
**APPENDIX C
PIC COMMENTS
(NOVEMBER 20, 2014)**

**Trafalgar Road (Regional Road 3) Class EA Study
Steeles Avenue (Regional Road 8) to Highway 7**

Received at PIC
Nov 20, 2014

Public Information Centre #1
Thursday, November 20, 2014
Georgetown District High School (Cafeteria)
70 Guelph Street, Halton Hills, ON L7G 3Z5

Comment Sheet

① Timing is not adequate for Need!
2017 or 2018 should be moved
closer to present

② Open fields cause a lot of blowing
snow and drifting causing dangerous conditions
Design should try and mitigate this!

Place your completed comment sheet in the box provided or return by **Friday, December 5, 2014** to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group Limited
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
e-mail: ahmedn@mmm.ca

Please Print

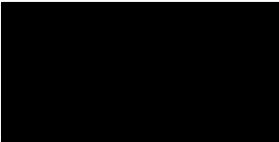
Name: _____

Address: _____

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MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mmgrouplimited.com

February 25, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on November 20, 2014 and for providing your comments to the Project Team.

Construction of improvements along Trafalgar Road is currently scheduled to begin in 2019/2020. Below are the existing 'start of construction' timings but are subject to change:

- Trafalgar Road – Steeles Avenue to 10 Side Road (2019)
- Trafalgar Road – 10 Side Road to Highway 7 (2020)
- Trafalgar Road at CN Grade Separation (2020)
- Trafalgar Road at Metrolinx (formerly GEXR) Grade Separation (2020)

The Project Team appreciates your observations regarding safety issues caused by blowing snow in the area and this will be considered as the corridor options are developed further. The Region has an on-going Snow Fence Program and within the study area, currently has snow fences at:

- Trafalgar Road – south of 10 Side Road; and
- Trafalgar Road – between 10 Side Road and 15 Side Road.

If there is a particular location of concern, which meets the requirements, additional location(s) may be considered. Once a preferred alternative has been selected, the landscaping plan will be developed during detail design and will hopefully reduce the need for temporary snow fencing.

The upcoming study process will include development of alternatives for road corridor improvements throughout the study area, at which point the Project Team will determine access requirements and/or potential property impacts. The Project Team will be seeking additional input from you as the project proceeds towards the selection of a preferred alternative.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,

MMM Group

A handwritten signature in blue ink, appearing to read 'Neil Ahmed', is positioned above the printed name.

Neil Ahmed, P.Eng.

Project Manager

cc. Jeff Reid, C.E.T., Halton Region

Trafalgar Road (Regional Road 3) Class EA Study Steeles Avenue (Regional Road 8) to Highway 7

Public Information Centre #1
Thursday, November 20, 2014
Georgetown District High School (Cafeteria)
70 Guelph Street, Halton Hills, ON L7G 3Z5

MMM GROUP
DEC - 5 2014
North Sheridan Way, MISS

Comment Sheet

+ It is frustrating to think that this is the 3rd study of this project (2003, 2009 + now) when the choice is so blatantly clear.

Trafalgar Road is designated as a Regional Road and as such, is subject to expansion where necessary.

Widening Trafalgar is the easiest and most economical choice whereby the least amount of property and environmental disruption would occur.

The issue of the railroad traffic being addressed with "over passes" or "under passes" on Trafalgar would eventually have to be addressed even if a by pass was constructed - so why not incorporate it as part of the overall design to address future traffic needs?

If you need or would like additional people on your "stakeholders committee" - I would welcome the opportunity.

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Comment Sheet

- + Clearly OPTION #1 (Trafalgar Road) is the most economical & environmentally wise decision. (Assuming one of the three options presented in the book.)
- + A fourth option that makes more sense than any of those presented, is to run a by-pass under the hydro lines between the 4th & 5th lines. This route could pick up all of the truck traffic coming out of the 4th line quarry near Acton.
- + Putting a by-pass through the area between Trafalgar and the 6th line should not even be a consideration. The ravine & forest going north from the 15th Sideroad is a huge environmental gateway filled with animals, fish, birds and much more. It should not be interrupted.
- + Running a by-pass through the farms (from 10th Sideroad to 15th Sideroad) would create a huge logistical problem for these farmers; in order to access their property on either side of a by-pass.
- + The area bordered by Trafalgar over to the 10th line is heavily used by farm equipment, bicycles, joggers, hikers and school buses. A by-pass in this area would have a serious impact on these activities.

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MMM GROUP
DEC - 5 2014
North Sheridan Way, MISS

Comment Sheet

It is of huge concern to me that the study being conducted has been initiated by a "computer" program which isolates and lays borders for the creation of this by-pass through Stewarttown!

The area has not been explored by foot to determine the environmental damage it will do! In an era of "Environmental Protection" this is absolutely irresponsible to rape this wildlife sanctuary!!

I understand there were no aerial studies done!! What are I missing?

You are spending - once again (it was done between 2003-2009 @ a cost of \$400,000.00) our tax payers dollars by hiring yet ANOTHER consultant group.

The Region is being irresponsible and frivolous!

