings along the existing Trafalgar Road alignment would remain at-grade.

2.4.3 **Alternative 3**

This is the most westerly of the alternatives and bypasses Stewarttown from south of 15 Side Road to Highway 7. Alternative 3 would require a new crossing of Black Creek approximately 750 m from existing Trafalgar Road. North of the Black Creek crossing, Alternative 3 would cross the CN Rail line via an underpass and continue north through a less wooded area of the Stewarttown Woods ESA (compared to Alternative 2) towards 17 Side Road. The alignment would continue north across 17 Side Road to the west of Devereaux Cemetery, crossing diagonally through the north end of the cemetery lands and continuing northeast through agricultural lands towards the existing Highway 7 / Trafalgar Road intersection location. The alignment would cross 20 Side Road, and the Metrolinx rail line via an underpass. Under this alternative, the railway crossings along the existing Trafalgar Road alignment will remain at-grade.

2.5 **Analysis and Evaluation of Alternatives (Slides 21-34)**

A summary of the analysis and evaluation of the alternatives were presented by Neil Ahmed. The main factor groups used in the analysis and evaluation of alternatives were as follows:

- Natural Environment
- Cultural Environment
- Socio-Economic Environment
- Transportation
- Costs and Constructability

Through the analysis and evaluation of alternatives (i.e. a comparison of advantages of disadvantages associated with each factors under each alignment alternatives), it was determined that Alternative 1 is the preliminary technical preferred alternative. A summary of the evaluation as it pertains to each of these factor groups are as follows.

Item	Details	Action By
2.5.1	<p data-bbox="284 304 1274 640">Natural Environment</p> <p data-bbox="284 346 1274 640">From a natural environment perspective, Alternatives 2 and 3 (i.e. bypass alternatives) are significantly inferior compared to Alternative 1 (1A, 1B, 1C) as both bypass alternatives would sever important natural environment features such as the Stewarttown Woods Environmentally Sensitive Area (ESA), the Black Creek Valley and a number of woodlots. Alternatives 2 and 3 would also introduce new crossings of Black Creek, as well as the need to potentially replace the existing Black Creek crossings on 15 Side Road.</p> <p data-bbox="284 672 1274 1039">Natural environment impacts associated with Alternative 1 (1A, 1B, 1C) are largely related to encroachment along the existing right-of-way. Alternative 1B is slightly less preferred as it would impact potential bobolink and eastern meadowlark habitats north of 17 Side Road (west of Trafalgar Road); listed as provincially threatened species under the Endangered Species Act. Alternatives 2 and 3 would impact the potential bobolink and eastern meadowlark habitats south of Highway 7. Alternative 1 (1A, 1B, 1C) may also impact the same potential habitats south of Highway 7 depending on the access treatment at Lindsay Court.</p>	
2.5.2	<p data-bbox="284 1071 1274 1407">Cultural Environment</p> <p data-bbox="284 1113 1274 1407">Devereaux House is the only feature designated under Part IV of the Ontario Heritage Act within the study area. From a built heritage perspective, none of the alternatives would directly impact Devereaux House; although Alternative 1B would impact some of the open / landscaped areas associated with the property, making it less desirable. There are other indirect impacts to cultural heritage landscapes associated with each alternative but none are designated features.</p> <p data-bbox="284 1438 1274 1690">From an archaeological perspective, Alternatives 2 and 3 would be located in undisturbed areas (greenfield construction) and a Stage 2 archaeological assessment would be required. There may be potential for archaeology finds particularly in areas close to the creek crossings. Much of the right-of-way along existing Trafalgar Road under Alternative 1 (1A, 1B, 1C) was previously disturbed and would have less archaeological potential compared to Alternatives 2 and 3.</p>	
2.5.3	<p data-bbox="284 1732 1274 1961">Socio-Economic Environment</p> <p data-bbox="284 1774 1274 1961">The trade-offs between Alternative 1 (1A, 1B, 1C, i.e. along the existing corridor) and Alternatives 2 & 3 (bypass alternatives) are largely related to impacts to existing land uses vs. agricultural and rural lands. Alternative 1 (1A, 1B, 1C) would have less absolute area of property required compared to Alternatives 2 and 3 but would result</p>	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<p>in more direct impacts to residential properties/buildings. However, under Alternatives 2 and 3, an estimated 4-6 large agricultural parcels would be severed and would impact the farming potential and operation.</p> <p>There would be direct impacts to several property accesses under Alternative 1 (1A, 1B and 1C); most are related to reducing the length / vertically connecting residential driveways, which can largely be mitigated. While Alternatives 2 and 3 would not have much less direct impact to accesses, much of the agricultural lands would be severed and the new Trafalgar Road alignment would create a barrier for farming operations, requiring mitigation as possible.</p> <p>Alternatives 2 and 3 are not considered as compatible to existing and future land uses compared to Alternative 1 (1A, 1B, 1C). Alternatives 2 and 3 (i.e. bypass alignments) would sever agricultural lands, and would be located away from the Georgetown and Stewarttown communities and businesses where additional transportation capacity, active transportation facilities, as well as the need for railway grade separations are required. In addition, Alternatives 2, particularly, and 3 (less so) would directly impact the Trafalgar Sports Park and Devereaux Cemetery.</p> <p>Amongst Alternatives 1A, 1B and 1C, the potential impacts associated with each alternative are very similar, except for the property requirement in the proximity of 17 Side Road. The area of the plan between 15 Side Road and the Black Creek crossing has many constraints and has been circled by a cloud at this time to indicate that the design through this section is subject to discussions with property owners and further design refinements to help mitigate potential impacts. Alternative 1B is not preferred within Socio-Economic as it would directly impact the Trafalgar Road Sports Park and would also require the relocation of the SWM pond and the road network and parking within Trafalgar Sports Park. Even though Alternative 1C would have greater property impact to the North Halton Golf and Country Club, it would provide a “service road” concept for those on Stewarttown Road and also residents (south of 17 Side Road) who currently have direct access to Trafalgar Road. This would reduce the number of direct accesses to Trafalgar Road, and would be desirable in terms of the overall operation of the corridor. Businesses in Georgetown would remain in close proximity to the corridor under alternatives 1A, 1B, and 1C.</p>	

2.5.4 **Transportation**

From a transportation perspective, all alternatives would provide

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
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additional suitable north-south capacity to support inter regional traffic. However, the location of Alternatives 2 and 3 (i.e. bypass alternatives) would be located much further west of Georgetown and Stewarttown, therefore, not well suited to support the local transportation needs. In addition, the existing at grade crossings (CN and Metrolinx) on Trafalgar Road would remain at grade under Alternatives 2 and 3 and therefore, would continue to cause delay, especially with the potential for increased train frequency in the future (e.g. all day two-way service as proposed by Metrolinx). Emergency vehicles destined to Georgetown and Stewarttown properties would still have to rely on existing Trafalgar Road; the existing at grade crossings may lead to potential increased delay in response times or detours.

Amongst Alternatives 1A, 1B, and 1C, Alternative 1B is less preferred as it would require the realignment of 17 Side Road and converting a portion of the access within Trafalgar Sports Park into a local road. Alternative 1C would provide a “service road” concept for those on Stewarttown Road and also residents (south of 17 Side Road) who currently have direct access to Trafalgar Road. This would reduce the number of direct accesses to Trafalgar Road, and would be desirable in terms of the overall operation of the corridor.

Under Alternatives 1A, 1B, and 1C, access to Lindsay Court from Trafalgar Road would be closed and a new signalized access onto Highway 7 would be opened to service the proposed development and other businesses and residents on Lindsay Court. The Lindsay Court Access to Trafalgar Road would remain under Alternatives 2 and 3 with improvements to sightlines being made.

2.5.5 Costs and Constructability

From a cost and constructability perspective, Alternatives 1A, 1B, and 1C are moderately preferred over Alternatives 2 and 3 as the latter would be higher in terms of ongoing infrastructure maintenance required (i.e. the need to maintain two facilities). While Alternatives 1A, 1B, and 1C would have high staging costs related to lane closures and the construction of Black Creek crossing improvements, Alternatives 2 and 3 would require the construction of a new crossing structure at Black Creek, as well as the replacement of the two crossings along 15 Side Road in proximity of the new alignment.

In terms of construction staging, Alternatives 2 and 3 would be relatively less complicated compared to Alternative 1 (1A, 1B, 1C) as construction would all be done in “greenfield” conditions; however, construction through greenfield areas would be more disruptive to the

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Item	Details	Action By
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local rural setting.

Replacement of the Black Creek crossing along existing Trafalgar Road (i.e. Alternative 1A, 1B and 1C) due to widening and flood reduction requirements is preferred over constructing a new crossing of Black Creek under a new alignment (Alternatives 2 and 3).

Part 2 Q&A (Slide 35)

MMM invited those in attendance to ask questions / provide feedback on the proposed alignment alternatives between 15 Side Road and Highway 7 and the related analysis and evaluation. A summary of this discussion is as follows:

Town of Halton Hills:

- Under Alternative 1C, Stewarttown Road's access will be right-in right-out where the existing north intersection is located. The south intersection will be closed. Left turn access to and from Trafalgar Road will be via the 17 Side Road intersection and service road to the north of this location. The local fire department has not reviewed these plans for comment.
- Inquired whether 15 Side Road has been looked at from an access perspective for residents on Stewarttown Road, as a lot of people in this community would be destined south.
- Under Alternative 1B, the Trafalgar Sports Park / 17 Side Road access should be signalized as it would become a major intersection under this configuration. Alternative 1B would have major impacts to the Sports Park and is not supported by Halton Hills.
- Inquired whether the Project Team has held a meeting with MTO regarding Lindsay Court. Halton Region replied that a meeting was held, but there will be ongoing discussions with MTO.
- Spacing between the proposed Lindsay Court access and Highway 7/ Trafalgar Road intersection was discussed. MMM stated that the spacing is approximately 300m; which is slightly less than MTO's desirable separation of 360 m.
- Halton Hills asked if sight lines at Lindsay Court would be improved under this plan. MMM replied that Lindsay Court would be a cul-de-sac at Trafalgar Road and therefore, addressing the existing sightline issue. There will have to be ongoing discussions amongst the relevant technical agencies regarding Lindsay Court access.
- Timing of moving forward with the preferred alternative was discussed. The Project Team replied that the preliminary plan will be developed following PIC 2.

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<ul style="list-style-type: none"> Halton Hills inquired about timing for TAC members to submit comments regarding Alternatives 1A, 1B, and 1C. Halton Region replied that the Project Team will take comments from agencies at any time and that meetings will be arranged to discuss. Active transportation facilities were discussed. Halton Region is responsible for the construction of the on-street cycling infrastructure, while the Town is responsible for the construction and maintenance of off-street facilities. Halton Hills noted that a multiuse path may only be budgeted for one side of Trafalgar Road. The Project Team stated that they will work to find a balance between property impacts and the need for certain facilities from an operational and safety perspective as mitigation measures are considered. 	
	<p>Halton Region Health Department:</p>	
	<ul style="list-style-type: none"> If the area is primarily residential, the crossing of active transportation facilities (e.g. multi-use path) through sections with frequent direct driveway connections to Trafalgar Road would be a safety concern. Halton Region noted that this will be considered as design progresses. The typical cross section shows illumination along the corridor; Halton Region Health Department would like to have more information. MMM responded that the illumination plan will be further developed during subsequent design. 	
	<p>Niagara Escarpment Commission:</p>	
	<ul style="list-style-type: none"> There is a watercourse in the vicinity of the Metrolinx rail crossing and asked if it has been considered along with wellheads in the area and what CVC's perspective is on the matter. The Project Team noted that they are aware of the watercourse through this area. A site visit was held with CVC and it was recognized that the crossing under the railway is further to the west of existing Trafalgar Road. Should work be required within NEC lands, a permit will have to be obtained from NEC. NEC added that if Redside Dace are found to be present in this area, a more rigorous permitting approval process will be required in order to amend the NEC plan. MMM is to provide confirmation from MNR and CVC regarding the watercourse and endangered species in this area in order to get approval. 	MMM
	<p>Credit Valley Conservation:</p>	
	<ul style="list-style-type: none"> CVC supports Alternative 1 being preferred as it would have the least impacts to natural environment. Improvement of wildlife crossings will need to be considered as 	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<p>part of the roadway improvements. The Project Team stated that this will be considered, and that existing culverts between Steeles Avenue and Hornby Road appear to already be adequate for this purpose.</p> <p>Cogeco:</p> <ul style="list-style-type: none"> • Cogeco has fiber lines along Trafalgar that will need to be relocated during construction. The Project Team replied that there will be ongoing consultation with utilities during subsequent design • Cogeco asked if the construction of new utilities needed for Vision Georgetown are being considered in this project. Halton Region responded that Vision Georgetown is still in the early stages of planning (i.e. land use concept plans are still being reviewed); there is limited information about location of future utilities. The planning and staging of utilities will be considered during subsequent design. 	
2.6	Next Steps (Slide 36)	
	<p>The Public Information Centre (PIC) is scheduled to be held on June 17, 2015. Technical agencies and utilities on the study mailing lists have been provided with a copy of the Notice of PIC via mail. A notice has been placed in the local newspapers.</p>	
	<p>Agencies were asked to provide any follow-up feedback/questions to the Project Team following the meeting.</p>	TAC
	<p>Meetings with stakeholders and property owners are to be held.</p>	

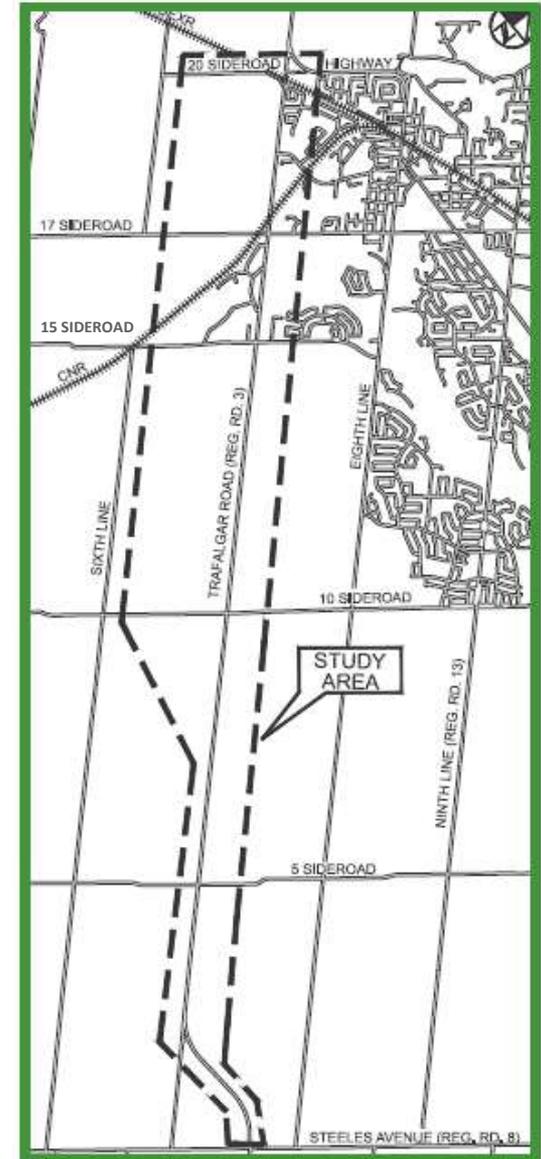


**Trafalgar Road (Regional Road 3)
Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7**

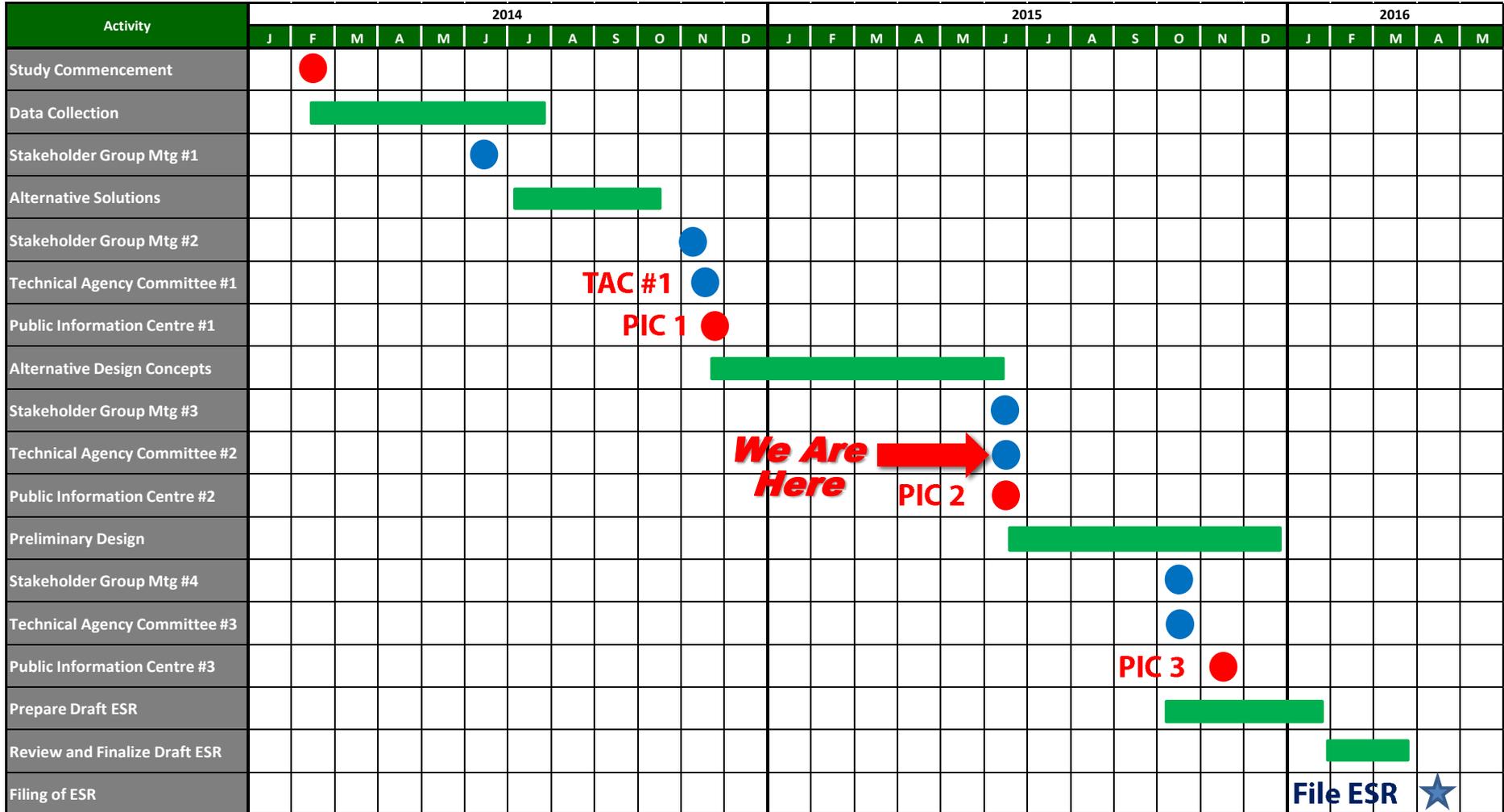
Technical Agency Committee Meeting 2
June 9, 2015