The NATURAL roadway - already owned by the Region along the existing Trafalgar Rd. is so no brainer!! The region can develop this by hiring an engineering firm to figure this out! **DO THE RIGHT THING!**

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**BE RESPONSIBLE
and protect our
environment!!**

Please Print

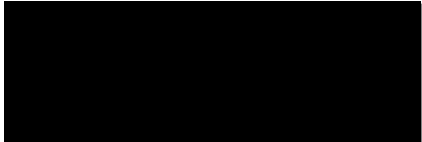
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February 25, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on November 20, 2014 and for providing your comments to the Project Team via emails dated December 5, 2014.

Your support for Option 1 (improvements along the existing Trafalgar Road corridor) has been noted. The upcoming study process will include development of alternatives for road corridor improvements throughout the study area, at which point the Project Team will determine access requirements and/or potential property impacts. The Project Team will be seeking additional input from you as the project proceeds towards the selection of a preferred alternative. Potential impacts to the natural environment and agricultural activities will be a key part of that evaluation and selection process.

As part of the background information collection, the ecology team has reviewed extensive secondary source information and has carried out field work to document the existing natural environment features. Credit Valley Conservation and Conservation Halton are two of the key technical agencies which the Project Team have been and will continue consulting with throughout the EA Study; staff from the Ministry of Natural Resources and Forestry will also be consulted as required. Site visits will be arranged with the conservation authorities as alternatives are being developed. Findings from the site visits will be incorporated into the analysis and evaluation of alternatives.

The Project Team appreciates your concern regarding potential impacts to cyclist and pedestrian activity between Georgetown and areas to the south, and we understand other users of Trafalgar Road also include school buses, farm equipment, etc. Road safety for all users of the road will be considered in developing alternatives for the corridor.

Further to your suggestion, Trafalgar Road is a Regional Road and provides connections between communities to the north of Georgetown and southerly into the Town of Milton and Town of Oakville. If a realignment of Trafalgar Road between Fourth Line and Fifth Line were to be considered, it would not be able to serve its Regional function if it were located that far west.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,

MMM Group

A handwritten signature in blue ink, appearing to read 'N. Ahmed', written over a horizontal line.

Neil Ahmed, P.Eng.

Project Manager

cc. Jeff Reid, C.E.T., Halton Region

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Nov 20, 2014*

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I do not like option 1

Preference option 3.

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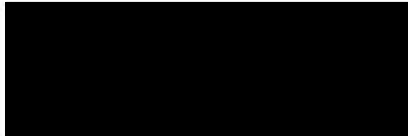
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February 25, 2015



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Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on November 20, 2014 and for providing your comments to the Project Team.

Your preference for Option 3 (realignment of Trafalgar Road to the west) has been noted by the Project Team. The upcoming study process will include development of alternatives for road corridor improvements throughout the study area, at which point the Project Team will determine access requirements and/or potential property impacts. The Project Team will be seeking additional input from you as the project proceeds towards the selection of a preferred alternative.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,

MMM Group



Neil Ahmed, P.Eng.

Project Manager

cc. Jeff Reid, C.E.T., Halton Region

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Comment Sheet

OPTION 1

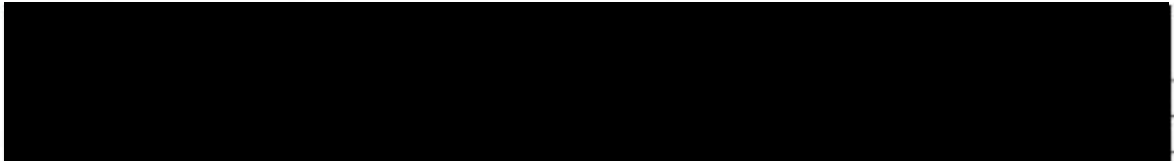
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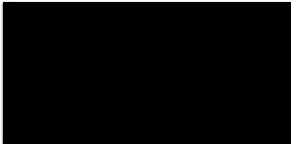


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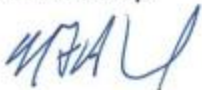
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Your support for Option 1 (improvements along the existing Trafalgar Road corridor) has been noted. The upcoming study process will include development of alternatives for road corridor improvements throughout the study area, at which point the Project Team will determine access requirements and/or potential property impacts. The Project Team will be seeking additional input from you as the project proceeds towards the selection of a preferred alternative.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,

MMM Group



Neil Ahmed, P.Eng.

Project Manager

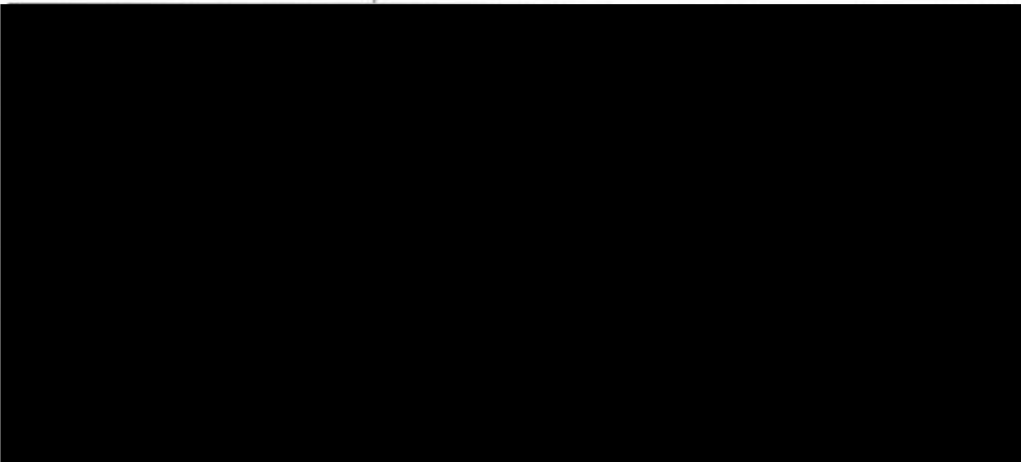
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Comment Sheet



TRAFALGAR

PLEASE PROVIDE ACCESS TO THE RESIDENCE AT [REDACTED] GEORGETOWN.
COMING FROM STEELES ON HORNBY RD

WE FACE A ONE-WAY TO OUR DRIVEWAY - ILLEGAL ENTRY
NO LEGAL ACCESS FROM TRAFALGAR - & TURNING INTO
THE SMALL PATHWAY IN FRONT OF THE NELSON FARM IS
TREACHEROUS - NO INDICATORS AVAILABLE FOR A LEFT TURN.
MOST TIMES NOT PLOWED AND BLACK ICE MAKES IT VERY
DANGEROUS TO TURN. ITS ON AN ELEVATION. WENT
& ALSO BROKEN CULVERT AT DRIVEWAY ENTRANCE. FOOT INTO
OPENING TWICE WHEN PICKING MAIL - BRUISES & SCRAPES.

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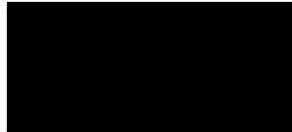
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Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on November 20, 2014 and for providing your comments to the Project Team.

We are aware of the issues associated with the existing Hornby Road/Trafalgar Road intersection and your property access. Accommodating safe and efficient access to area properties is one of the considerations of the Environmental Assessment study. Access in the area of Hornby Road / Trafalgar Road will be considered as the project progresses. Your comment sheet has been forwarded to the Region's Road Operations Department, as they will investigate if any interim (short-term) operational measures can be undertaken to improve existing access/egress and/or safety.

The upcoming study process will include development of alternatives for road corridor improvements throughout the study area, at which point the Project Team will determine access requirements and/or potential property impacts. The Project Team will be seeking additional input from you as the project proceeds towards the selection of a preferred alternative.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,

MMM Group



Neil Ahmed, P.Eng.
Project Manager
cc. Jeff Reid, C.E.T., Halton Region

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Comment Sheet

INFORMATIVE!

I LIKE THE BYPASS OF STEWARTTOWN
IT WORKS FOR ME BUT, OF COURSE, NOT
FOR EVERYONE

THANKS!

But

Place your completed comment sheet in the box provided or return by **Friday, December 5, 2014** to:

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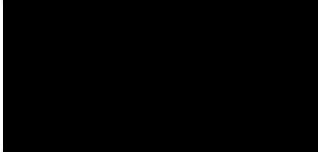


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On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on November 20, 2014 and for providing your comments to the Project Team.

Your preference for the options that bypass Stewarttown (Options 2 and 3) has been noted by the Project Team. The upcoming study process will include development of alternatives for road corridor improvements throughout the study area, at which point the Project Team will determine access requirements and/or potential property impacts. The Project Team will be seeking additional input from you as the project proceeds towards the selection of a preferred alternative.

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Comment Sheet

Trains are becoming more frequent and longer;
trains often pass each other and truck and car traffic
on Trafalgar Rd. are also increasing.

I have waited over 20 minutes for passing trains to
clear the crossing and traffic backed up to
Sherbourne School.

Expanding Halton Hills Drive, Charles St. or Purcell
Ave. to be bypass routes is not acceptable.

The grade separation must be done as soon as
possible.

Comments on the street include if it was in
south Halton it would be done. Let's not start
the North/South war again.



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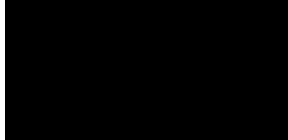


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Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on November 20, 2014 and for providing your comments to the Project Team.

The Project Team agrees that the use of neighbourhood roads such as Halton Hills Drive, Charles Street, or Princess Anne as bypass routes by drivers is not an acceptable long term solution to address transportation needs in the area. One of the objectives of the Trafalgar Road Environmental Assessment Study is to alleviate the rail conflicts along Trafalgar Road that are causing drivers to use adjacent local roads as detour routes.