STUDY AREA

- Study area from Steeles Avenue to Highway 7, approximately 13 km in length;
- Character of Trafalgar Road changes from rural to urban from south to north;
- Trafalgar Road serves both local and inter-regional travel, agricultural equipment and goods movement;
- Crossed by two railway corridors – CN and Metrolinx
- Anticipated start of construction: 2019/2020



STUDY STATUS / SCHEDULE



TAC MEETING #1 (NOVEMBER 13, 2014)

- Provided an update on existing conditions: socio-economic, natural, and cultural environments, as well as existing transportation conditions and proposed grade separated rail crossings along Trafalgar Road
- Presented proposed typical cross sections and conceptual corridor alignment alternatives
- Discussed factors for analysis and evaluation
- Key Group Comments:
 - Alternative 1 would impact residential properties and operations of businesses along the existing corridor
 - Alternatives 2 and 3 would have significant impacts to agricultural lands and the natural environment
 - Widening the existing Trafalgar Road alignment (Alternative 1) appears to have less impact to undisturbed areas
 - Improvements to Sixth Line should be considered to accommodate some of the traffic capacity

SG Meeting #3 (June 2, 2015)

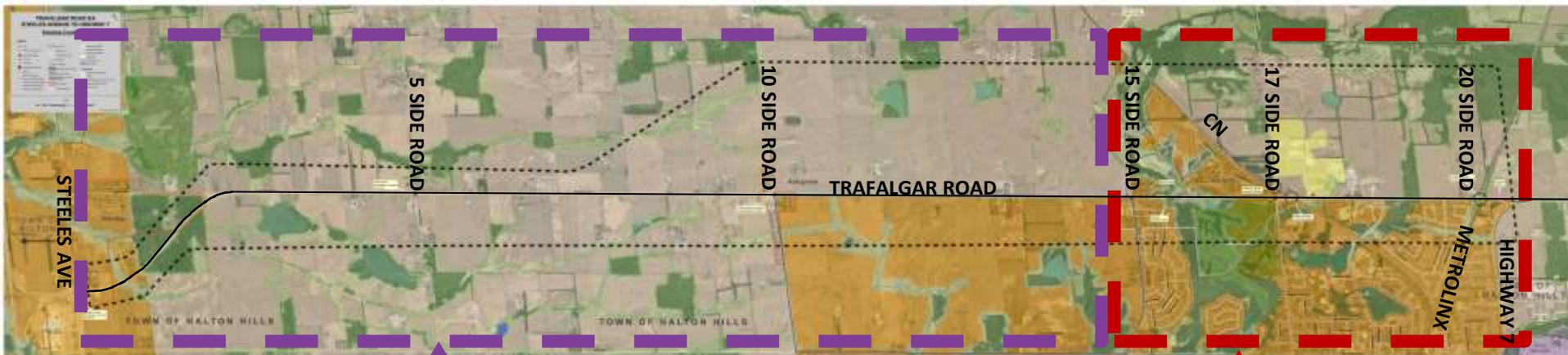
- Key Group Comments:
 - Well water quality needs to be maintained during and after construction of the preferred alignment
 - Do not see the need for both a multi-use path and on-street bike lane along the Trafalgar Road corridor—there doesn't seem to be enough bikes to justify this much cycling infrastructure
 - Impacts to the Club at North Halton golf course and nearby residential properties look significant
 - At previous meetings, the truck traffic counts were perceived as being lower than actual—has a recount been done? What is being done to accommodate these volumes of trucks?
 - Alternative 1 would have minimal impacts on agricultural and environmental areas; it would also require the least amount of land
 - Alternatives 2 and 3 would have fewer impacts on residents in Stewarttown and construction would be less disrupting

ACTIVITIES SINCE TAC MEETING #1

- Public Information Centre #1 (November 20, 2014)
- Reviewed and responded to comments received from Stakeholder Group, Technical Agencies, and general public
- Developed alignment alternatives within conceptual corridors
- Conducted field work to assess environmental impacts of alternative alignments
- Completed a detailed analysis and evaluation of alternative alignments
- Meetings with agencies and stakeholders

APPROACH TO DEVELOPING ALTERNATIVES

- The Trafalgar Road corridor improvements can be divided into two sections based on adjacent land uses and requirement for alternative corridors

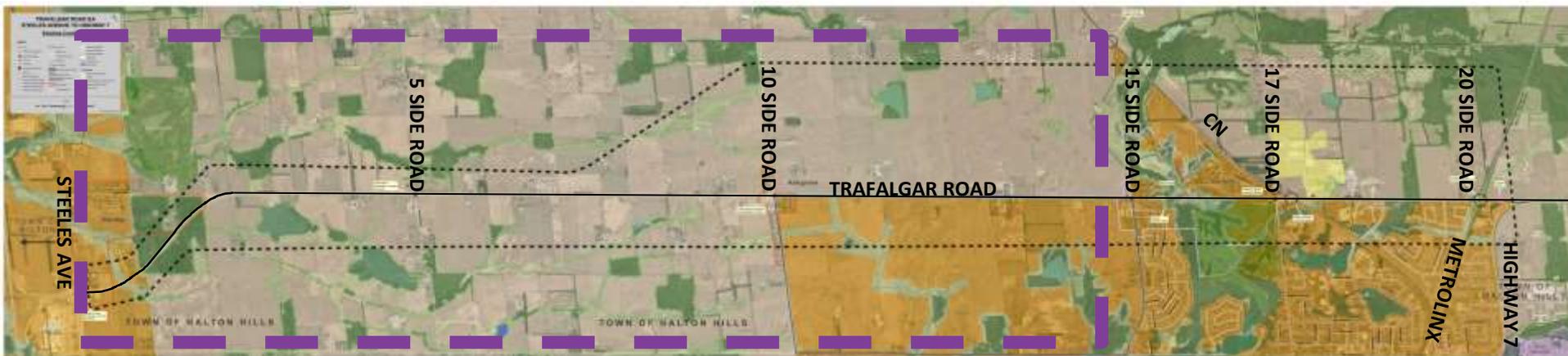


Steeles Avenue to 15 Side Road

15 Side Road to Highway 7
Alternatives 1A, 1B, 1C, 2, and 3

STEELES AVENUE TO 15 SIDE ROAD

- Widening from two to four lanes along existing Trafalgar Road based on “best fit” alignment
- Provision of Active Transportation facilities
- Three alternative designs for improvements at the 10 Side Road intersection were reviewed:
 1. Widening along the centreline (i.e. on both sides of the road)
 2. Widening to the west only
 3. Widening to the east only
- Widening to the west was preferred as it would minimize impacts to several adjacent properties



STEELES AVENUE TO 15 SIDE ROAD

Steeles Avenue to Hornby Road



Hornby Road to 10 Side Road



10 Side Road to 15 Side Road



Note: Mitigated cross sections are being developed for constrained areas

STEELES AVENUE TO 15 SIDE ROAD

Steeles Avenue to Hornby Road



STEELES AVENUE TO 15 SIDE ROAD

Hornby Road to 5 Side Road



5 Side Road to 10 Side Road



10 Side Road to 15 Side Road



STEELES AVENUE TO 15 SIDE ROAD

Alignment Options at 10 Side Road

**Option 1
(Preferred)**



Option 2



Option 3



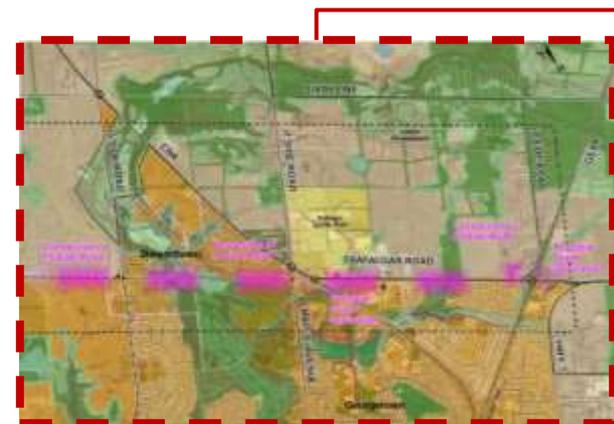
Discussion:

General comments regarding the proposed improvements on Trafalgar Road between Steeles Avenue and 15 Side Road.



15 SIDE ROAD TO HIGHWAY 7

- A total of five alternatives have been developed for the improvements of Trafalgar Road between 15 Side Road and Highway 7



Alternatives 1A, 1B, & 1C



Alternative 2



Alternative 3

PRELIMINARY PLANS: ALTERNATIVES 1A, 1B, 1C

TYPICAL CROSS SECTIONS



15 SIDE ROAD TO 17 SIDE ROAD



17 SIDE ROAD TO HIGHWAY 7

Note: Mitigated cross sections are being developed for constrained areas

PRELIMINARY PLANS: ALTERNATIVES 1A, 1B, 1C

15 SIDE ROAD TO 17 SIDE ROAD

- Improved road grades and crossing structure at Black Creek
- Road under CN Railway (underpass)

Alternative 1A



Alternative 1B

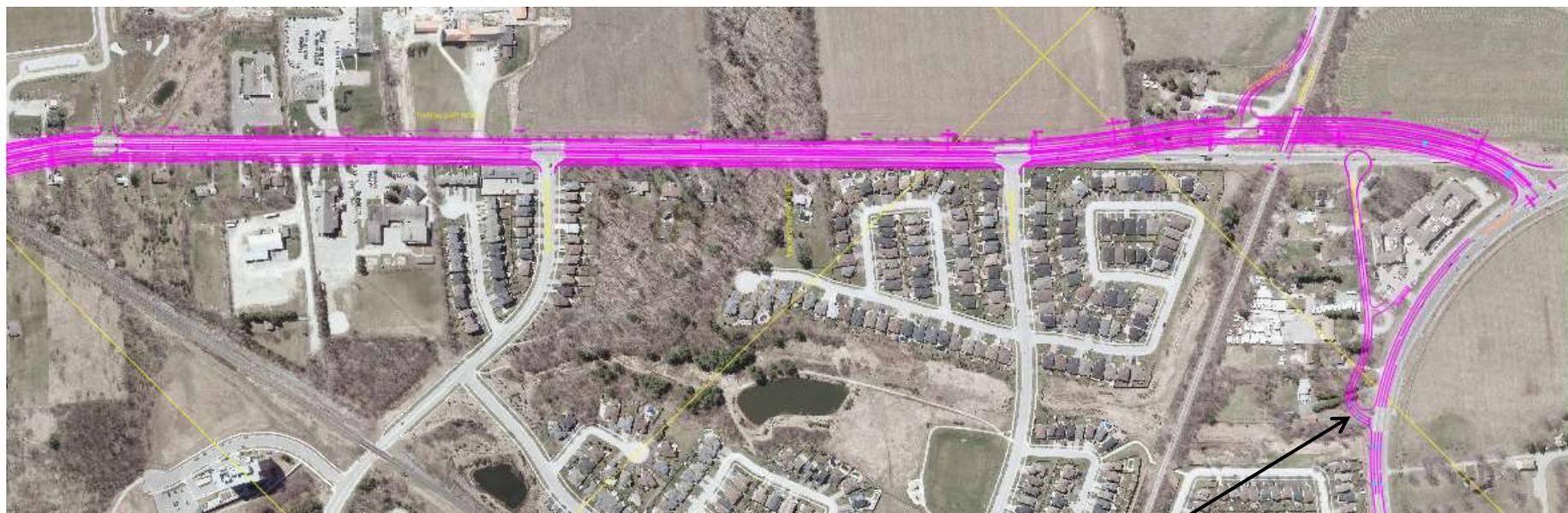


Alternative 1C



PRELIMINARY PLANS: ALTERNATIVES 1A, 1B, 1C NORTH OF 17 SIDE ROAD TO HIGHWAY 7

- Alternatives 1A, 1B, and 1C are similar north of the CN Rail crossing
- Road under Metrolinx Railway (underpass)
- Trafalgar Road will continue to connect to Highway 7



Further consultation will be carried out amongst the stakeholders in order to identify the preferred access option.

PRELIMINARY PLANS: ALTERNATIVE 2

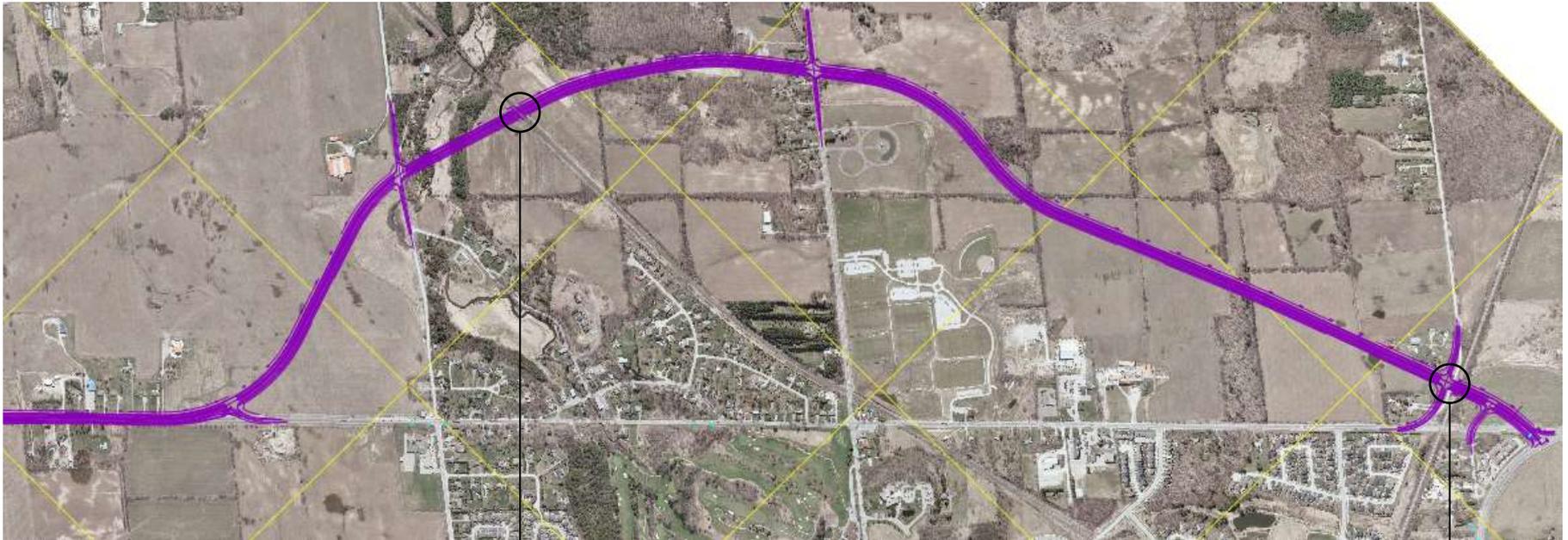
- New crossing structure at Black Creek
- Grade separations at CN Rail and Metrolinx crossings along new Trafalgar Road
- At-grade CN Rail crossing on existing Trafalgar Road will remain
- Trafalgar Road will continue to connect to Highway 7



Proposed underpass grade separations (i.e. road under railway)

PRELIMINARY PLANS: ALTERNATIVE 3

- New crossing structure at Black Creek
- Grade separations at CN Rail and Metrolinx crossings along new Trafalgar Road
- At-grade CN Rail crossing on existing Trafalgar Road will remain
- Trafalgar Road will continue to connect to Highway 7



Proposed underpass grade separations (i.e. road under railway)

FACTORS FOR ANALYSIS AND EVALUATION

- Natural Environment
 - Policy Areas
 - Vegetation
 - Wildlife
 - Fisheries and Aquatic Habitat
 - Surface Water Quality and Quantity
 - Natural Hazards
- Cultural Environment
 - Cultural Heritage Landscapes & Built Heritage Resources
 - Archaeology Resources
- Socio-Economic Environment
 - Community and Property Effects
 - Provision for Pedestrians
 - Provision for Cyclists
 - Land Use Compatibility
 - Noise and Air Quality
 - Illumination
- Transportation
 - Traffic Operations (Future Conditions – 2031)
 - Road Safety
 - Intersection Requirements
 - Geometric Standards
 - Rail Operations
 - Network Compatibility
 - Utilities
- Preliminary Cost Estimate
 - Capital Cost
 - Constructability and Construction Staging
 - Maintenance Cost

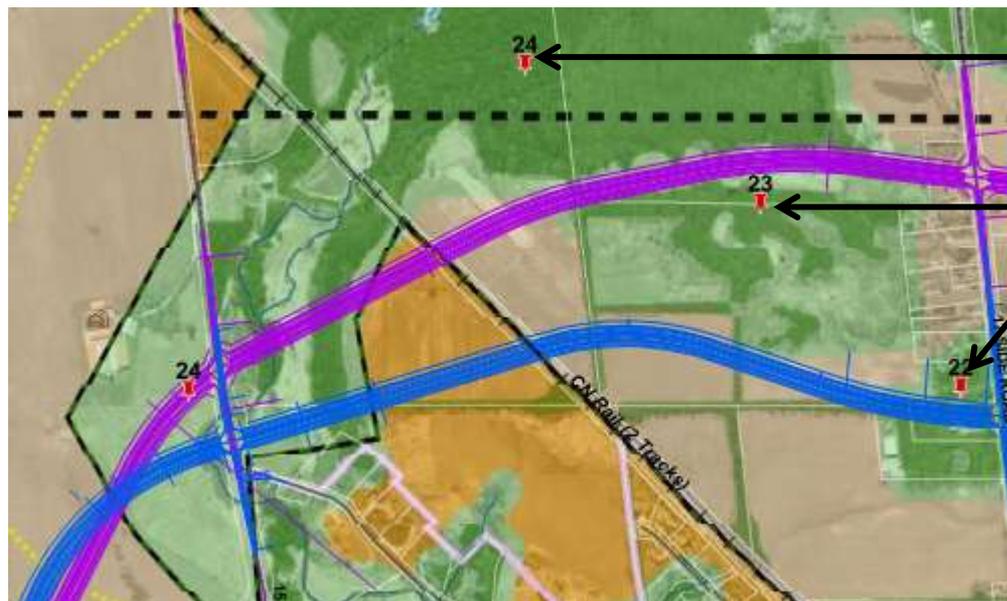
ANALYSIS AND EVALUATION OF ALTERNATIVES: SUMMARY

Overall, Alternatives 1A, 1B, and 1C are more preferred than Alternatives 2 and 3.