Construction of improvements along Trafalgar Road is currently scheduled to begin in 2019/2020. Below are the existing 'start of construction' timings but are subject to change:

- Trafalgar Road – Steeles Avenue to 10 Side Road (2019)
- Trafalgar Road – 10 Side Road to Highway 7 (2020)
- Trafalgar Road at CN Grade Separation (2020)
- Trafalgar Road at Metrolinx (formerly GEXR) Grade Separation (2020)

We understand rail-related delays currently being experienced along Trafalgar Road are a major concern for area residents and that the delays are becoming more frequent and sometimes over a longer period of time. Each of these improvement options will include rail grade separations along the Trafalgar Road corridor, alleviating current delays for through traffic. Note that only Option 1 will provide grade separations along the current Trafalgar Road.

The upcoming study process will include development of alternatives for road corridor improvements throughout the study area, at which point the Project Team will determine access requirements and/or potential property impacts. The Project Team will be seeking additional input from you as the project proceeds towards the selection of a preferred alternative.

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Comment Sheet

① Underpass for railway @ maple + Trafalgar.
higher priority of 2.

② Option 1. - best option -

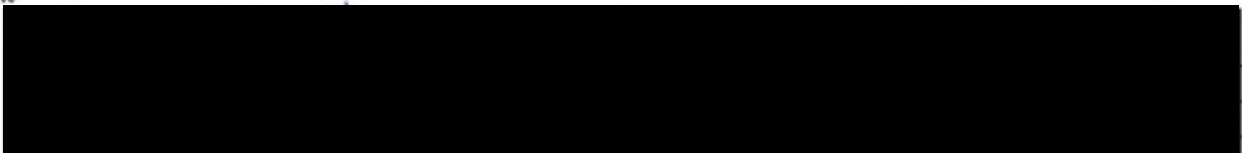
③ - Multi-use pathway on 1 side ~~like~~ as
on 8th line.

Place your completed comment sheet in the box provided or return by **Friday, December 5, 2014** to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group Limited
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
e-mail: ahmedn@mmm.ca

Please Print

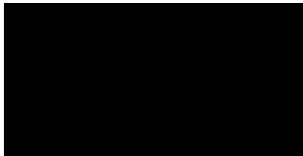
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Address:



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www.mmgrouplimited.com

February 25, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on November 20, 2014 and for providing your comments to the Project Team.

Your support for Option 1 (improving the existing Trafalgar Road corridor) has been noted. The upcoming study process will include development of alternatives for road corridor improvements throughout the study area, at which point the Project Team will determine access requirements and/or potential property impacts. The Project Team will be seeking additional input from you as the project proceeds towards the selection of a preferred alternative.

The rail lines crossing Trafalgar Road at Maple Avenue and 20 Side Road are operated by CN Rail and Metrolinx, respectively. In order to improve traffic flow and safety along the Trafalgar Road Corridor, implementing a grade separation at both of these crossings is recommended under Option 1. The type of grade separations (i.e. overpass or underpass) depends on a number of factors (e.g. construction staging, property requirements, etc.). These will be reviewed in further detail as the study progresses.

Currently, through work completed in the ongoing Halton Region Active Transportation Master Plan Study, active transportation facilities along Trafalgar Road are proposed to accommodate pedestrians and cyclists in the communities between Steeles Avenue and Highway 7. Specific locations and dimensions of the active transportation facilities will be explored in further detail as alternatives for corridor improvements are developed; Town of Halton Hills will also be consulted.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,

MMM Group

A handwritten signature in blue ink, appearing to be 'NAU', written over a horizontal line.

Neil Ahmed, P.Eng.

Project Manager

cc. Jeff Reid, C.E.T., Halton Region

**Trafalgar Road (Regional Road 3) Class EA Study
Steeles Avenue (Regional Road 8) to Highway 7**

Received at PIC
Nov 20, 2014.

Public Information Centre #1
Thursday, November 20, 2014
Georgetown District High School (Cafeteria)
70 Guelph Street, Halton Hills, ON L7G 3Z5

Comment Sheet

Our main concern / issue with the widening of Trafalgar is the problems we will face ~~on~~ continuing operation of our business. Relocation to a similar location would be extremely difficult. Our business has been in operation since 1994 and it is a small family run operation. Removing the right of way is feasible with construction on the building to move doors and driveways, but any more than that would make unsafe and no longer viable. We definitely do not wish to relocate if it all possible

Place your completed comment sheet in the box provided or return by **Friday, December 5, 2014** to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group Limited
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
e-mail: ahmedn@mmm.ca

Please Print

Name: _____

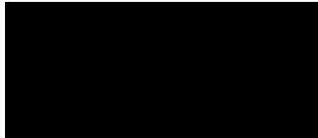
Address: _____

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Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503

www.mmmgrouplimited.com

February 25, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on November 20, 2014 and for providing your comments to the Project Team.

The Project Team recognizes the concerns that you and many other business owners along the Trafalgar Road corridor have regarding property impacts that may result from this improvement project. The upcoming study process will include development of alternatives for road corridor improvements throughout the study area, at which point the Project Team will determine access requirements and/or potential property impacts. The Project Team will be seeking additional input from you as the project proceeds towards the selection of a preferred alternative.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group

A handwritten signature in blue ink, appearing to read 'Neil Ahmed'.

Neil Ahmed, P.Eng.
Project Manager

cc. Jeff Reid, C.E.T., Halton Region

Trafalgar Road (Regional Road 3) Class EA Study Steeles Avenue (Regional Road 8) to Highway 7

Received at
PIC Nov/20/2014

Public Information Centre #1
Thursday, November 20, 2014
Georgetown District High School (Cafeteria)
70 Guelph Street, Halton Hills, ON L7G 3Z5

Comment Sheet

Junction improvement on Trafalgar Road @ 5th St have not been effective due to short merge lanes after the junction. Congestion already occurring during am & pm peaks. Widening needed earlier than programmed.

As employment lands fill up along 401 in Halton Hills a bus service is needed to take some single-driver traffic off Trafalgar Rd & 9th Line & 8th Line.

For cycling route, 8th Line would be a better alternative than Trafalgar - fewer hills - less exposed to cross-winds

Place your completed comment sheet in the box provided or return by **Friday, December 5, 2014** to:

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Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
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Name:

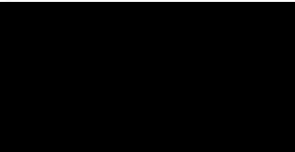
Address:

Postal Code:

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February 25, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on November 20, 2014 and for providing your comments to the Project Team.

The Project Team appreciates your observations concerning the intersection operations at Trafalgar Road and 5 Side Road. The proposed improvements on Trafalgar Road would include the widening to four lanes through this area and exclusive right-turn and left-turn lanes as warranted. The timing of Trafalgar Road start of construction from Steeles Avenue to 10 Side Road, including the intersection improvements at 5 Side Road, is currently scheduled in 2019. As part of this study, the timing of improvements will be confirmed.

Regarding your comments about improvements to transit in the corridor, the Project Team notes that the local municipalities are responsible for providing transit services, not Halton Region. From what we understand, the Town of Halton Hills is not proposing such transit services along the Trafalgar Road Corridor. We appreciate your preferences for cycling routes between Georgetown and areas to the south to be located on Eighth Line. The implementation of active transportation facilities along the Trafalgar Road corridor is based on recommendations from the ongoing Halton Region's Active Transportation Master Plan (ATMP). The ATMP project web-page can be found at www.halton.ca/ActiveTransportation. Consideration for active transportation facilities beyond Trafalgar Road (such as Eighth Line) is outside of the scope of this Class Environmental Assessment Study.

The upcoming study process will include development of alternatives for road corridor improvements throughout the study area, at which point the Project Team will determine access requirements and/or potential property impacts. The Project Team will be seeking

additional input from you as the project proceeds towards the selection of a preferred alternative.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,

MMM Group

A handwritten signature in blue ink, appearing to read 'Neil Ahmed', is written over the printed name.

Neil Ahmed, P.Eng.

Project Manager

cc. Jeff Reid, C.E.T., Halton Region

**Trafalgar Road (Regional Road 3) Class EA Study
Steeles Avenue (Regional Road 8) to Highway 7**

Received at PIC
Nov 20, 2014

Public Information Centre #1
Thursday, November 20, 2014
Georgetown District High School (Cafeteria)
70 Guelph Street, Halton Hills, ON L7G 3Z5

Comment Sheet

WE WOULD LIKE THE OPTION THAT
GOES DIRECTLY UP TRAFALGAR RD.
SINCE IT WILL NOT IMPACT OUR
FARMING ABILITIES

Place your completed comment sheet in the box provided or return by **Friday, December 5, 2014** to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group Limited
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
e-mail: ahmedn@mmm.ca



Please Print

Name: 
Address: 
Postal Code: _____

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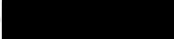
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February 25, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on November 20, 2014 and for providing your comments to the Project Team.

Your support for Option 1 (improvements along the existing Trafalgar Road corridor) has been noted. The upcoming study process will include development of alternatives for road corridor improvements throughout the study area, at which point the Project Team will determine access requirements and/or potential property impacts. The Project Team will be seeking additional input from you as the project proceeds towards the selection of a preferred alternative.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,

MMM Group



Neil Ahmed, P.Eng.
Project Manager
cc. Jeff Reid, C.E.T., Halton Region

RECEIVED AT PIC
NOVEMBER 20, 2014

November 20, 2014

Nick Zervos
Senior Transportation Co-Ordinator
Regional Municipality of Halton

Dear Mr. Zervos

Thank you for the opportunity to comment on the Trafalgar Road public meeting. Unfortunately I have a meeting conflict and am unable to attend the November 20 meeting in Georgetown. I am a resident of Stewarttown and have particular interest in the section Northbound approaching 15 Sideroad through to the Maple Avenue intersection.

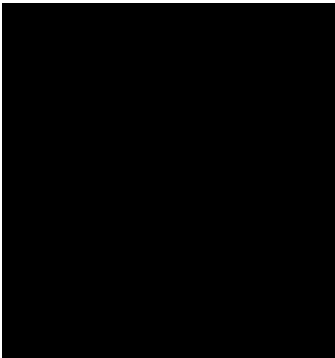
I would like to provide my comments by letter which will enable further discussion and follow-up. I have reviewed the most recent documents on the Halton Region website from the February, 2011 meeting which showed the conceptual recommendations for the intersection work, which has now been completed. I have not seen any updated presentations.