Factor	ALTERNATIVE 1			ALTERNATIVE 2	ALTERNATIVE 3
	ALTERNATIVE 1A	ALTERNATIVE 1B	ALTERNATIVE 1C		
Natural Environment	More Preferred	More Preferred	More Preferred	Less Preferred	Least Preferred
Cultural Environment	More Preferred	Moderately Preferred	More Preferred	Less Preferred	Less Preferred
Socio-Economic Environment	Moderately Preferred	Moderately Preferred	Moderately Preferred	Less Preferred	Less Preferred
Transportation	Moderately Preferred	Moderately Preferred	Moderately Preferred	Moderately Preferred	Moderately Preferred
Cost and Construction	Moderately Preferred	Moderately Preferred	Moderately Preferred	Less Preferred	Less Preferred
Overall Preference	Moderately to More Preferred			Less Preferred	Least Preferred

ANALYSIS AND EVALUATION OF ALTERNATIVES: NATURAL ENVIRONMENT

- Alternatives 2 and 3 sever important natural environment features such as the Stewarttown Woods ESA, the Black Creek Valley and a number of woodlots.



Stewarttown Woods ESA

Woodland & Watercourse

Woodland Feature

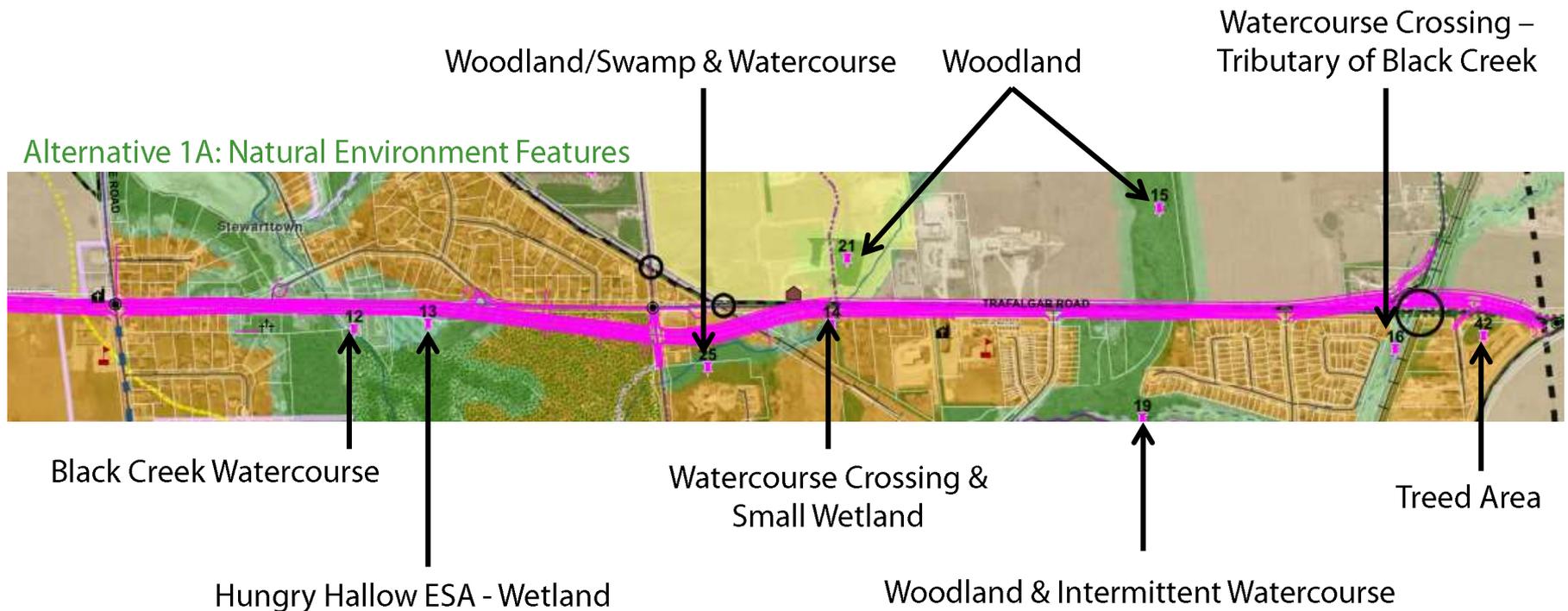
- Alternative 2
- Alternative 3



Black Creek at 15 Side Road

ANALYSIS AND EVALUATION OF ALTERNATIVES: NATURAL ENVIRONMENT

- Natural environment impacts associated with Alternative 1 (1A, 1B, 1C) are largely related to encroachment along the existing right-of-way.



ANALYSIS AND EVALUATION OF ALTERNATIVES: NATURAL ENVIRONMENT

- Alternatives 2 and 3 introduce new crossings of Black Creek, as well as the need to potentially replace the existing Black Creek crossings on 15 Side Road.



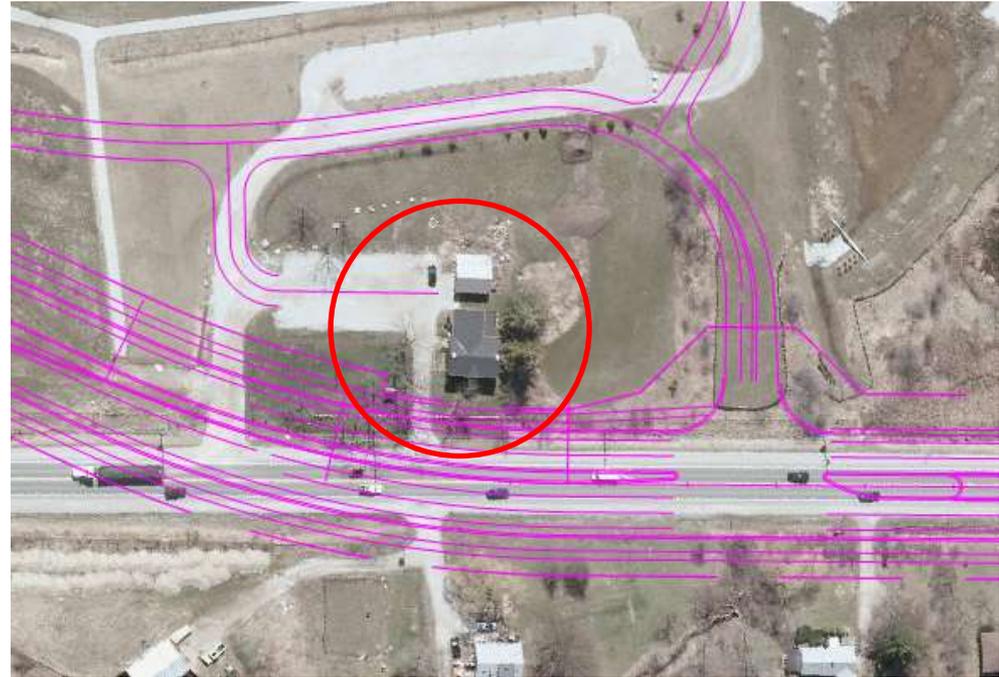
Alternative 2 at Black Creek



Alternative 3 at Black Creek

ANALYSIS AND EVALUATION OF ALTERNATIVES: CULTURAL ENVIRONMENT – BUILT HERITAGE

- Devereaux House is designated under Part IV of the Ontario Heritage Act
- None of the alternatives would directly impact Devereaux House; although Alternative 1B would impact some of the open / landscaped areas associated with the property.



Alternative 1B in the proximity of Devereaux House

ANALYSIS AND EVALUATION OF ALTERNATIVES: CULTURAL ENVIRONMENT – ARCHAEOLOGICAL

- Alternatives 2 and 3 would be located in undisturbed areas (greenfield construction); a Stage 2 archaeological assessment would be required.
- There may be potential for archaeology impacts particularly in areas close to the creek crossings.
- Much of the right-of-way along existing Trafalgar Road under Alternative 1 (1A, 1B, 1C) was previously disturbed and would have less archaeological potential compared to Alternatives 2 and 3.



Black Creek at Existing Trafalgar
Road Crossing

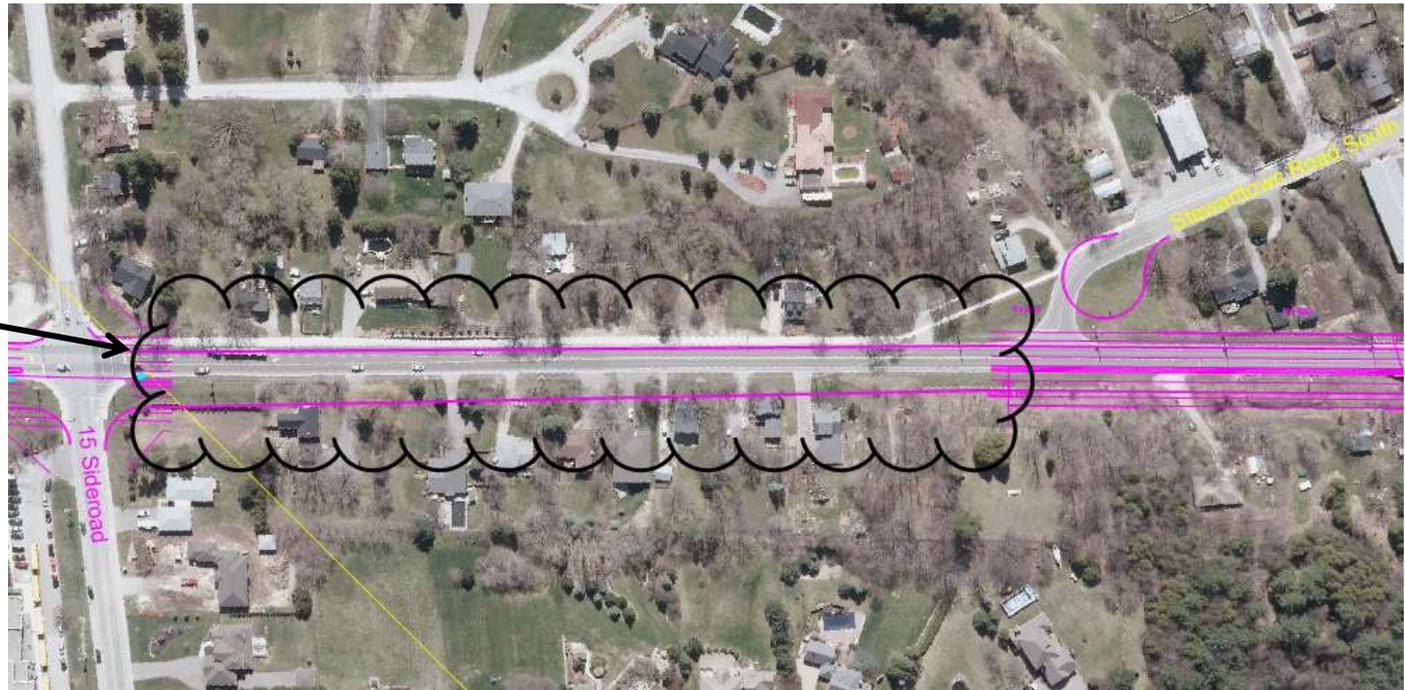


Black Creek at Proposed
Alternative 2 and 3 Crossing

ANALYSIS AND EVALUATION OF ALTERNATIVES: SOCIO-ECONOMIC ENVIRONMENT

Further discussions
to be held with
individual property
owners.

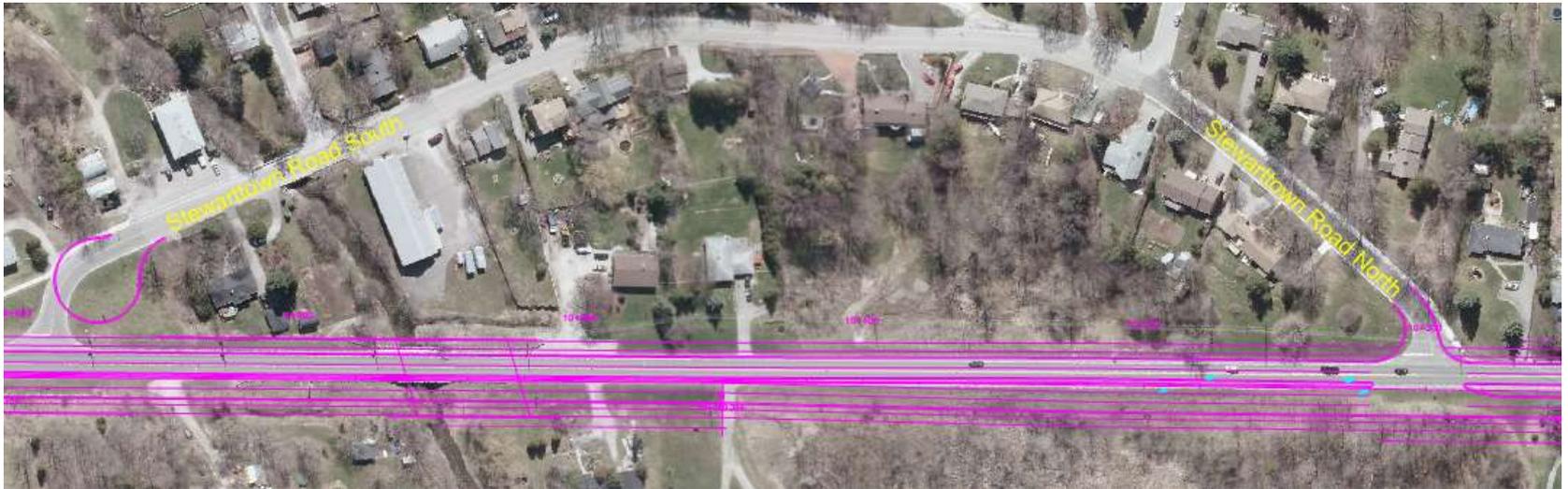
Property
requirements to be
determined.



Alternative 1A shown for illustrative purposes

ANALYSIS AND EVALUATION OF ALTERNATIVES: TRANSPORTATION

- All alternatives would provide suitable capacity to support future traffic.
- Alternatives 2 and 3 (i.e. bypass alternatives) would be located much further west of Georgetown and Stewarttown, and would not support local transportation needs
- Alternatives 1A, 1B, and 1C include converting existing Stewarttown Road (south) intersection to a cul-de-sac.
- Alternatives 1A & 1B - Existing Stewarttown Road (north) intersection would become a signalized intersection



Stewarttown Road cul-de-sac (south) and signalized intersection (north) – Alternative 1A shown for illustrative purposes

ANALYSIS AND EVALUATION OF ALTERNATIVES: TRANSPORTATION

- Alternative 1C considers a “service road” concept – greater impacts to golf course



Alternative 1C: “Service Road” Concept

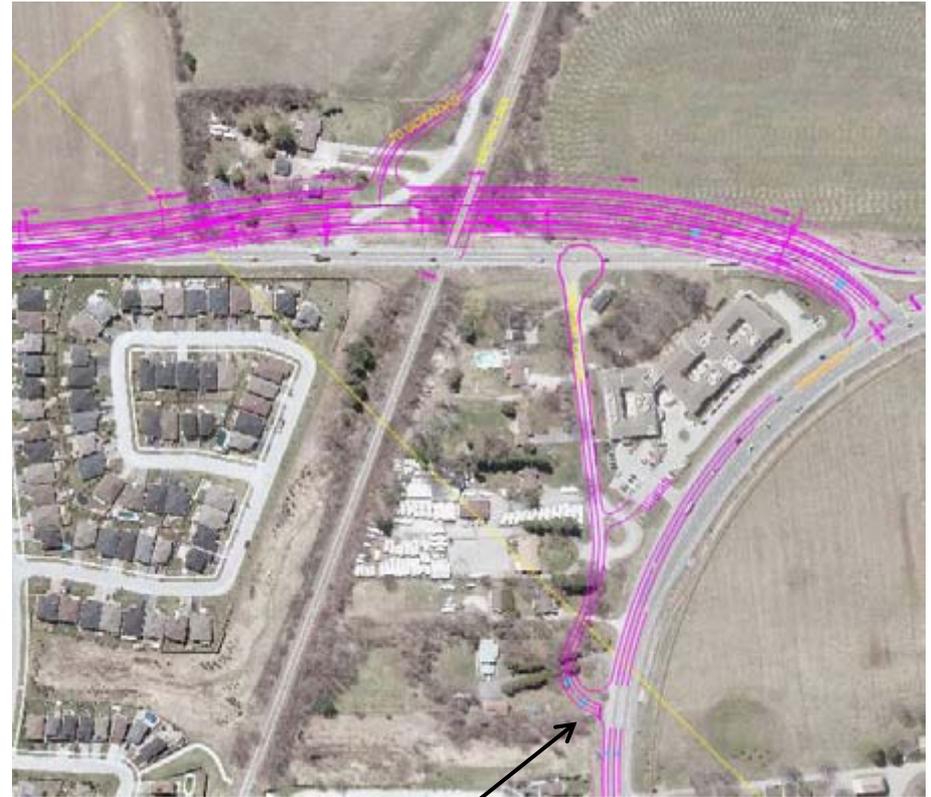
ANALYSIS AND EVALUATION OF ALTERNATIVES: TRANSPORTATION

- Existing at grade crossings (CN and Metrolinx) on Trafalgar Road would be grade-separated under Alternatives 1A, 1B, and 1C via an underpass
- Existing at grade crossing (CN) on Trafalgar Road would remain at-grade under Alternatives 2 and 3; related delays through Stewarttown would continue.