1. The work to date has improved the intersection at 15 sideroad. The traffic calming devices are noticeable and helpful in alerting drivers that they are approaching a hamlet and entering a community, coming to an end of a high speed artery.
2. I have a concern with the northbound left turn lane at 15 sideroad. The through lane on Trafalgar veers to the right and also serves as the right turn lane. The lane that continues straight on Trafalgar is a left turn lane. If the lane markings on the road surface are covered with snow, or if visibility is poor due to rain and darkness, an unfamiliar driver could enter the left turn lane and proceed over the crest of the hill into the southbound left turn lane causing a head on collision. When I am in the southbound left turn lane at night, I feel very insecure about oncoming traffic from the south. I believe that northbound overhead signage is required that clearly shows the directional control at this location.
3. This intersection includes Stewarttown School. I believe that the speed limit should be reduced to 50 km/hr from the approach to the school from either direction and that school zone markings should be included. There is considerable school bus traffic as this serves the rural community. As the property south of 15 Sideroad is developed, the traffic will increase as will the school population.
4. Positive initiatives have been made to reduce the traffic noise on the decline into Stewarttown from the South (road widening, surface renewal), but the growing amount of traffic will continue to increase total noise volume. Many municipalities are now using noise barrier devices to protect new communities. This should also apply to existing communities. The widening of the road will move the road closer to the housing on Trafalgar between 15 SR and all the way to Highway 7. I would like to see options available for sound barriers to be included in this study.

5. The intersection at Maple Avenue is highly problematic with two rail crossings and greatly increased train traffic. At one time there was consideration to construction of a by-pass of Georgetown to the west of Trafalgar Rd from 10 SR to Hwy 7. This could resolve much of the problems associated with the truck traffic at that intersection and the other issues along Trafalgar, such as the expropriation of property for the widening. I would like to see this option continued to be included as a part of the master plan.

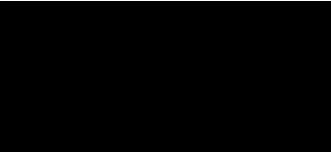
Thank you for your consideration.

Yours truly,



MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mmmgrouplimited.com

March 2, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for providing your comments to the Project Team. We have organized the response in the letter to follow the same order as your letter dated November 20, 2014.

Through recommendations in the earlier Trafalgar Road Short-Term Intersection & Operations Review study, traffic calming measures have been implemented in the area of 15 Side Road, and the intersection at 5 Side Road has been widened to 4 lanes. The Region did not prepare any further presentations regarding these improvements.

In response to your comment regarding the specific treatments and lane markings at the 15 Side Road intersection, please note that accommodating safe and efficient access to area properties, businesses, and schools is being considered as a part of this EA Study. The intersection configurations, potential locations for turning lanes, and inclusion of necessary signage will be considered as the project progresses. The posted speed limits along Trafalgar Road through the study area, including school zones, will be reviewed. Representatives of the school boards are on the study contact list and will be notified of study progress throughout the EA Study.

A noise analysis will be conducted following the selection of a preferred alternative in accordance with the Ministry of Transportation / Ministry of the Environment and Climate Change Noise Protocol, as well as the Halton Region Noise Policy. The consideration of noise mitigation measures will be reviewed where warranted.

We understand rail-related delays currently being experienced along Trafalgar Road is a major concern for area residents and that the delays are becoming more frequent and sometimes over a longer period of time. As presented at the November 20, 2014 Public Information Centre, three alignment options are being considered for the improvements of the Trafalgar Road corridor between 15 Side Road and Highway 7 – one option is along the

existing Trafalgar Road and the other two are bypass options west of existing Trafalgar Road. All information presented at the November 20, 2014 Public Information Centre (including the conceptual corridor options), are available on the Region's website: www.halton.ca/EAProjects.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,

MMM Group

A handwritten signature in blue ink, appearing to read 'Neil Ahmed', with a stylized flourish at the end.

Neil Ahmed, P.Eng.

Project Manager

cc. Jeff Reid, C.E.T., Halton Region

From: [REDACTED]
Sent: Monday, December 01, 2014 11:14 AM
To: Reid, Jeffrey
Subject: CEA Study - Trafalgar Road PR-2960A/PR-2961A

Hello,

Thank you for opening this study for public consultation. I live in the Hamlet of Stewarttown, close to Trafalgar Road and therefore am greatly affected by the traffic on this route and the environmental impact of potential changes.

I would like to provide my position on a few points that I hope will be considered during this consultation:

- There is about to be considerable population growth via a new housing development between 10th and 15th Sideroads / Trafalgar Rd. and 8th Line, and the estimated 20,000 new residents will require access to this area. Many of the access routes are likely to occur via 8th Line on the east side of this block for access to the municipality of Georgetown, and on the south side of 10th Sideroad for access to Hwy. 401. There are also likely to be a number of access points to Trafalgar Rd. Therefore, to increase access to this section, it may be beneficial to widen Trafalgar two 2 lanes between Steeles Ave. and 10th Sideroad.
- There is already too much transient traffic on Trafalgar through the hamlet of Stewarttown, between 15th and 17th Sideroads, especially large commercial vehicles that very often exceed the speed limit. Large trucks gain speed down one side of the steep hill in order to gather momentum to climb the other side of the hill. This section of Trafalgar must not be widened, as that would greatly increase transient commercial traffic, at an even greater rate of speed.
- The left turn lanes recently added to the intersections of Trafalgar Rd. and 5th / 10th Sideroads have proven quite successful. There is not much of a delay at 15th Sideroad so my opinion is that a similar larger intersection is not required.
- There is an elementary school at the intersection of Trafalgar Rd and 15th Sideroad, so this intersection needs to be kept slower and safer than some other intersections on this route.

I hope you will add these points to others being collected during this study and that they will be considered during your review.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

Stefan Sirianni

From: Reid, Jeffrey [<mailto:Jeffrey.Reid@halton.ca>]

Sent: December-01-14 11:28 AM

To: [REDACTED]

Cc: Neil Ahmed; Katherine Jim; Green-Battiston, Melissa; Monaghan, Patrick - Transportation Services

Subject: RE: CEA Study - Trafalgar Road PR-2960A/PR-2961A

Mr. [REDACTED]

Thank-you for your interest and comments related to the Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study from Steeles Avenue to Highway 7, within the Town of Halton Hills.

The Project Team will consider your observations/comments (below) as we progress with this study. This study is to fulfill the require travel demand along Trafalgar Road to 2031, which includes the anticipated Vision Georgetown population of approximately 20,000 people.

Your comments will be added to the public record and the Project Team will consider them as we move forward with this study. As you live within the immediate study area _____ you will continue to receive direct correspondence from the Region with respect to all future notices, etc.

Looking forward to working with you as the study progresses.

Thanks,

Jeff

Jeffrey Reid, H.B.A., C.I.M., C.E.T.

Senior Transportation Planner

Transportation Services – Transportation Planning | Public Works

Ph. (905) 825-6000 or 1-866-4HALTON (425866), ext. 7920

E. jeffrey.reid@halton.ca

Address 1151 Bronte Road, Oakville, Ontario, L6M 3L1

Halton Region | www.halton.ca

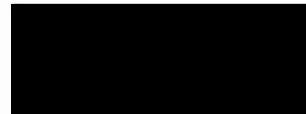


 Please consider the environment before printing this e-mail.



December 5, 2014

Delivered via E-mail
Original to follow via mail



File No. 190387-0002

Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1

Attention: Jeffrey Reid,
Senior Transportation Planner

Dear Mr. Reid:

**Re: Class Environmental Assessment Study, Trafalgar Road (Regional Road 3)
Transportation Corridor Improvements, Steeles Avenue (Regional Road 8) to
Highway 7, Town of Halton Hills (the "EA")
[REDACTED] 15th Side Road, [REDACTED] Trafalgar Road, and [REDACTED] Trafalgar Road, (together
"Properties")**

We act on behalf of the owners of the Properties, [REDACTED] and [REDACTED] Ontario Limited, as well as for [REDACTED] and are writing further to Halton Region's EA noted above.

The Properties

The Properties can be summarized as follows:

- [REDACTED] 15th Side Road consists of approximately 190 acres of land fronting on 15th Side Road, as well as Trafalgar Road and Sixth Line. The property contains a farm house, another building, a garage, four barns and grain/corn silos. It is currently used for farming purposes;
- [REDACTED] Trafalgar Road consists of approximately 115 acres of land fronting on Trafalgar Road. The property contains a farm house and a barn. It is currently used for farming purposes; and
- [REDACTED] Trafalgar Road consists of approximately 97 acres of land fronting on Trafalgar Road and also on Sixth Line. The property contains a farm house, a detached garage and a barn. It is currently used for farming purposes.

The Properties are all located south of 15th Side Road and front on the west side of Trafalgar. Their general location is immediately south and immediately west of the Georgetown urban area as identified in the Region's Official Plan.

Preliminary Comments on EA

We understand that the primary purpose of the EA is to determine the preferred route to be taken for the future improvements to Trafalgar Road. In particular, Trafalgar Road has been identified as experiencing significant delays, especially at the rail crossing just north of our clients Properties, and the problem is only expected to get worse as Halton Hills continues to grow.

As a general comment, we should be clear that our clients do not object to the improvement of infrastructure in the Region, including the expansion of the road network between the 401/407 and the urban areas within Halton Hills. Our clients understand the importance of improving such infrastructure to allow for and support future growth. Where our clients do have concerns is to ensure that the burden and the benefit of any such infrastructure are fairly distributed to those who will be impacted by the same.

Significant Concern With the Impacts of the Conceptual Trafalgar Corridor

The Region has currently shown three "Conceptual Corridors" relating to the future Trafalgar Road. The first of these options is primarily focused on widening Trafalgar while improving its connection with the major side roads and its flow through the CNR rail right-of-way. Options 2 and 3 take a different approach: they each propose a new potential corridor for Trafalgar that will result in an urban road running through a significant part of our clients Properties, dividing the Properties and having significant impacts on their viability as farm land.