ANALYSIS AND EVALUATION OF ALTERNATIVES: LINDSAY COURT CONNECT AT HIGHWAY 7 CONCEPT

- Lindsay Court proposed to be converted to a cul-de-sac at Trafalgar Road with a new future connection at Highway 7
- This concept would:
 - Provide better accommodation of intersecting road grades
 - Improve spacing between intersections
 - Improve sight distance at intersection
 - Provide accommodation for proposed development
 - Eliminate 3 private entrances along Highway 7



Further consultation will be carried out amongst the stakeholders in order to identify the preferred access option.

ANALYSIS AND EVALUATION OF ALTERNATIVES: COSTS AND CONSTRUCTABILITY

Costs: Capital & Maintenance

- Alternatives 1A, 1B, and 1C would have higher staging costs in comparison to Alternatives 2 and 3
- Alternatives 2 and 3 would have higher long-term maintenance costs as a result of having to maintain two roads (i.e. both existing and new Trafalgar Road alignments)
- Cost of new and replacement long-span crossing structures would be required at Black Creek for new Trafalgar Road and 15 Side Road



ANALYSIS AND EVALUATION OF ALTERNATIVES: SUMMARY

Factor	ALTERNATIVE 1			ALTERNATIVE 2	ALTERNATIVE 3
	ALTERNATIVE 1A	ALTERNATIVE 1B	ALTERNATIVE 1C		
Natural Environment	More Preferred	More Preferred	More Preferred	Less Preferred	Least Preferred
Cultural Environment	More Preferred	Moderately Preferred	More Preferred	Less Preferred	Less Preferred
Socio-Economic Environment	Moderately Preferred	Moderately Preferred	Moderately Preferred	Less Preferred	Less Preferred
Transportation	Moderately Preferred	Moderately Preferred	Moderately Preferred	Moderately Preferred	Moderately Preferred
Cost and Construction	Moderately Preferred	Moderately Preferred	Moderately Preferred	Less Preferred	Less Preferred
Overall Preference	Moderately to More Preferred			Less Preferred	Least Preferred



Preliminary Technically Preferred Alternative

Discussion:

General comments regarding the proposed improvements on Trafalgar Road between 15 Side Road and Highway 7?



NEXT STEPS

- Public Information Centre #2
 - June 17, 2015, 6:30 pm to 8:30 pm
 - At Mold Masters SportsPlex, Georgetown
- Review and respond to comments received
- Preliminary design:
 - Drainage assessment and design
 - Natural environment mitigation measures
 - Discuss local issues with relevant stakeholders, property owners, and agencies
- Technical Agency Committee Meeting #3
(prior to Public Information Centre #3) – Late Fall 2015

Date: June 25, 2015
10:00 a.m. to 11:00 a.m.
Location: The Club at North Halton
363 Maple Ave, Georgetown

Project Number: 3214006
Project: Trafalgar Road EA –
Steeles Avenue to
Highway 7
Author: Katherine Jim, P.Eng.

Purpose: Meeting with the Golf Course management team to discuss the alignment alternatives for the Trafalgar Road corridor improvements, including the technically preferred alternative.

Attendees:	Agency / Organization:
Jeffrey Reid	Halton Region
Melissa Green-Battiston	Halton Region
Kyle Stewart	The Club at North Halton, Manager
Barry Herner	The Club at North Halton, President
Barry Shama	The Club at North Halton, Advisor
Neil Ahmed	MMM Group Limited
Katherine Jim	MMM Group Limited

Distribute: All Attendees

Item	Details	Action By
Item 1 –	Introduction	
1.1	The Project Team have had a number of meetings recently regarding the Trafalgar Road EA Study evaluation outcomes, including Credit Valley Conservation (CVC), Conservation Halton (CH), Ministry of Natural Resources and Forestry (MNR), Ministry of Transportation (MTO), Town of Halton Hills, CN, Metrolinx, etc.	
1.2	As presented at Public Information Centre #2 (PIC) on June 17, based on the analysis and evaluation carried out, Alternative 1 (i.e. widening along existing Trafalgar Road using Alternative 1A, 1B or 1C) has been identified as technically preferred. Alternatives 2 and 3 (bypass options) are not preferred.	
Item 2 –	Discussion	
2.1	Analysis and Evaluation	
2.1.1	Representatives of Club at North Halton requested further explanation on why Alternatives 2 and 3 were not preferred. It appeared the analysis and evaluation was completed with little attention to details. Also, there is a lot of through traffic on Trafalgar Road (e.g. from Acton) and a bypass option would function better for that purpose. The Project Team responded that a lot of efforts have been put into	

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Item	Details	Action By
	<p>completing the analysis and evaluation. For example, under Natural Environment, the ecology staff have completed site visits and the Project Team were also on site with representatives from CVC and CH. The input under each of the factor group was completed with input from the respective environmental and engineering specialists on the team. The displays shown at the PIC included a high level summary of the analysis and evaluation.</p>	
2.1.2	<p>The Project Team further explained that Alternatives 2 and 3 are not preferred because either would not eliminate the potential for delays at the at-grade crossings on Trafalgar Road, it would also sever a number of active farming operations in the area and the need for the long term operation and maintenance of both the “old” (existing) and new Trafalgar Road. In addition, Alternatives 2 and 3 would have significant impacts to the Devereaux Cemetery and the Town’s Trafalgar Sports Complex. They would also cross lands designated as Greenbelt and Niagara Escarpment by the Province.</p>	
2.1.3	<p>Representatives of the Club at North Halton asked about the ability for Trafalgar Road (along its existing alignment with 4 lanes) to service future needs beyond 2031. Halton Region responded that there will be some residual capacity for beyond 2031. While inter-regional traffic utilizes Trafalgar Road, it also services a lot of local traffic from Georgetown. One of the major concerns expressed by local area residents are the existing at grade crossings (north of 17 Side Road and 20 Side Road).</p>	
2.1.4	<p>The Project Team understand that all alternatives would result in varying degree of impacts but the preferred alternative has been selected as it would achieve the best balance amongst all the potential benefits and impacts. A reasoned argument approach was used rather than a numeric method as that may be perceived as subjective. Not any single factor group drives the outcome of the evaluation; it is a balance amongst all factors. The next steps are to focus on mitigation opportunities by working with respective property owners and agencies.</p>	
2.2	<p>Impact to Golf Course</p>	
2.2.1	<p>One of the major issues faced by the Golf Course is that CVC will be restricting the amount of water to be drawn from Black Creek by December 31, 2016 (i.e. by spring 2017). The new limit is approximately half of what is allowed today. The Golf Course has already completed a study that identified three potential locations within the golf course for a new water reservoir. The preferred location of the new water reservoir is at Hole #1 (i.e. directly adjacent to Trafalgar Road), and Alternative 1A, 1B and 1C would all directly impact this new water reservoir.</p>	

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Item	Details	Action By
2.2.2	<p>The Club at North Halton representatives indicated that there are limited spaces on the golf course property and it would not be possible to redesign Hole #1. In addition, it is not ideal to have the road so close to one of the holes. The Project Team suggested mitigation measures such as netting may be possible; this is common for golf courses in urban setting. In addition, the Project Team will explore opportunities to minimize the footprint of the roadway through the golf course.</p>	MMM
2.2.3	<p>The Club at North Halton representatives noted that the potential financial impact on the golf club is also a major concern. They currently have 555 members and families; it is a private shareholder owned golf club. Any changes to the golf course may compromise its ability to sustain / attract members. The golf industry on the whole has been on a decline due to recent conditions in the economy. It is crucial that the golf course maintain its quality; any changes / impacts may jeopardize that. The Golf Club is considering plans to construct a condominium on site with the golf club itself occupying the lower floors. The construction of the water reservoir will have to begin in the fall of 2015 / spring 2016 in order to begin operation in spring 2017.</p>	
2.2.4	<p>There were some discussions about potential mitigation measures. The Club at North Halton will forward the water reservoir report to the Project Team for review. [<i>Subsequently provided on June 26 via email.</i>]</p>	
2.2.5	<p>The Golf Club does not support Alternative 1 as the preferred alternative due to the potential risks and impacts to its operation.</p>	
2.2.6	<p>There was some discussion about the property acquisition process following the completion of the EA. Further details can be provided by the Region's Realty Department at that time. The Golf Course is concerned that their property will be undervalued.</p>	
Item 3 –	Other Follow-Up Items	
3.1	<p>The Project Team will review the information provided by the Golf Club regarding the water reservoir, and will explore opportunities to minimize the footprint of the roadway through the golf course.</p>	MMM
3.2	<p>Future meeting with the Golf Club will be arranged.</p>	MMM

Date: August 21, 2015
9:00 a.m. to 10:30 a.m.
Location: The Club at North Halton
363 Maple Ave, Georgetown

Project Number: 3214006
Project: Trafalgar Road EA –
Steeles Avenue to
Highway 7
Author: Katherine Jim, P.Eng.

Purpose: Meeting with the Golf Club to discuss potential mitigation measures as a result of the proposed widening of Trafalgar Road and associated grade separation at the CN Railway.

Attendees:
Jeffrey Reid
Kyle Stewart
Ryan Scott
Stephen Kajan
Ian Andrew
Neil Ahmed
Katherine Jim

Agency / Organization:
Halton Region
The Club at North Halton, Manager
The Club at North Halton, Maintenance / Operations
RJ Burnside
Ian Andrew Golf Design
MMM Group Limited
MMM Group Limited

Distribute: All Attendees

Item	Details	Action By
Item 1 –	Study Schedule and Study Status	
1.1	Further to the meeting held with the Club at North Halton in June 2015, the Project Team retained RJ Burnside and Ian Andrew Golf Course Design to provide conceptual golf course design and irrigation requirements pertaining to the Trafalgar Road Class EA Study. Previously, RJ Burnside was retained by The Club at North Halton to prepare a report for Stormwater Management / Reservoir review and analysis.	
1.2	The third Public Information Centre #3 (PIC) is tentatively to be held in December 2015 where the preliminary plan of the preferred alternative will be presented including the project details, property requirements and proposed mitigation measures. An Environmental Study Report (ESR) will be prepared thereafter documenting the decision making process and final project requirements. The Region is planning to file the ESR for public review in Spring 2016.	
1.3	The purpose of the meeting was to discuss potential mitigation measures as a result of the proposed widening of Trafalgar Road and associated grade separation at the CN Railway.	
Item 2 –	Mitigation Measures for The Club at North Halton	
2.1	The Project Team was advised by The Club that the MOECC and CVC may require that the amount of water that the Club is allowed to	

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Item	Details	Action By
	<p>draw from Black Creek be controlled starting in 2017. In order to address upcoming quantity restrictions, the Club previously hired RJ Burnside as a consultant to undertake a water management impact assessment for their property. Amongst the options considered in the earlier assessment, RJ Burnside recommended the construction of a reservoir in the northwest corner of the property (at the Trafalgar Road / Maple Avenue intersection) in order to satisfy future water demand. This location falls directly within the proposed right-of-way of the future Trafalgar Road corridor as presented as Alternative 1A at PIC #2.</p>	
2.2	<p>Ian Andrew Golf Design provided a preliminary evaluation of the impacts the proposed alignment would have on the golf course. Based on Ian's work he indicated that potentially more than Hole #1, adjacent to Trafalgar Road may be affected to accommodate the current industry design guideline of having at least 70m buffer between adjacent holes. The existing separation is about 40 m based on older practices.</p>	
2.3	<p>Three alternative conceptual course reconfigurations were presented. It was noted that the proposed design changes to the golf course incorporate current spacing guidelines. As is, the Club at North Halton does not meet current design guidelines so any changes that would be made as a result of the Trafalgar Road EA would need to meet current design guidelines. Ian noted that the guidelines are not published, and therefore not enforceable as a "standard"; however, the design architect is generally held responsible for the design. (See alternatives attached).</p>	
2.4	<p>A draft Water Management Impact Assessment Report has been prepared by RJ Burnside based on the three alternative course configurations prepared by Ian Andrew.</p>	
2.5	<p>Course configuration Alternative 1 was identified as preferred as it would provide sufficient irrigation water storage to meet the daily irrigation demands of the golf course on a consistent basis.</p>	
2.6	<p>Course configuration Alternatives 2 and 3 were not preferred as they would not provide adequate amount of water storage capacity.</p>	
2.7	<p>The option of using netting rather than hole redesign was discussed as the EA Study requires the consideration of reasonable mitigation measures. The Club at North Halton is strongly opposed to the idea of netting as that would be seen to severely impact the aesthetics of the golf course.</p>	
2.8	<p>The Club at North Halton noted that there will be costs associated with the crew for sodding and maintenance of new grass area (due to hole reconfigurations) to bring them to "golf course" standard. The Club at North Halton to provide a high level estimate on this cost</p>	<p>Club at North Halton</p>

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Item	Details	Action By
	for consideration.	
Item 3 –	Next Steps	
3.1	The Project Team will review the information for the golf course reconfiguration options and the information / report prepared by RJ Burnside and Ian Andrew.	Halton Region / MMM
3.2	RJ Burnside to finalize the Water Management Impact Assessment Report.	RJ Burnside
3.3	The Club at North Halton advised that in order for the Club to select an official preferred option for the golf course mitigation requirements, the club shareholder members will need to vote. Generally, the members will be notified 14 days in advance before a vote will take place. The entire process will take about a month.	

Date: October 6, 2015
 10:00 a.m. to 11:00 a.m.
Location: MTO Downsview
 1201 Wilson Ave, Building D
 7th Floor, Boardroom 7
Project Number: 3214006
Project: Trafalgar Road EA –
 Steeles Avenue to
 Highway 7
Author: Stefan Sirianni
Purpose: Meeting with MTO to discuss plans pertaining to the Lindsay Court access
 and Highway 7 intersection

Attendees:	Agency / Organization:
Jeffrey Reid	Halton Region
David Simpson	Halton Region
Adam Huycke	Halton Region
Paul Ahn	MTO
Graham Routledge	MTO
Mohammad Alvi	MTO
Neil Ahmed	MMM Group Limited
Dwayne West	MMM Group Limited
Stefan Sirianni	MMM Group Limited

Distribute: All Attendees

Item	Details	Action By
Item 1 –	Study Status	
1.1	<p>Jeff Reid provided an overview of recent work completed and the current study status. The preferred preliminary design has been developed in further detail, and meetings with impacted property owners have been arranged to discuss the plans. At this time the Project Team is seeking input from MTO regarding the proposed design changes made for Lindsay Court and at Highway 7.</p>	
Item 2 –	Lindsay Court Access	
2.1	<ul style="list-style-type: none"> MMM provided an overview of the previously proposed Lindsay Court access design that was discussed at the previous meeting with MTO on May 5, 2015. This design proposed a direct access onto Highway 7 and the construction of a cul-de-sac on Lindsay Court at the existing access location (i.e. the removal of the Trafalgar Road access). It was noted that the direct access proposed under this design was not accepted by MTO and that revisions were required. MMM presented the changes made to the design since the last meeting. The direct access onto Highway 7 from Lindsay Court has been removed, and replaced with an access onto future Trafalgar Road. Halton Region noted that the existing Trafalgar Road & Lindsay Court intersection cannot be geometrically 	

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Item	Details	Action By
	<p>improved, given the constraints at this location.</p> <ul style="list-style-type: none">• MTO noted that, typically, wherever a formal intersection is introduced there is often a need to signalize it in the future.• MTO inquired if a microsimulation has been completed for future traffic at the Lindsay Court and Highway 7 intersections, such as a Synchro simulation to assess the impacts. It was agreed that the Trafalgar Road Project Team will provide MTO the available traffic analysis results for the forecast year. Recognizing the proposed development at Lindsay Court, further evaluation of traffic and any interim conditions will be explored during the detail design phase.• MTO inquired whether lowering the posted speed from 60 km/h to 50 km/h along Trafalgar Road at this location could be explored. Halton responded that in theory this could be done, but relying on drivers to abide by this reduced speed would not be a practical approach from an operational perspective.• MTO stated that the currently proposed design with a Lindsay Court connection at Trafalgar Road appears acceptable, compared to the earlier concept (i.e. access to Highway 7).	MMM
Item 3 –	Trafalgar Road / Highway 7 Intersection	
	<ul style="list-style-type: none">• Under the proposed design, the existing southbound channelized right-turn at Highway 7 (N-S movement) would be replaced with a right turn lane in order to reduce speeds of vehicles travelling southbound onto Trafalgar Road. This would help improve safety at this location and would also improve sightlines at the Lindsay Court access.• Construction staging for the grade separation improvements at the Metrolinx Crossing is not anticipated to impact operations at Highway 7. Once the project enters the detailed design phase a construction/lane closure schedule and other related details can be confirmed with MTO.• Overall MTO was pleased with the proposed design changes presented by the Project Team.	
Item 4 –	Next Steps	
	<ul style="list-style-type: none">• Halton Hills will be shown the updated plans at a meeting scheduled for the beginning of November.• Halton Region noted that the next phase of the project, the documentation of the ESR, will begin following PIC 3 in December 2015.	

Date: November 4, 2015
 12:30 p.m. to 2:00 p.m.
Location: Halton Region
 1151 Bronte Road
 Aldershot Room
Project Number: 3214006
Project: Trafalgar Road EA –
 Steeles Avenue to
 Highway 7
Author: Stefan Sirianni
Purpose: Meeting with CH, CVC, MNRF, and NEC to discuss the Preliminary Plan of
 the Preferred Alternative

Attendees:	Agency / Organization:
Jeffrey Reid	Halton Region
Melissa Green-Battiston	Halton Region
Alicia Jakaitis	Halton Region
Patrick Monaghan	Halton Region
Charlotte Cox	CVC
Tyler Slaght	CVC
Rizwan Haq	CVC
Corey Harris	CH
Sarah Matchett	CH
Paul Bond	CH
Richard Baxter	CH
Nancy Mott-Allen	NEC
Neil Ahmed	MMM Group Limited
Katherine Jim	MMM Group Limited
Stefan Sirianni	MMM Group Limited

Distribute: All Invitees

Item	Details	Action By
Item 1 –	Introduction	
1.1	<ul style="list-style-type: none"> • Jeff Reid welcomed those in attendance and introductions were made. MNRF was invited but not able to attend. Jeff then provided a brief study status to date. • The purpose of the meeting is to review the preliminary plan of the preferred alternative as being prepared for the upcoming PIC, obtain any additional information requests / requirements from the agencies that would be relevant to the assessment being carried out as part of the EA Study. 	
Item 2 –	Preliminary Plan of Preferred Alternative	
2.1	The Project Team reviewed the preliminary plan of the preferred alternative from south to north using an aerial base roll plan (scale 1:1000). Key points from the discussion are as follows.	

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Item	Details	Action By
2.2	<p data-bbox="321 296 808 331">Steeles Avenue to Hornby Road</p> <ul data-bbox="331 369 1300 1444" style="list-style-type: none"> • Widening from two to four lanes • East side: Urban (curb and gutter) with 3.0 m multiuse path and on-road bike lane. • West side: Rural (ditch) with paved shoulder. • Through the Regional Forest (Coulson Tract), a 2.0 m painted flush median and urban cross section will be provided. The reduced cross section minimizes the footprint through this section. • The stormwater management assessment is being carried out and will take into consideration drainage requirements by CH and CVC. • The two culverts crossing Trafalgar Road north of Steeles Avenue would need to be extended to accommodate the widening from two to four lanes (due to the skew of the roadway at these locations), though it was noted that the south-most culvert may only require a headwall. • CH inquired whether a full culvert extension would be required at the culvert adjacent to 8300 Trafalgar Road or if a cantilever extension could be implemented. MMM replied that retrofitting an existing culvert to accommodate the added loading requirements would be too complex to achieve and is not a desirable solution. • CH would like to explore the opportunity to do some cost-effective and low-impact work through the culvert. The Project Team asked that CH document their requirements in a letter. • The Project Team added that a full replacement of the culvert is not required in this case and is not proposed. CH replied that a full replacement would not be necessary; and that other improvements can be made instead which will be outlined in the request they submit. 	CH
2.3	<p data-bbox="321 1476 776 1512">Hornby Road to 15 Side Road</p> <ul data-bbox="331 1549 1300 1955" style="list-style-type: none"> • The widening will be based on a “best fit” alignment with widening partially to both the east side and west side in order to minimize impacts to adjacent properties. • East and west sides: Rural (ditch) with paved shoulder on both sides and multi-use path on the east side. • 10 Side Road intersection will be widened/reconstructed to the west to avoid impacts to most of the hamlet on the east side. • A centre turn lane will be provided to allow access to properties on both sides of Trafalgar Road. • Vision Georgetown will be located on the east side of Trafalgar Road between 10 Side Road and 15 Side Road. Three new 	

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Item	Details	Action By
	<p>Trafalgar Road intersections are anticipated for Vision Georgetown; the exact locations are to be determined through ongoing planning study. This EA does not preclude these connections.</p> <ul style="list-style-type: none">• CH noted that three times bankfull for any replacement culverts is desired and would need a fluvial assessment to justify otherwise for further review and consideration. The Project Team noted that the 3x bankfull may not be required in all situations particularly at locations where there are no measurable streams.• Three alternatives were considered at the Trafalgar Road / 10 Side Road intersection. The alternative to widen to the west only was identified as preferred to minimize impacts to the “cluster” of residential properties on the east side. As a result, there would be direct impact to 9990 Trafalgar Road to accommodate the proposed improvements (southwest quadrant of Trafalgar Road / 10 Side Road). The property is currently used as an automotive repair centre and as such a contamination study will need to be completed.• Impacts to St. John’s Anglican Church at the 15 Side Road intersection will be avoided, as widening will be primarily to the east at this location.	

2.4 **15 Side Road to 17 Side Road**

- Urban (curb and gutter) on both sides, with on-street bike lanes. Multi-use path on the east side and sidewalk on the west side.
- Three alignment alternatives were developed and presented at PIC #2 in June 2015 (namely, Alternatives 1A, 1B and 1C). The alternatives are generally similar in nature but differ in the area at Trafalgar Road / 17 Side Road.
- This is the most constrained area through the study area.
- The Project Team reviewed options through this area, including:
 - widen to the west only and hold the easterly property line
 - widen to the east only and hold the westerly property line
 - widen both to the east and west sides
- Widening to the west only would impact the church in the southeast quadrant of Trafalgar Road / 15 Side Road, and would be less desirable from a construction staging perspective approaching Black Creek.
- Widening to both the east and west sides would result in significant property impacts on both sides of the road.
- Widening to the east only was identified as preferred as it would not impact the church in the southeast quadrant of Trafalgar Road / 15 Side Road, and would be more desirable from a construction staging perspective approaching Black Creek.

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Item	Details	Action By
	<ul style="list-style-type: none"> • Meetings have been held with property owners who are directly impacted. • The Black Creek crossing structure would be widened to the east. The new span would be increased from 9 m to 38 m and the new crossing profile raised by approximately 3 m in order to accommodate the flow of Regional storm events (currently overtops by 1 m). • The retaining wall adjacent to the cemetery at 11091 Trafalgar Road will need to be replaced about 8 m further to the east to accommodate the proposed improvements. • The properties in the Black Creek valley (11174, 11194, 11193, and 11177 Trafalgar Road) would require laneway accesses to accommodate the grade changes. CVC noted that these would be in floodplain areas and that safe-egress during flooding would need to be ensured (i.e. not prone to frequent flooding). MMM replied that the only way to maintain these properties would be via these accesses and the grade of these proposed accesses is always above existing. MMM will explore this further. • The laneways would be constructed within the Region's proposed right-of-way. There will be further consultation with the property owners to discuss compensation and options for future maintenance of the laneways. • Stewarttown Road south would be converted to a cul-de-sac; Stewarttown Road north intersection would be signalized. It was noted that feedback from some residents about this proposed change was generally positive. <i>[Post meeting note: CVC noted that since Stewarttown Road is within the floodplain, residents at the cul-de-sac would have to travel a greater distance through a floodplain area compared to existing conditions. The preliminary plan has been updated to include a gated emergency egress at Stewarttown Road cul-de-sac to ensure a safe route during emergency situations.]</i> • The design in the proximity of the Club at North Halton was discussed. Of the three previously proposed alternative alignments at this location (Alternatives 1A, 1B, and 1C), Alternative 1A was selected as preferred which minimizes impacts to Trafalgar Sports Park and adjacent natural environment features. • CVC noted that they are not familiar with water drawing restrictions being imposed on the Club at North Halton by the Ministry of Environment and Climate Change (MOECC) and that the lands where the Club's proposed retention pond are are not regulated by CVC. • In order to achieve the desired skew at the CN Rail grade separation, the alignment would be shifted to the east at this 	MMM

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Item	Details	Action By
	<p>location. MMM noted that the proposed alignment comes close to the woodlot at this location, but no significant impacts are anticipated to accommodate grading.</p> <ul style="list-style-type: none">• CVC inquired whether opportunities to tighten the ROW requirement at the CN Rail crossing have been looked at. MMM replied that reductions in cross sectional elements and a side-slope of 3:1 are proposed to accommodate the underpass. CVC noted that a 2:1 slope is desirable. MMM replied that reducing the slope any further would necessitate the implementation of a retaining wall.• CVC noted that written justification for the chosen profile through this section would be required in the filing of the ESR.• Halton Region emphasized that the plans being presented at the meeting should be considered as final, with respect to the preferred alignment. Any site-specific location measures such as erosion mitigation, or retaining walls would be explored based on feedback received from agencies and public.	

2.5 **17 Side Road to Highway 7**

- Widening through this section of Trafalgar Road north of Deveraux House is largely to the west to minimize impacts to properties on the east side.
- Urban (curb and gutter) on the east side and rural (ditch) on the west side with on-street bike lane and paved shoulder, respectively. (Note: section between 17 Side Road and the Trafalgar Sports Park will have an urban section on the west side.)
- Multi-use path will be provided on the east side.
- Sidewalk will be provided on the west side up to the entrance of the Trafalgar Sports Park.
- Realignment of Trafalgar Road to the west at the Metrolinx crossing is proposed in order to maintain road and rail operations in the area during construction and reduce impacts on the east side. A portion of 20 Side Road will have to be reconstructed and the intersection would be shifted west as a result. The Metrolinx line will be detoured to the north through this section during construction.
- Access to Lindsay Court will be maintained at Trafalgar Road, and the temporary long term care facility access to Highway 7 will be closed.
- NEC noted that bobolink and eastern meadowlark habitats were previously noted in the area. MMM replied that MNRF did not have any immediate concerns related to this and it will be documented in the ESR.

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Item	Details	Action By
	<ul style="list-style-type: none">• NEC noted that they understand the collision history in the area and the need to realign Trafalgar at this location and do not have any issues with the proposed plan. They noted that the Development Permit application process will need to be worked into the schedule put forth in the ESR.• Culverts along Trafalgar Road through this section have been documented; design considerations will be reviewed.	
Item 3 –	Project Schedule	
3.1	<p>The upcoming project schedule was discussed:</p> <ul style="list-style-type: none">• SG Meeting #4 – November 17, 2015• TAC #3 – December 2, 2015<ul style="list-style-type: none">○ Agencies invited to drop-in prior to the PIC to view the plans and discuss them with the Project Team.• PIC #3 – December 2, 2015• Preparation of Draft ESR• Construction Timeline:<ul style="list-style-type: none">○ Steeles Avenue to 10 Side Road – 2018○ Grade separations at CN and Metrolinx – 2019○ 10 Side Road to Highway 7 - 2020	
Item 4 –	Other Business	
5.1	<ul style="list-style-type: none">• The EA Study process is being split into two (Steeles Avenue to North of 10 Side Road, and North of 10 Side Road to Highway 7) in order to accelerate construction south of 10 Side Road to be completed in time for Vision Georgetown. The goal is to still file both ESRs at the same time. Many of the appendices would remain the same between both ESRs.	
Item 6 –	Next Steps	
6.1	<ul style="list-style-type: none">• The Project Team will provide PDFs of the draft plans to the agencies for review and comment. <i>[Post-Meeting Note: Plans were subsequently provided to agencies via email on November 6, 2015]</i>• If there is anything the agencies would like to flag or follow-up on they are to notify the Project Team in the coming weeks.• A follow-up meeting with the conservation authorities would be desired to discuss comments submitted by them on the proposed plan.• The draft ESR would likely be provided to agencies in early 2016. Agencies will be provided with a 6-week review period.	ALL

**TRAFALGAR ROAD (RR 3)
TRANSPORTATION CORRIDOR IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT
STEELES AVENUE (RR 8) TO HIGHWAY 7**

MEETING WITH CN RAIL AND METROLINX

Date: Wednesday, November 4, 2015
Time: 2:30 p.m. – 4:00 p.m.
Place: Halton Region 1151 Bronte Road
Aldershot Room

AGENDA

1. Study Status
 - Meeting with CN - May 5, 2015
 - Meeting with Metrolinx - April 28, 2015
 - Recent Consultation to Date
 - Comments Received to Date
2. Preliminary Plan of Preferred Alternative
3. Discussion:
 - Confirmation of Underpass
 - Alignment in Vicinity of Rail Crossings
 - Construction Staging Plans for Rail Crossings
4. Project Schedule
 - SG Meeting #4 – November 17, 2015
 - TAC #3 – December 2, 2015
 - PIC #3 – December 2, 2015
 - Preparation of Draft ESR
 - Construction Timelines
5. Other Business
 - Drawings of Existing Track Alignment/Conditions
6. Next Steps

Date: November 4, 2015
 2:30 p.m. to 4:00 p.m.
Location: Halton Region
 1151 Bronte Road
 Aldershot Room
Project Number: 3214006
Project: Trafalgar Road EA –
 Steeles Avenue to
 Highway 7
Author: Stefan Sirianni
Purpose: Meeting with Metrolinx to discuss the Preliminary Plan of the Preferred Alternative

Attendees: Jeffrey Reid Alicia Jakaitis Biju Punnooran Carolyn Tunks Neil Ahmed Katherine Jim Dwayne West Stefan Sirianni	Agency / Organization: Halton Region Halton Region Metrolinx Metrolinx MMM Group Limited MMM Group Limited MMM Group Limited MMM Group Limited
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Distribute: All Invitees

Item	Details	Action By
Item 1 – Introduction		
1.1	<ul style="list-style-type: none"> • Jeff Reid welcomed those in attendance and noted that the purpose of this meeting is to obtain additional information requests / requirements from Metrolinx that would be relevant to the assessment being carried out as part of the EA Study. 	
1.2	<ul style="list-style-type: none"> • The purpose of the meeting is to present the selected preliminary plan of the preferred alternative to Metrolinx prior to the PIC and obtain their feedback and comments. The Project Team requires written confirmation from Metrolinx that the proposed underpass grade separation is acceptable. 	
Item 2 – Preliminary Plan of Preferred Alternative		
2.1 Background		
	<ul style="list-style-type: none"> • MMM noted that Alternative 1 was ultimately selected (i.e. widening along existing Trafalgar Road), and that the bypass options (Alternatives 2 and 3) were not selected due to significant natural environmental impacts and also that they would not have provided grade separations at the existing CN and Metrolinx crossings on Trafalgar Road—which is an existing traffic concern. 	

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Item	Details	Action By
2.2	<ul style="list-style-type: none"> • Using a roll plan, MMM presented the preliminary plan of the preferred alternative in vicinity of the Metrolinx crossing south of Highway 7. • While there may still be minor revisions to the plan prior to the Public Information Centre on December 2, the Project Team noted that the alignment and proposed rail detour will largely stay the same. • Realignment of Trafalgar Road to the west at the Metrolinx crossing is proposed in order to maintain road and rail operations in the area during construction and reduce impacts to area land uses. The 20 Side Road intersection would be shifted west as a result. • Based on recent consultation with MTO, the access to Lindsay Court will be maintained at Trafalgar Road and the temporary long term care facility access to Highway 7 will be closed. 	
2.3	Metrolinx Crossing	
	<ul style="list-style-type: none"> • The Metrolinx line will be temporarily shifted to the north through this section (detour) during construction. • Metrolinx noted that their rail group do not prefer a rail detour option or a speed reduction option; a “bridge” would be preferred. • MMM replied that from an EA perspective the details of this option would need to be highlighted in order to ensure that a variety of options are available, depending on timelines (i.e. detail design and construction) and other factors. • Metrolinx noted that expansion up to three tracks in the future is being considered, though details on the start of the EA process for this are not yet known as the process has been delayed by negotiations with CN Rail. Metrolinx to follow-up and confirm. 	Metrolinx
	<ul style="list-style-type: none"> • Halton Region noted that AECOM was contacted directly to submit a work plan and level of effort (letter of proposal) they anticipate for the project, but a response was never received. The Region will review the work plan from AECOM following submission. 	
	<ul style="list-style-type: none"> • Metrolinx to have AECOM contact Halton Region in order to discuss the next steps. • MMM asked what information AECOM would need in terms of review for this project, and clarified that field work is not being completed at this stage of the project, though geotechnical work would be completed by Thurber for the ESR. Basic preliminary plans (such as typical cross section, a preliminary GA, and drainage information) would be available as a result of this EA. Metrolinx replied that it may be too early to involve AECOM, as the design would be approximately 20-30% completion at this 	Metrolinx

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	stage but they would require 60% completion before doing so. Metrolinx to provide AECOM with an update on the current status of the project.	Metrolinx
	<ul style="list-style-type: none"> • Metrolinx have generally supported the proposed underpass in meetings held during the EA Study. In order to provide clear documentation as part of the EA process and also for the detailed design team moving forward, the Project Team would like Metrolinx to provide an official letter to confirm supporting the underpass. Metrolinx to follow-up internally about providing an official letter on Metrolinx letterhead. 	Metrolinx
	<ul style="list-style-type: none"> • MMM noted that more work on structural, drainage, and preliminary cost estimate are currently being carried out. 	
	<ul style="list-style-type: none"> • If there is any information regarding additional track requirements (such as notes that there could be widening beyond what the Project Team is proposing), Metrolinx should provide it for documentation in the ESR. In anticipation to begin construction on the grade separation in 2019, detailed design will begin soon following the completion/approval of the EA Study. Therefore, the timeline for integrating any considerations for additional tracks would be limited. 	
	<ul style="list-style-type: none"> • MMM is to provide typical plans and preliminary staging plans to Metrolinx for comment. <i>[Post-Meeting Note: Plans were subsequently provided to Metrolinx via email on November 6, 2015]</i> 	
	<ul style="list-style-type: none"> • Halton Region added that it was previously expressed by Metrolinx that their rail widening might happen in advance of the Trafalgar Road work and underpass construction. If this can be confirmed by Metrolinx or followed-up in further detail as this may determine who will construct the underpass. 	Metrolinx

Item 3 – Project Schedule

- 3.1 The upcoming project schedule was discussed:
- SG Meeting #4 – November 17, 2015
 - TAC #3 – December 2, 2015
 - Agencies invited to drop-in prior to the PIC to view the plans and discuss them with the Project Team.
 - PIC #3 – December 2, 2015
 - Preparation of Draft ESR
 - Once ESR approved, detail design would begin
 - Construction Timeline:
 - Steeles Avenue to 10 Side Road – 2018
 - Grade separations at CN and Metrolinx – 2019
 - 10 Side Road to Highway 7 - 2020

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
Item 4 –	Other Business	
5.1	<ul style="list-style-type: none">• The EA Study process is being split into two (Steeles Avenue to North of 10 Side Road, and North of 10 Side Road to Highway 7) in order to have construction south of 10 Side Road completed in time for Vision Georgetown. The goal is to still file both ESRs at the same time. Many of the appendices would remain the same between both ESRs.• Metrolinx would therefore be receiving the ESR for the north section only (North of 10 Side Road to Highway 7) for review.	
Item 6 –	Next Steps	
6.1	<ul style="list-style-type: none">• If there is anything Metrolinx would like to flag or follow-up on regarding these plans they are to notify the Project Team in the coming weeks.• A draft ESR would likely be provided to agencies in early February, at which point the six week review process would begin.	Metrolinx

Date: November 5, 2015
 2:30 p.m. to 3:15 p.m.
Location: Halton Region
 1151 Bronte Road
 Aldershot Room
Project Number: 3214006
Project: Trafalgar Road EA –
 Steeles Avenue to
 Highway 7
Author: Stefan Sirianni
Purpose: Meeting with CN Rail to discuss the Preliminary Plan of the Preferred
 Alternative

Attendees: Jeffrey Reid Patrick Monaghan Stefan Linder Derek Basso Neil Ahmed Dwayne West Stefan Sirianni	Agency / Organization: Halton Region Halton Region CN Rail CN Rail MMM Group Limited MMM Group Limited MMM Group Limited
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Distribute: All Attendees

Item	Details	Action By
Item 1 – Study Status		
1.1	<ul style="list-style-type: none"> • Halton Region provided a brief review of the study status and work completed to date, noting that Alternative 1A was ultimately selected. • The purpose of the meeting is to present the selected preliminary plan of the preferred alternative to CN prior to the PIC and obtain their feedback and comments. The Project Team requires written confirmation from CN that the proposed underpass grade separation is acceptable. 	
Item 2 – Preliminary Plan of Preferred Alternative		
2.1	<ul style="list-style-type: none"> • The Project Team reviewed the preliminary plan of the preferred alternative in vicinity of the CN Rail crossing using an aerial base roll plan (scale 1:1000). Key points from the discussion are as follows. • Due to the landscape and urban character of the area, an underpass is the most practical option and receiving approval from CN Rail is imperative. If CN is not in approval of an underpass, then maintaining the existing Trafalgar Road alignment between 15 Side Road and Highway 7 may no longer be feasible. • CN Rail replied that there should not be a problem with an underpass at this location, and Stefan Linder will seek 	CN Rail

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Item	Details	Action By
	<p>confirmation internally and send Halton a letter in response.</p> <ul style="list-style-type: none"> • MMM noted that the proposed rail diversion during construction (detour) is shown on the plan. The rail line would be temporarily shifted to the north of its existing alignment during construction. • MMM asked how many tracks CN would want to have accommodated with the underpass structure. CN noted that they do not know off-hand, but will get back to the Project Team with a response. Believe there is potentially one more track being planned (up to three tracks). 	<p>CN Rail</p>
Item 3 –	Staging Plans	
3.1	<ul style="list-style-type: none"> • Copies of the draft staging plans were provided for discussion purposes. In summary : • Stage 1: <ul style="list-style-type: none"> ○ 1.1 - Install track diversion ○ 1.2 - Close 17 Side Road for crossing surface reinstatement (2 days); detour via 15 Side Road ○ 1.3 - Install temporary shoring at rail crossing ○ 1.4 - Construct subway structure (roadway under railway) • Stage 2: <ul style="list-style-type: none"> ○ 2.1 - Remove track diversion ○ 2.2 - Close 17 Side Road for crossing surface reinstatement (2 days); detour via 15 Side Road ○ 2.3 - Construct east side of Trafalgar Road (northbound lanes) • Stage 3: <ul style="list-style-type: none"> ○ 3.1 - Complete Trafalgar Road construction (west side, southbound lanes) • With respect to the timeline for construction, Halton Region noted that CN previously indicated they might want to pursue construction of the underpass themselves. CN replied that once they received relevant GAs and staging plans from MMM they could inquire with their construction division to determine how they would like to move forward. The turn-around time on this process would be approximately one week. • Halton outlined the timeline for filing the ESR, noting that the EA Study process is being split into two (Steeles Avenue to North of 10 Side Road, and North of 10 Side Road to Highway 7) in order to have construction south of 10 Side Road completed in time for Vision Georgetown. Detail design on the underpass would begin once EA approval is received. • CN noted the relationship between track offset from construction and track speed. CN has requirements for ensuring track speed is maintained which they will inquire internally. MMM noted that the 	<p>MMM CN Rail</p>

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Item	Details	Action By
	<ul style="list-style-type: none">• CN to provide detailed detour requirements.	CN Rail
Item 5 –	Next Steps	
5.1	<ul style="list-style-type: none">• MMM to provide GAs, staging plans, and partial plans to CN. <i>[Post-Meeting Note: Plans were subsequently provided to CN via email on November 6, 2015. GAs still to be provided when ready]</i>• MMM to provide a letter outlining the reasons for selection of an underpass design at this location (e.g. restrictions that made other options unfeasible). Letter to be sent to Stefan Linder for review with Senior Management which, pending approval would then be signed by CN and returned to the Project Team as confirmation that the design is acceptable. CN does not foresee an underpass being an issue due to the nature of the crossing's surroundings.	MMM MMM

Date: November 11, 2015
6:00 p.m. to 7:00 p.m.

Location: Gellert Community Centre
10241 Eighth Line
Georgetown, Ontario

Project Number: 3214006

Project: Trafalgar Road EA –
Steeles Avenue to
Highway 7

Author: Stefan Sirianni

Purpose: Meeting with representatives of the Club at North Halton to discuss preliminary plan of the preferred alternative and related property impacts.

Attendees:	Agency / Organization:
Jeffrey Reid	Halton Region
Patrick Monaghan	Halton Region
Kyle Stewart	The Club at North Halton
Allen Haybarger	The Club at North Halton
Brian Boulanger	The Club at North Halton
Rod Butcher	The Club at North Halton
Brian Herner	The Club at North Halton
Katherine Jim	MMM Group Limited
Stefan Sirianni	MMM Group Limited

Distribute: All Attendees

Item	Details	Action By
Item 1 –	Introduction	
1.1	<p>Halton Region (Jeff Reid) welcomed those in attendance, facilitated introductions, and noted the primary purpose of the meeting is to provide a preview of the preferred preliminary plan prior Public Information Centre #3 in December 2015, and discuss the plan as it relates to the Club at North Halton.</p> <p>A previous Class Environmental Assessment (EA) study for Trafalgar Road from 10 Side Road to Highway 7 was started in 2003 but discontinued in 2009 due to uncertainties in the overall transportation plan for the Georgetown area. The current EA Study considers improvements to Trafalgar Road between Steeles Avenue and Highway 7, with the purpose of further improving public safety and satisfying travel demand along the corridor through 2031 by providing additional capacity and addressing delays associated with existing at-grade rail crossings along Trafalgar Road.</p> <p>Halton Region offered an overview of the work and consultation completed to-date and is summarized below.</p>	

Item	Details	Action By
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1.2	Plans Presented at PIC 1 – November 20, 2014	
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Using display boards, Halton Region offered an overview of the three alignment options for the Trafalgar Road corridor that were presented at PIC 1. Between Steeles Avenue and 15 Side Road, proposed improvements to the Trafalgar Road corridor are along the existing alignment. Between 15 Side Road and Highway 7, the following three options were developed:

- **Option 1:** This option considered the roadway improvements along the existing Trafalgar Road corridor. Grade separation at the CN Rail crossing and Metrolinx crossing on Trafalgar Road were proposed.
- **Option 2:** Bypasses Stewarttown to the west (about mid-concession) from south of 15 Side Road to Highway 7. Crosses several environmentally sensitive areas.
- **Option 3:** Bypasses Stewarttown more to the west from south of 15 Side Road to Highway 7. Greatest potential for environmental impacts.

The Club believes the bypass options (Alternatives 2 or 3) should have been considered more, and that the Project Team ignored responses/concerns from the public related to improving the existing alignment. The proposed design does not meet practicalities of the community. MMM replied that the Project Team has consulted with a variety of specialists and technical agencies (such as Conservation Halton, Credit Valley Conservation, CN, MTO, etc.) regarding all the alternatives, including the bypass options. Alternatives 2 and 3 would have significant impacts to the sensitive natural environment in the study area, would require a large scale structure to span the Black Creek valley and would also severe the agricultural communities.

1.3	Plans Presented at PIC 2 – June 17, 2015	
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The bypass options (Options 2 and 3) were not pursued further due to their potential for significant environmental impacts and that existing rail crossings on Trafalgar Road would remain at-grade. Using display boards, Halton Region presented the following three alternative alignments that were developed for Option 1 between 15 Side Road and Highway 7:

- **Alternative 1A:** Improvements along the existing corridor, alignment crosses under CN Rail to the east at Maple Avenue via underpass. Reconnects with improvements to the existing alignment south of Devereaux House.
- **Alternative 1B:** Improvements along existing corridor, alignment

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
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crosses under CN Rail to the west at 17 Side Road via underpass. Reconnects with improvements to the existing alignment south of Devereaux House.

- **Alternative 1C:** Improvements along the existing corridor, alignment crosses under CN Rail further east than Alternative 1 via underpass in order to better accommodate accesses to properties to the west of Trafalgar Road. Reconnects with improvements to the existing alignment south of Devereaux House.

Halton Region emphasized the importance of maintaining traffic along Trafalgar Road and the CN Rail corridor during construction, as well as crossing CN Rail at an appropriate skew.

All three alternatives along the existing alignment would have impacted the golf course. Alternative 1B, which would have crossed CN Rail to the west of the existing alignment, would have resulted in significant impacts to the Trafalgar Sports Park and related storm water management pond, as well as Devereaux House. Alternative 1A was preferred over Alternative 1C as it resulted in relatively less impacts to the Club at North Halton. As a result, shifting the alignment to the east at this location was preferred.

1.4 **Preferred Preliminary Plan**

As a result of consultation with agencies and stakeholders, comments received, and a comprehensive evaluation of the various alternatives, Alternative 1A was selected by the Project Team as the preliminary preferred plan. Using a 1:1000 roll plan, an overview of the proposed plan was provided by the Project Team.

- Trafalgar Road would be widened fully to the east between 15 Side Road and Black Creek
- A rise in profile of Trafalgar Road in the proximity of the Black Creek crossing of up to approximately 3 m is proposed in order to improve grades and prevent creek overtopping during Regional (most severe) storm events.
- Grade separated rail crossings (road underpasses) are proposed at CN and Metrolinx tracks.
- Through this section, a multiuse pathway will be provided along the east side of Trafalgar Road between 15 Side Road and 17 Side Road, with a sidewalk on the west side throughout. On-street bike lanes would also be provided, along with a landscaped median and boulevards throughout (it was noted that reduced cross-sections would be developed for constrained

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Item	Details	Action By
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areas such as the Black Creek crossing).

Item 2 – Property Owner Discussion

2.1

- Halton Region stressed that this decision was not made lightly; there were a lot of constraints to consider. All reasonable alternatives were explored as part of the EA process, and this is the best balanced option amongst the factors being considered.
- The Club at North Halton believes that the impacts for the golf course would be essentially the same under any of those alignment alternatives –i.e. moving the road closer to Hole #1 and impacting the location where the future water irrigation storage reservoir would be located.
- External consultant, Baker Turner Inc. (BTI), is undertaking a peer review on the golf course redesign associated with the new alignment of Trafalgar Road. It was determined that all options presented by sub-consultant Ian Andrews Golf Design on August 19, 2015, including those that would involve realigning five holes of the golf course, and may require netting for vehicular and pedestrian/cyclist safety reasons within the new widened Trafalgar Road and multiuse path/sidewalk corridor. It was noted that this result is contrary to the perspective provided by Ian Andrews, where no indication was given that netting might be required.
- The proposed netting would be located along the Region's right-of-way.
- The ongoing technical review by BTI indicated that relatively minor alterations to the existing golf course layout (modifications to the green area at Hole #1 and tee-off area at Hole #2) could be accomplished with the netting option along Trafalgar Road and offered three locations for the future reservoir.
- Representatives from The Club were surprised by the difference in recommendations between I. Andrew and of BTI. The Club suggested that another peer review be carried out.
- The Club strongly opposed to the proposal of netting. In their opinion, netting is generally perceived to be associated with public courses, and this would significantly affect the aesthetic of The Club and lead to potential business loss.
- The Club does not believe the use of netting is a viable option and noted that that a "reduced" golf course during construction for hole reconfiguration would be of less concern than the impacts to long-term aesthetics and value of the course. In addition, The Club believes the proposed location for the pond along Maple Avenue is not preferred as it may not provide sufficient residual (ultimate) capacity should the limit to withdraw

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Item	Details	Action By
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water from Black Creek be decreased again in the future.

- The Club understands that Alternative 1A is likely the most practical option from the Region's perspective, but it is concerned about how the new Trafalgar Road alignment may change the course's brand, image, and operational viability.
- Halton Region will continue to work with all property owners, including The Club, throughout the Class EA Study process. Halton is committed to continue working with The Club to confirm the mitigation measures during detail design and construction stages.
- The Club noted that they have requested an extension for water taking permit until December 31, 2016.

2.2 **Timeline**

- Spring 2016 – Environmental Study Report (ESR) filed, public review period begins (30 days). Following approval by the Ministry of the Environment and Climate Change (MOECC). At this point in time, according to the Region's Capital Roads Program, 'start of construction' is currently proposed as follows:
 - 2018 – Steeles Avenue to 10 Side Road
 - 2019 –CN and Metrolinx grade separations
 - 2020 – 10 Side Road to Highway 7

Members of the public will have an opportunity to review the Environmental Study Report (ESR) when it is filed at the end of the study. The ESR documents the decision making process of the EA Study.

As part of the implementation phase to widen Trafalgar Road, Halton Region will require land acquisition of a portion of the Club's lands near the northwest corner of their property. Once the detail design has reached 30% completion, Halton Region Realty typically begins the acquisition process (e.g. meetings with owners to discuss concerns, appraisals, access issues, etc.). Through this process, Halton will present The Club with an appraisal report and comprehensive offer (i.e. together with proposed works to be completed by Halton).

The Project Team will further discuss the concerns expressed by the Club internally and will stay in contact with the Club as the discussion progresses. Halton Region noted that consultation with the Club will continue after the Public Information Centre in December, and that property owners will continue to be in a dialogue with the Region as the project progresses into detailed design.

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
Item 3 –	Next Steps	
3.1	<ul style="list-style-type: none">• Notice of next public consultation will be sent via email.• If representatives have any questions they should contact Jeff Reid at jeffrey.reid@halton.ca or (905) 825-6000 ext. 7920.	

Date: January 14, 2016
 9:30 a.m. to 12:00 p.m.
Location: The Club at North Halton
 363 Maple Ave, Georgetown
Project Number: 3214006
Project: Trafalgar Road EA –
 Steeles Avenue to
 Highway 7
Author: Stefan Sirianni

Purpose: To share information and ideas regarding implications of Halton Region’s proposed Trafalgar Road widening project in relation to the ongoing operation of the North Halton Golf & Country Club.

Attendees: Jeffrey Reid David Simpson Keenan Lane Adam Millington Kyle Stewart Signe Leisk Allen Haybarger Rod Butcher Barry Shama Neil Ahmed Stefan Sirianni	Agency / Organization: Halton Region Halton Region Halton Region Halton Region Club at North Halton Cassels Brock Club at North Halton Club at North Halton Club at North Halton MMM Group Limited MMM Group Limited
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Distribute: All Attendees

Item	Details	Action By
Item 1 –	Introductions	
1.1	<ul style="list-style-type: none"> David Simpson greeted those in attendance and noted that a primary goal of the meeting was to continue dialogue with the Club at North Halton (CNH) related to the proposed outcomes of the Trafalgar Road EA Study. David Simpson emphasized that Halton Region (Region) and MMM Group Limited has committed considerable staff time, resources, and efforts in considering and reviewing feedback received from CNH regarding this project. The main intent is to work collectively to find a viable solution that will help meet the growth needs of Halton Region and support the long-term viability of CNH. 	
1.2	<ul style="list-style-type: none"> It was confirmed that of all alternatives considered within the Class EA Study, Alternative 1A has been selected as the Preferred Alternative which the Region is committed to delivering. The Project Team is currently developing the Preliminary Plan of the Preferred Alternative, with the intent to file the Environmental Study Report (ESR) for review by the end of May 2016, at which point a 30 day public review period would begin. 	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<ul style="list-style-type: none"> • Following approval by the Ministry of the Environment and Climate Change (MOECC), and according to the Region's Capital Roads Program, 'start of construction' is currently proposed as follows: <ul style="list-style-type: none"> ○ 2018 – Steeles Avenue to 10 Side Road ○ 2019 – CN, Metrolinx, and Black Creek crossing structures ○ 2020 – 10 Side Road to Highway 7 • Based on this timeline, Halton Region noted that construction works in close proximity to CNH would likely begin by approximately 2019. • A portion (~ 1.1 ha) of the CNH property at the southeast corner of Trafalgar Road and Maple Avenue will need to be acquired by the Region in order to implement Preferred Alternative 1A. The expropriation of this land will cause CNH's hole number one to be out of play. • CNH emphasized that maintaining course quality as a premier private club; hole spacing for safety on the quality course; Road safety on Halton's Regional Road; and the long-term water requirements of CNH are the key topics that will need to be addressed. • Reviews previously provided by golf architects and engineers will be discussed, as they may have some common solutions/elements that could be pursued to find a viable solution that meets the needs of both parties. • CNH confirmed that the topics outlined for discussion at the meeting were adequate. 	
Item 2 –	Overview of Preferred Alternative	
2.1	<ul style="list-style-type: none"> • Using a partial plan in proximity to The Club at North Halton, MMM provided a recap of why the Preferred Alternative was selected for the Trafalgar Road corridor. 	
2.2	<ul style="list-style-type: none"> • Between Steeles Avenue and 15 Side Road, proposed improvements to the Trafalgar Road corridor are along the existing alignment. Between 15 Side Road and Highway 7, the following three options were assessed at a high-level: <ul style="list-style-type: none"> • Option 1: This option considered the roadway improvements along the existing Trafalgar Road corridor. Grade separation at the CN Rail crossing and Metrolinx crossing on Trafalgar Road were proposed. • Option 2: Bypasses Stewarttown to the west (about mid-concession) from south of 15 Side Road to Highway 7. Crosses several environmentally sensitive areas. • Option 3: Bypasses Stewarttown more to the west from south of 15 Side Road to Highway 7. Greatest potential for environmental impacts. 	

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Item	Details	Action By
2.2	<ul style="list-style-type: none"> • Upon review with various agencies and the Conservation Authority, the bypass options (Options 2 and 3) were not pursued further due to their potential for significant environmental impact, the fact that existing rail crossings on Trafalgar Road would remain at-grade (gated) crossings, and that the corridor would not serve the local community as intended. • The following three alternative alignments that were subsequently developed for Option 1 between 15 Side Road and Highway 7: <ul style="list-style-type: none"> • Alternative 1A: Improvements along the existing corridor, alignment crosses under CN Rail to the east at Maple Avenue via underpass. Reconnects with improvements to the existing alignment south of Devereaux House. • Alternative 1B: Improvements along existing corridor, alignment crosses under CN Rail to the west at 17 Side Road via underpass. Reconnects with improvements to the existing alignment south of Devereaux House. • Alternative 1C: Improvements along the existing corridor, alignment crosses under CN Rail further east than Alternative 1A via underpass in order to better accommodate accesses to properties west of Trafalgar Road. Reconnects to existing alignment improvements south of Devereaux House. • Shifting the alignment to the west at the CN Rail crossing, as with Alternative 1B, would have directly impacted several residential properties west of Trafalgar Road, as well as the stormwater management pond in the Trafalgar Sports Park. Additionally, Alternative 1B would have required the realignment of 17 Side Road, within a closer proximity to Devereux House (designated built heritage feature), through the Trafalgar Sports Park in order to maintain its connection to the Trafalgar Road corridor. • Alternative 1C would have resulted in the greatest impacts to CNH, and would have encroached on an environmentally sensitive watercourse. 	
2.3	<p>Overall, alignment options at the CN Rail crossing were extremely limited as maintaining suitable driving conditions for a major arterial like Trafalgar Road is paramount. Maintaining adequate vertical conditions at the CN Rail underpass while still matching the grade of the existing Maple Avenue intersection was a significant challenge, as was ensuring a feasible skew of the crossing was achieved. The underpass structure proposed under the preferred plan already has a very long span, so maintaining an alignment on the existing alignment would have required a design with longer span and deeper girders that was not feasible at this location. Additionally, maintaining traffic along Trafalgar Road and the CN corridor throughout construction was necessary and would not have been possible without a shift of alignment.</p>	

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Item	Details	Action By
2.3	<ul style="list-style-type: none"> • As a result, with mitigation measures in place, Alternative 1A was determined as preferred since it would minimize impacts to residential properties, CNH property, Devereaux House and Trafalgar Sports Park. The Maple Avenue intersection would remain signalized. It was noted that a temporary shift in the CN Rail track to the north would be required to accommodate construction. • MMM emphasized that the Project Team has provided transparency throughout the study process in order to develop a solution that works best for the community, impacted property owners, and the Region’s growth needs. These improvements are seen as critical aspects with respect to improving safety and operations along the Trafalgar Road corridor. MMM responded to various questions from CNH regarding the preferred alternative in order to enhance CNH’s understanding for the technical, social and environmental rationale behind the preferred alternative. • CNH received the information from the Region but did not take a position on the Region’s rationale for its preferred alignment. 	
Item 3 –	Land Acquisition Requirements Associated with the Proposed Road Widening	
3.1	<ul style="list-style-type: none"> • Under the preferred plan, referencing the Preliminary Plan, MMM noted that the Region will require approximately 1.11 ha (2.7 ac) of land from the Club at North Halton in order to accommodate the shift in alignment and the appropriate improvements of Trafalgar Road to the east at the Maple Avenue intersection. • Required temporary construction easements have not yet been identified, though any land required for this would be reinstated to pre-construction conditions following completion of the project. • The Region has currently benchmarked approximately \$125M for improvements to the entire corridor, though costs are being refined. The estimated cost of property acquisitions is included in this value. The final ESR will be updated with costing included. • With respect to the construction timeline, the Region noted that if the bridge at Black Creek and the underpass crossing at CN Rail are completed in advance, one construction season would be required to complete the roadway between these two structures (i.e. the roadwork adjacent to the Club). • CNH noted that, regardless of how long the process takes, at least one year (June to June) will be required to potentially regrow vegetation on new putting surfaces (greens), fairways, teeing areas and all playing surfaces resulting from any potential course reconfiguration associated with the new alignment of Trafalgar Road. 	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
3.1	<ul style="list-style-type: none"> • CNH noted that, the future viability of the Club is a necessary consideration of the Region. If the Club is rendered unmarketable due to this, project full expropriation costs need to be considered. 	
Item 4 –	Land Acquisition Process	
4.1	<ul style="list-style-type: none"> • Halton Region Realty discussed the process for acquiring the 1.11 ha of property from the Club at North Halton for the project. 	
4.2	<ul style="list-style-type: none"> • Following the Class EA Study and once the subsequent detail design has reached 30% completion, Halton Region Realty typically begins the acquisition process (e.g. meetings with owners to discuss concerns, appraisals, access issues, etc.) • Halton Region Realty emphasized that it would be beneficial for CNH to work with them through this process and while they encourage CNH to order their own appraisal it is advised they wait for Halton to present an appraisal report and comprehensive offer (i.e. together with proposed works to be completed by the Region). 	
4.3	<ul style="list-style-type: none"> • CNH emphasized that these requirements will have implications for future potential development of their property as well as their ongoing operations. CNH requires the same level and quality of play; maintaining hole and course yardages; maintaining course par 72; and quality designed holes. • CNH indicated that they have been considering a condominium development at the southeast corner of Trafalgar Road and Maple Avenue which in their opinion must change as a result of this project. • MMM asked CNH to provide clarification on their plans for a reservoir on this corner versus condominium development, as this has also been the primary reservoir site identified by CNH throughout the project. • CNH replied that plans for the reservoir would not have been impacted by a proposed condominium development, as their plan to accommodate both the reservoir and development in the northwest corner of their property would have been feasible. • CNH asked if Halton Region Realty knew what the range of property values in the area typically are. Halton Region Realty replied that the representatives on hand do not have experience with land appraisals in this immediate neighbourhood of Georgetown; however appraisals in the Georgetown area are typically greater than those in adjacent communities. • Halton Region Realty Services confirmed that a market value appraisal looks to the highest and best use (e.g. land slated for development is appraised greater than land where no development potential exists) to determine compensation. 	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
4.4	<ul style="list-style-type: none"> Dialogue with respect to the acquisition process will be initiated after the ESR is completed and will continue with CNH and all affected property owners from that point on. Notwithstanding this, Halton Region Realty team suggested that ongoing dialogue would be warranted in this case given the scope of the requirements and imminent decision making for the course with respect to water resources (etc.). 	
Item 5 –	The Club at North Halton’s Concerns	
5.1	<ul style="list-style-type: none"> CNH stated that any impacts before, during and after construction of Trafalgar Road widening will be an ongoing challenge for them and it is important that their concerns are addressed throughout. Potential impacts to actual golf play on the course will need to be accommodated to minimize downtime, while construction-related impacts such as dust control will need to be considered as well. Halton Region Realty replied that these are all issues that will be considered in detail and resolved with CNH as construction nears, including phasing of the road works given its proximity to the CNH. Halton Region Realty has extensive experience working with the operations teams of businesses (e.g. the Rattlesnake Golf Club) throughout the construction process to resolve issues, such as dust control, noise, silt control measures. While the Rattlesnake Golf Club is further away from the roadway than CNH is, the impacts to operations and vehicle access-particularly when there are major events such as weddings or tournaments-are similar and will be considered. CNH replied that they do not feel the concerns of their club are comparable to those at Rattlesnake Golf Club as no in play areas were affected at this course. 	
5.2	<ul style="list-style-type: none"> CNH operates a curling club and facility year round. CNH noted that the shifted alignment of Trafalgar Road closer to the Hole 1 fairway and close proximity to the putting surface (green) means road salt could have a greater / more direct impact on their turf. Halton Region replied that road salt application on Trafalgar Road / Maple Avenue will continue to follow requirements as outlined in the Salt Management Plan that is currently agreed upon between Halton Region and its four local municipalities, including the Town of Halton Hills. Any potential for road salt impacts associated with the widening of Trafalgar Road will be regulated by the Credit Valley Conservation Authority through their construction permitting process. 	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
5.3	<ul style="list-style-type: none"> • Based on preliminary study analysis to date, the Region has been made aware of potential for safety issues along the Trafalgar Road corridor adjacent to CNH due to errant golf balls— particularly for pedestrians, cyclists and other active transportation users, and residential properties adjacent to Trafalgar Road at this location. Additional review is being conducted by the Region to confirm the nature of these potential safety issues. • CNH emphasized there are certainly a number of issues pertaining to road safety, on-going golf play, and their operations—all of which point to the requirement for a course redesign. • Halton Region replied that while a course redesign is one solution, other feasible options are also under review as well, such as netting/fencing as protective measures. • CNH replied that netting/fencing was insufficient to maintain the quality of the course and ensure safety. Currently no netting/fencing is required and would not be acceptable due to the Regions expropriation. 	
Item 6 –	Potential NHGCC Course Alterations	
6.1	<ul style="list-style-type: none"> • The preferred design options previously proposed by Ian Andrews Golf Design in association with RJ Burnside on behalf of the Halton Region project, which involved a redesign of 5 holes and various water irrigation pond/reservoir concepts. • The Region subsequently initiated a peer review by BTi to review work to date and explore netting/fencing. Through that review, it was proposed that netting is a viable alternative that should be considered further. At a high level, the majority of the length along Trafalgar Road in proximity to Hole #1 fairways/green may require a net and/or fencing for safety purposes with minor course modifications. • CNH restated their opposition to any form or use of safety netting and fencing along Trafalgar Road or Maple Avenue. CNH emphasized again that maintaining the same quality course for CNH members is required. CNH represents approximately 1000 members of the community. Having them agree to netting would be unrealistic due to their associated visual aesthetics and course play issues. In the opinion of CNH, nets are typically used on driving ranges, and they are not 100% effective as a safety measure. • Halton asked if CNH had completed any safety reviews/audits (i.e. errant shots) under their current golf course configuration. CNH believes there have been no recent incidents and they are under the impression that any liability associated with errant golf balls and safety is covered by a golf designer's insurance. • CNH asked for the cost associated with the netting option. Halton Region replied that before any design options and costs are committed to, they ask that a comprehensive course design process be carried out. 	

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Item	Details	Action By
6.2	<p>Club at North Halton Water Drawing / Irrigation Needs</p> <ul style="list-style-type: none"> • The water drawing / irrigation needs of CNH were discussed next. • CNH noted that their current water drawing permit of on-demand surface water taking from Black Creek with MOECC is expiring in December 2016 (barring any further extension), at which point their water drawing capabilities are being reduced. • As part of the future water taking modifications, CNH will be required to disconnect their on-line irrigation pond which is linked to an unnamed tributary to Black Creek and/or construct additional irrigation water storage reservoir. CNH's preferred approach is to maintain the existing on-line pond but relocate irrigation pumps to an alternate water storage reservoir. • CNH stated between the 3 ponds they have, approximately 2 million US gallons of capacity may need to be taken offline from the unnamed tributary as part of the revised water taking permit from Black Creek. • In order to provide additional water storage to support CNH's future water demands, alternate irrigation reservoir(s) will need to be developed within the golf course and filled during off-peak times to accommodate demand. Maintaining the quality of turf that their members demand under CNH's worst-case (drought) scenario would require approximately 6 million US gallons of storage capacity at times to meet peak water use demand periods (i.e. July, August), which they intend to meet. CNH must maintain the same quality playing surfaces every year regardless of natural water and recommended by Burnside was a 6 million US gallons approach due to possible further restrictions by the MOE. • CNH noted that the 3 million US Gallon water storage reservoir site option at Hole #10 outlined by Burnside introduces an element of risk for the club during periods where severe drought may be experienced and is not acceptable without another alternative. • CNH commented water storage capabilities sacrifice the quality conditioning our members expect on a daily basis, not just when weather conditions comply. • CNH noted that approximately 6 acres of in-play ponds would also meet water-drawing needs. • CNH noted that a hybrid solution (mix of in-play ponds and reservoirs) would certainly be feasible, though it will be more costly for installation and to draw from two different supplies. Only a one-pond distribution was originally explored as there was no need to look at two-pond scenarios at that time. • CNH noted the 2012 report identified Hole 10, Hole 1 and the driving range as reservoir options but the preferred location was Hole 1 as this may best meet their current/ future water needs. 	

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Item	Details	Action By
6.3	<p>Halton Region Design Options / Considerations</p> <ul style="list-style-type: none"> Using display boards, Halton Region presented potential design concept ideas for the Club's consideration. The Region acknowledged that a golf course architect had not been consulted in the preparation of alternative design options, but rather these were prepared by Regional staff. CNH replied to these "concepts" by addressing spacing/safety concerns of putting surfaces and teeing areas had not been considered. CNH noted that any design that is ultimately chosen will need to be prepared by a golf course designer of the Club's choice. Halton stated that the goal of presenting these options is to continue to move both parties forward towards finding an option that works for the Club and Halton Region. Halton may consider a level of compensation to the Club for costs beyond the land acquisition requirements, related to certain CNH capital works that may be triggered as a result of land loss at Hole #1. Halton emphasized that the continued successful operations of the Club in the community are very important to them. CNH noted in their opinion that additional compensation for any losses beyond land acquisition requirements is a statutory requirement of the Region. 	
6.3.1	<p>Option A</p> <p>This conceptual option proposed locating a future water irrigation reservoir (~1.9 acres) on the north side of Hole #10, with extension of irrigation piping from the existing pumphouse. This option also considered relocating the Hole #1 green to the east, along with increased landscaping along Trafalgar Road in an effort to increase the width of a safety buffer along Trafalgar Road. This option also proposed shifting the Hole #2 tees to the east (along with additional buffer vegetation) and reconfiguring the chipping facility slightly to the east.</p> <p>CNH provided the following comments on Option A:</p> <ul style="list-style-type: none"> CNH noted this option was unacceptable, spacing concerns with putting surfaces and teeing areas, proximity to Trafalgar Road, design, etc. CNH noted that their existing three ponds have 2 million gallons of capacity; however these will need to be taken offline as part of their agreement with CVC. They will remain a feature but will not be available to draw water from. CNH noted a reservoir could be walled and deepened to increase capacity and attractiveness when overdrawn, however this would not be desirable for use if it was constructed as an in-play feature. The Region suggested that the reservoir would be considered an out-of-play feature. 	

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Item	Details	Action By
6.3.2	<p>Option B</p> <p>This conceptual option proposed locating a future water irrigation reservoir (~1.9 acres) on the northwest corner of CNH extending across the Hole #1 fairway, with extension of irrigation piping from the existing pumphouse. This option also considered relocating the Hole #1 green to the east, along with increased landscaping along Trafalgar Road in an effort to increase the width of a safety buffer along Trafalgar Road. This option also proposed shifting the Hole #2 tees to the east, along with additional safety vegetation and reconfiguring the chipping facility slightly to north of Hole #10.</p> <p>CNH provided the following comments on Option B:</p> <ul style="list-style-type: none"> • CNH noted this option was unacceptable, spacing concerns with putting surfaces and teeing areas, proximity to Trafalgar Road, design, etc. • This option would impact walking distances around the irrigation reservoir and constrain a potential future condominium development. The potential locations for these were marked on the drawing by CNH. • CNH noted that if these condos were to be built, the safety impacts on Trafalgar Road would be different as this corner would no longer be in play. 	
6.3.3	<p>Option C</p> <p>This conceptual option proposed locating a future water irrigation reservoir (~1.9 acres) in the current driving range area (which historically provided water storage prior to be filled) with extension of irrigation piping from the existing pumphouse. The driving range was relocated along western side of Maple Avenue, with full netting along Maple Avenue and Trafalgar Road.</p> <p>This option also considered relocating the Hole #1 tees to the south (tennis courts decommissioned), relocating Hole #1 green to the east, along with increased landscaping along Trafalgar Road in an effort to increase the width of a safety buffer along Trafalgar Road. This option also proposed shifting the Hole #2 tees to the east, along with additional safety vegetation and reconfiguring the chipping facility slightly to north of Hole #10.</p> <p>CNH provided the following comments on Option C:</p> <ul style="list-style-type: none"> • CNH noted this option was unacceptable, spacing concerns with putting surfaces and teeing areas, proximity to Trafalgar Road, design, etc. 	

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Item	Details	Action By
	<ul style="list-style-type: none"> • This option would result in impacts to play and require netting along Maple Avenue. Although the current driving range is approximately 180 yards long, CNH desires a future driving range to be approximately 300 yards long. • CNH confirmed that the current tennis courts are not in use and currently serve as a storage location. • This option would result in a shifting of holes, including decommissioning of the tennis courts, which reduces the potential for future club house relocation (for which concept drawings already exist). • The central pond, shown as an option by Burnside, is visible from the club house and balcony which makes it an in-play pond and therefore not feasible for use as a water drawing pond beyond 1 m of depth. The Region suggested that this pond is really not an in-play pond and could be more isolated with landscaping to offset CNH's concern over aesthetics during drawdown periods. 	
6.4	<p>Ian Andrews Golf Design Options</p> <ul style="list-style-type: none"> • The design options developed on behalf of the Halton Region study by Ian Andrews Golf Design were discussed next. • MMM noted that the golf designer, BTi, was requested to peer review Ian Andrews' designs. • CNH noted that with the shift in Trafalgar Road's alignment, a condominium development may no longer be pursued. As a result, a commitment from Halton to ensuring that the integrity and quality of play of the golf course is maintained is of utmost importance. • Ian Andrews used 50 m spacing from centerline to property line as the standard in his designs. CNH asked what spacing BTi used in the review. No details were available at the meeting. • Ian Andrew Option 1 was deemed unacceptable, in CNH's opinion, due to the netting along Trafalgar Road and Maple avenue; the reduction of par for the course and course yardage. • Ian Andrew Option 2 was deemed to be worth investigating, in CNH's opinion, due to the flow and design of the holes; our course par and yardage is maintained; and most importantly the quality of the holes are maintained while this makes the most sense from a golf safety perspective, as Hole #18 would be flipped. • Ian Andrew Option 3 was deemed unacceptable, in CNH's opinion, due to the flow and design of the holes; reducing the par for the course; and reducing the course yardage by roughly 300 yards. As well, Hole 2 & 9 tee blocks back onto Trafalgar (i.e. noise concerns). 	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
6.5	<ul style="list-style-type: none"> Halton Region emphasized that this EA process will include only a high level description of proposed mitigation measures that will be considered in subsequent studies for the golf course. The mitigation details are typically fully developed during the detailed design and construction phases. For the EA process, municipal road safety and related goals are paramount. CNH replied that their course requires a redesign as a result of the Regions expropriation, in the Regions process of making the course whole again (i.e. returning it to a fully operational state as prior to construction) while incorporating safety measures due to the bike paths and walk paths, a decision needs to be reached that satisfies the Club's needs. It is CNH's requirement to maintain a par 72 course design with at least its current yardage to be made whole again. 	
Item 7 –	Timeline and Next Steps	
7.1	<ul style="list-style-type: none"> It is important that CNH and the Region work together in gathering feedback and other details relevant to any potential course design that can then be provided to a third party golf designer to establish a scope of work. CNH noted they are open to exploring any and all options, that maintain the quality of the course. They asked that the Region understand their situation is very different from other property owners and golf courses as they are a full equity golf course that is owned by its members. Our marketability and success depends on the quality golf course we offer. As with other Class EA Studies, options have been explored to a certain level of detail at this stage, and flexibility will be retained in the ESR so as not to preclude some course mitigation techniques. There are opportunities that have been identified so far, and discussions between the Region and CNH will need to continue during the detailed design and construction stages of the project. Halton Region is rapidly growing, and there are pressures to complete relevant projects in a timely manner that support growth, like the Trafalgar Road Widening Class EA Study. 	
7.2	<ul style="list-style-type: none"> CNH would like to keep its members informed of the status and timetable and discussions with the Region (i.e. a public statement) to provide an update and alleviate concerns. From a business perspective, unanswered questions regarding the project hinder marketability with existing and potential shareholders. As a result, early timing is important. Minutes will be prepared, reviewed, and finalized in a timely manner for distribution to CNH, after which they will made part of the public record and may be distributed by CNH to its members. 	

Any omissions or errors in these notes should be forwarded to the author immediately.

Attachments:

- Option A – NHGCC Course Redesign Opportunities
- Option B – NHGCC Course Redesign Opportunities
- Option C – NHGCC Course Redesign Opportunities

New Property Line following Rd Widening

Chipping Facility & Landscaping

MAPLE AVENUE

New Irrigation Reservoir Site (1.9 acres)

Future Extension of Irrigation Transfer Pipe to Irrigation Reservoir

Existing Irrigation Transfer Pipe to PumpHouse

OPTION A
NHGCC Course Redesign Opportunities



New Property Line following Rd Widening

New Irrigation Reservoir Site (~1.9 acres)

MAPLE AVENUE

Chipping Facility & Landscaping

Future Extension of Irrigation Transfer Pipe to Irrigation Reservoir

Existing Irrigation Transfer Pipe to PumpHouse

TRAFALGAR ROAD

OPTION B
NHGCC Course Redesign Opportunities



New Property Line following Rd Widening

Full Size Driving Range

MAPLE AVENUE

Chipping Facility & Landscaping

New 1st Hole Tees
(Remove Tennis Court)

New Irrigation Reservoir Site
(~1.9 acres)

Existing Irrigation Transfer Pipe to PumpHouse

OPTION C
NHGCC Course Redesign Opportunities



Date: March 3, 2016
 1:00 p.m. to 3:00 p.m.
Location: Halton Region
 1151 Bronte Road
 Scotch Block/Merton Rooms
Project Number: 3214006
Project: Trafalgar Road EA –
 Steeles Avenue to
 Highway 7
Author: Katherine Jim
Purpose: Meeting with CH and CVC to discuss the drainage and stormwater management strategy associated with the Preferred Alternative

Attendees:	Agency / Organization:
Jeffrey Reid	Halton Region
Melissa Green-Battiston	Halton Region
Patrick Monaghan	Halton Region
Tyler Slaght	CVC
Rizwan Haq	CVC
Cory Harris	CH
Sarah Matchett	CH
Paul Bond	CH
Richard Baxter	CH
Neil Ahmed	MMM Group Limited
Dwayne West	MMM Group Limited
Katherine Jim	MMM Group Limited
Madhav Baral	MMM Group Limited
Mark Hartley	MMM Group Limited

Distribute: All Invitees

Item	Details	Action By
Item 1 –	Introduction	
1.1	Halton Region provided a brief update of the Trafalgar Road EA Study – Public Information Centre (PIC) #3 was held in December 2015 where the preferred alternative for the improvements on Trafalgar Road was presented. Technical agencies were invited to attend a preview session on the same day of the PIC. A meeting with CH and CVC was held in November 2015 prior to the PIC. A number of meetings were also held prior to PIC #3 with individual property owners who are directly impacted as a result of the widening of Trafalgar Road.	
1.2	The purpose of the meeting is to provide an overview of the drainage and stormwater management strategy under proposed conditions on Trafalgar Road.	

Item	Details	Action By
Item 2 –	Drainage and Stormwater Management – Overall	
2.1	<p>A 50-year storm flow is used for the design flow. The overall drainage and stormwater management strategy is to improve upon the existing drainage conditions (i.e. no overtopping on Trafalgar Road under Regional storm events and all crossings meet freeboard requirements). Both quality and quantity control are to be provided. However, it is recognized that adjacent land uses may be constrained through some sections of Trafalgar Road; therefore, one drainage area may be “over controlled” to compensate for the limited ability to control within the immediate drainage area of another section of Trafalgar Road.</p>	
2.2	<p>Fluvial assessment was carried out. Crossings with fluvial interest have been identified.</p>	
2.3	<p>A summary table that outlines the existing and proposed culvert and bridge drainage conditions, as well as crossings with fluvial interest was distributed at the meeting. (See attached)</p>	
Item 3 –	Drainage and Stormwater Management – CH Jurisdiction	
3.1	<p>Culverts C1 to C12 (i.e. between Steeles Avenue and 15 Side Road) are within Conservation Halton (CH) jurisdiction.</p>	
3.2	<p>Of the 12 culverts, Culverts C1 and C2 are structural culverts (i.e. a General Arrangement will be prepared for these culverts due to their size). Culvert C1 is a single cell box culvert and is proposed to be extended. Culvert C2 is currently a double cell box culvert. A third cell is proposed to accommodate Regional Storm flow.</p>	
3.3	<p>Regarding Culvert C2, CH would typically ask for 3 times bankfull width for a new box culvert. However, it is recognized that there are two existing cells and therefore would not request that the third cell be 3 times bankfull. CH asked that treatment potential be reviewed at the new third cell.</p>	MMM
3.4	<p>Nine of the remaining 10 culverts within CH jurisdiction will be replaced (Culvert C3, C5 to C12). Details related to the existing conditions and proposed replacement culverts can be found in the summary matrix attached, for example, drainage area, size of culvert, type/material, upstream and downstream inverts, as well as hydraulic criteria. Culvert C4 drains a small roadway (and adjacent land) area only under existing conditions and will be eliminated under proposed conditions.</p>	

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Item	Details	Action By
3.5	<p>Culverts C9 to C12 are located within the study area of Vision Georgetown. CH noted the importance of coordinating and understanding the proposed drainage strategy as part of Vision Georgetown. The Project Team has reached out to the Vision Georgetown team but is waiting for a response. CH understands Vision Georgetown is proposing to realign the watercourse associated with Culvert 11 and there may be a potential for the watercourse to be located within the Region's right-of-way. <i>[Post meeting note: Subsequently, a meeting with the Town of Halton Hills was held on March 17, 2016 to discuss Trafalgar Road EA drainage and stormwater management strategy in relation to Vision Georgetown.]</i></p>	
3.6	<p>Eight stormwater management ponds are proposed within CH jurisdiction Pond 2S, 2N, 3N, 8S, 9S, 10N, 11N, and 12N. Of the eight ponds, Ponds 9S, 10N, 11N and 12N are interim ponds only until such time when Vision Georgetown is developed. There will be ongoing discussion with Town of Halton Hills regarding the potential to integrate with Vision Georgetown SWM strategy.</p>	

A brief description of each facility are as follows:

- Pond 2S: west side of Trafalgar Road, 900 m north of Steeles Avenue. Grassed linear dry SWM facility for quantity and quality control.
- Pond 2N: west side of Trafalgar Road, south of Hornby Road. Wet SWM facility for quantity and quality control.
- Pond 3N: west side of Trafalgar Road, south of 5 Side Road. Dry SWM facility for quantity control.
- Pond 8S: west side of Trafalgar Road, south of 10 Side Road. Grassed linear dry SWM facility for quantity and quality control.
- Pond 9S: east side of Trafalgar Road, north of 10 Side Road. Grassed linear dry SWM facility for quantity and quality control.
- Pond 10N: east side of Trafalgar Road, ~100 m north of 10 Side Road. Grassed linear dry SWM facility for quantity and quality control.
- Pond 11N: east side of Trafalgar Road, ~170 m north of 10 Side Road. Grassed linear dry SWM facility for quantity

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Item	Details	Action By
	and quality control.	
	<ul style="list-style-type: none">• Pond 12N: east side of Trafalgar Road, ~250 m north of 10 Side Road. Grassed linear dry SWM facility for quantity and quality control.	
3.7	CH would like terrestrial interests considered at crossing locations where feasible. The Project Team noted that this will be included as part of the natural environment mitigation and will be documented in the Environmental Study Report (ESR).	
3.8	CH's primary interests are associated with Culvert C2 (highest interest), C1 and C11. These culverts should be designed to provide long term terrestrial and fluvial needs. <i>[Post meeting note: A meeting was held with the Ministry of Natural Resources and Forestry (MNRF) on April 7, 2016. There was some discussion about wildlife fencing. While wildlife fencing is not currently proposed, these would be considered. See separate meeting minutes.]</i>	
Item 4 –	Drainage and Stormwater Management – CVC Jurisdiction	
4.1	The Black Creek crossing, Culverts C13 to C18 and storm inlet S1 are within Credit Valley Conservation (CVC) jurisdiction.	
4.2	The existing Black Creek crossing has a span of approximately 9 m. It will be replaced with a 30 m clear span structure to accommodate Regional Storm flow; the profile of the road will also be raised approximately 2.5 m. There is very little opportunity for quantity control in the area due to limited space and steep grade (i.e. no SWM ponds). It would not be feasible to construct pipe storage facilities due to significant cut. The surrounding lands on both sides of Trafalgar Road are located within the Regional Storm flood plain and therefore are not suitable locations for proposed SWM facilities. Quality treatment will be provided by two oil grit separator (OGS) on the south and north sides of the bridge. Outlet pool will also be provided at the storm sewer outlet (both the north and south sides of the bridge) for erosion control.	
4.3	CVC continues to express concerns about the proposed cul-de-sac at Stewarttown Road South and the extended driveways for the four properties north of Black Creek. The Project Team need to demonstrate that the residents would not be exposed to greater hazards by travelling through additional floodplain areas. The Project Team will respond to CVC previous email. <i>[Post meeting note: The Project Team responded via email dated April 28, 2016.]</i>	

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Item	Details	Action By
4.4	Culvert C14 to C18 will be replaced. Details related to the existing conditions and proposed replacement culverts can be found in the summary matrix attached, for example, drainage area, size of culvert, type/material, upstream and downstream inverts, as well as hydraulic criteria. Culvert C13 will be eliminated under proposed conditions due to proposed CN underpass.	
4.5	Trafalgar Road will be realigned to the east to accommodate the CN underpass. The realigned Trafalgar Road will be in close proximity to the creek immediately to the east (i.e. just west of the Town of Halton Hills municipal building). The potential of erosion hazards was discussed. Bioengineering treatment will be considered during detail design.	MMM
4.6	Storm inlet S1 will be extended by about 20 m. It will maintain the existing flow.	
4.7	Pipe Storage Facility 14S is proposed on the east side of Trafalgar Road, north of 17 Side Road. Pipe storage facility for quantity control only, quality treatment will be provided by OGS.	
Item 5 – Discussion		
5.1	CH proposed that replacement culverts should be open footing. The Project Team noted that nearly all culverts are being replaced under proposed conditions and it would be a significant cost if all crossings are replaced with opening footing culverts. It was agreed that only crossings with fluvial interest will be replaced with open footing culverts; this applies to culverts under both CH and CVC jurisdiction. Crossings with fluvial interest include Culverts C1, C2, C9, C11, C12, C14, C15, C16 and C18.	MMM
5.2	CH and CVC would like to have enhanced grassed swales combined with other treatment such as bio-swales; low impact development (LID) should be considered where feasible.	MMM
Item 6 – Next Steps		
6.1	Two ESRs will be prepared for the Trafalgar Road EA: <ul style="list-style-type: none"> • Steeles Avenue to North of 10 Side Road • North of 10 Side Road to Highway 7 	
6.2	CH and CVC will be provided with the draft ESRs for review in early April. Agencies are provided with a 5-week review period. The ESRs are anticipated to be filed in late Spring 2016.	

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Date: Tuesday, May 9, 2016
Date of meeting: Thursday, April 7, 2016
Purpose: To provide update regarding study prior to filing of ESR
Project: Trafalgar Road Class EA – Steeles Avenue to Highway 7, Town of Halton Hills
Project Number: 3214006
Author: Neil Ahmed

Attendees:
 Patrick Monaghan, Halton Region
 Mark Heaton, MNRF
 Megan Eplett, MNRF
 Neil Ahmed, MMM
 Valerie Stevenson, MMM (teleconference)

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Item	Details	Action By
1.	<p><u>Overview</u></p> <p>N. Ahmed and P. Monaghan presented an overview of the study process and general outcomes to date.</p> <p>V. Stevenson provided an overview of the work MMM had completed for the study area from a natural heritage perspective. It was noted that MNRF had completed screening for Bobolink and Eastern Meadowlark (Species at Risk (SAR) listed as Threatened provincially) habitat within the Highway 7 to 10 Side Road section.</p> <p>MMM confirmed that they have completed a screening assessment for all SAR potentially occurring within the study area which provides consideration to existing SAR records provided by MNRF. Through this process, suitable Bobolink and Eastern Meadowlark habitat was mapped within the study area. Some encroachment within currently suitable Bobolink and Eastern Meadowlark is proposed within hay crop fields just south of Highway 7. As this habitat is anthropogenic in nature (hay crop/old field) and may change prior to construction, habitat for the species should be reassessed prior to detailed design. Very limited encroachment into natural features along the existing right-of-way is not anticipated to impact any other SAR known to occur within the study area.</p> <p>MMM to provide mapping of SAR locations and suitable Bobolink and Meadowlark habitat to MNRF. <i>[Post meeting note: these maps have been provided.]</i></p> <p>A Trafalgar Road drainage plan was presented with culvert locations and watersheds shown.</p> <p>MNRF inquired about the capacity and area of service for the proposed water and wastewater main that will be installed along Trafalgar Road to 10 Side Road. In addition, MNRF inquired about other future water and wastewater servicing plans adjacent to the Trafalgar Road Corridor.</p> <p><i>[Post Meeting Note:</i></p> <ul style="list-style-type: none"> <i>No wastewater pipes are currently planned between Steeles Avenue and Highway 7 on Trafalgar Road. The new wastewater connection to Georgetown is planned to be constructed along Eighth Line from Steeles Avenue, northerly.</i> <p>Any omissions or errors in these notes should be forwarded to the author immediately.</p>	Region

Item	Details	Action By
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- *Construction to commence in 2016 on a new Zone 4 reservoir on Trafalgar Road, between 5 and 10 Side Roads, and a water feeder main along Trafalgar Road from Milton up to this new reservoir. These works will be completed by 2018.*

Currently scheduled to begin construction in 2018 and be completed by 2021:

- *New watermain to be constructed extending up Trafalgar Road from the new Zone 4 reservoir (between 5 and 10 Side Road), beyond Georgetown to 22 Side Road.*
- *New watermain to be constructed extending up Trafalgar Road from the new Zone 4 reservoir, beyond Georgetown to 22 Side Road (to connect to another new reservoir on 22 Side Road).*
- *New connecting watermain along 10 Side Road from Trafalgar Road easterly.*
- *New connecting watermain along Maple Avenue from Trafalgar Road easterly.*

Commencing after 2021:

- *New watermain running south on Hornby Road from Trafalgar Road.*
- *New watermain crossing Trafalgar Road, just north of Steeles Avenue (future Highway 401 corridor development area).*
- *Expansion of Zone 4 reservoir (in between 5 and 10 Side Roads).]*

For More information on Halton Region Water/Wastewater Planning please contact:

Dave Arsenault
Supervisor, Water and Wastewater Planning
Infrastructure Planning & Policy
Public Works, Halton Region
905-825-6000, ext. 7545
Dave.Arsenault@halton.ca

2. Culverts 1 and 2, Black Creek

N. Ahmed distributed a table of culvert and bridge improvements to those attending. It itemized each existing culvert/bridge and identified proposed hydraulic and SWM conditions together with fluvial interests.

MNRF indicated they were actively using the upstream area beyond the dam for fisheries purposes (fish stocking programs). They noted the section of creek at Trafalgar Road is not contributing Redside Dace habitat since it does not meet the criteria.

MNRF was interested if wildlife fencing was to be incorporated into the project in the vicinity of the two larger crossings (Hornby Tributary and Black Creek). These were not currently proposed; however, would be considered at the EA level but the design will be further refined through detail design. This would include low Paige wire type fencing on either side (~50 to 100 m) of the structure openings for the purposes of directing herpetofaunal and small mammal species into the crossing structures. Similar fencing should be considered at the Black Creek structure.

MMM

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<p>MNRF highlighted that the new structure crossing the Black Creek will be subject to the Beds of Navigable Waters Act which is the provincial equivalent to the federal act. During the Detail Design phase the Region will need to obtain an easement over the Black Creek for the new width of the bridge. MNRF to provide some guidance on the process to Region.</p>	
	<p>MNRF inquired about Low Impact Developments (LIDs) and whether these would be used at Black Creek beyond the proposed Oil Grit Separators (OGS). It was agreed the use of additional LIDs could be taken forward for consideration in detail design. MNRF noted that a bioswale between the OGS and the creek would provide some cooling effect which would mitigate temperature impact on the Black Creek.</p>	Region/MNRF
3.	<p><u>Other Items</u> N. Ahmed noted that a hydrogeologic review had been completed for the proposed Metrolinx rail grade separation since it is close to the Lindsay Well Field (for which an EA is underway to increase pumping).</p>	MMM
4.	<p><u>ESR</u> P. Monaghan noted the ESR filing for south and north sections was scheduled shortly and draft ESRs would be provided to MNRF for review. MNRF requested only a digital version of each. <i>[Post meeting note: Draft ESR for Trafalgar Road EA – Section 1 Steeles Avenue to North of 10 Side Road was provided to MNRF on April 1, 2016, and Section 2 North of 10 Side Road to Highway 7 was provided to MNRF on April 8, 2016].</i></p>	