Our clients are concerned that all three options, but especially options 2 and 3, will have an undue and unfair impact on their Properties. Running a significant piece of urban infrastructure through the heart of these lands will result in serious economic and social consequences to the Properties – impacting or even potentially destroying their prospect as an effective farm.

Unfair to Divide Farm Lands for Urban Purposes

It is fundamentally unfair and inappropriate for our clients Properties to bear the impact of this significant urban infrastructure without a proper and full review of the appropriate land use of the Properties. The continued encroachment of urban uses surrounding the Properties, and the development of urban infrastructure through them make it apparent that the existing farm uses are no longer an appropriate long term use of the Properties. As such, we believe it is appropriate that the Properties be redesignated as part of the urban area and suggest the Region give consideration to the same in its next Official Plan review so as to align these infrastructure investments with an appropriate land use.

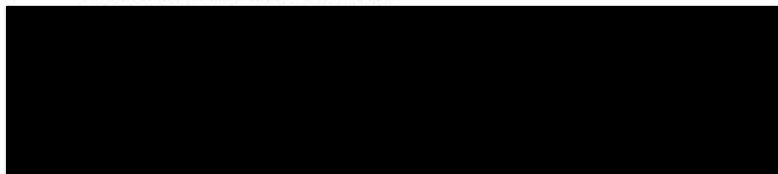
While we understand that the control over the land use designation is outside of the scope of the EA, it is a critical component to evaluating the impacts of the EA – running urban infrastructure through a property that effectively destroys its viability as rural land has a different impact on the social, economic and cultural conditions than it would be if the same infrastructure was assigned to urban lands.



Please feel free to contact me if you should have any questions or wish to discuss this matter further. Also, we ask that you copy us on any correspondence and notices with respect to this matter.

Yours truly,

MILLER THOMSON LLP



cc:
Neil Ahmed, MMM Group Limited
Henry Parasol

12831644.1



MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mmmgrouplimited.com

FILE COPY

December 11, 2014

[REDACTED]
Miller Thomson LLP
[REDACTED]

**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study**

Dear [REDACTED]

Thank-you for your interest and comments on behalf of the owners of [REDACTED] 15 Side Road, [REDACTED] Trafalgar Road and [REDACTED] Trafalgar Road related to the Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study from Steeles Avenue to Highway 7, within the Town of Halton Hills. We appreciate that the primary concern at this time is with the potential balance of impacts and benefits as may be associated with the conceptual corridor alternatives presented at the recent Public Information Centre (PIC) on November 20, 2014.

The Project Team will consider your observations/comments as per your letter of December 5, 2014 as we progress with this study. In general, it is acknowledged that each alternative will have impacts to private lands, and these impacts vary and are dependent on the alternatives considered. While no decision has been made yet, it was the intent of the recent PIC to present the conceptual corridor alternatives that will be developed for evaluation later in the study process. The potential impacts to your client's properties will be assessed and considered as part of the process through the analysis and evaluation of alternatives.

As noted in your letter, any changes in land use designations are outside of this study process. Any changes in land use designations would be considered as part of an Official Plan Review Update.

Your comments will be added to the public record and the Project Team will consider them as we move forward. As your client has requested your participation in the study, you will continue to receive direct correspondence from the Region with respect to all future notices, etc.

We look forward to working with you as the study progresses.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group



Neil Ahmed, P.Eng.
Project Manager
Transportation Planning
cc. Jeff Reid, C.E.T., Halton Region

Stefan Sirianni

From: [REDACTED]
Sent: Wednesday, December 10, 2014 3:29 PM
To: ahmedn@mmm.ca; Reid, Jeffrey
Subject: Trafalgar Road (Regional Road 3) Class ES Study - Steeles Avenue (Regional Road 8) to Highway 7

Dear Mr. Ahmed and Mr. Reid,

Thank you for hosting the PIC for the Trafalgar Road Class EA Study.
My apologies for the late submission (for some reason I thought that I had e-mail this out to you last Friday).

As a vested partner in this EA with 7 properties within the Study area, we have the following comments:

- 1) Steeles to the Watercourse Feature #1 (Tributary of Middle 16 Mile Creek) – The lands North of Steeles are currently being brought in to the current OP and will be zoned Gateway lands. In anticipation of this zoning change, we suggest that a centre turn lane on Trafalgar be provided from Steeles Ave. North to just South of the tributary (approximately 350m). The cross section would look similar to what is being proposed for the portion from Hornby Road to 10 Sideroad. The recent intersection improvements at Trafalgar and Steeles have already allowed for a Southbound left turn lane so this would be a minor extension of this lane up to the tributary.
- 2) Agram Meats – Just North of the Mount Pleasant Cemetery there is a cluster of homes along with our Meat Store (Agram Meats). We would appreciate a centre turn lane that would allow customers and local homeowners access to their properties without blocking traffic.
- 3) Six lane expansion – Since ROPA 38 classifies Trafalgar Road as a Major Arterial, consideration should be given to how expansion to six lanes will take place in the future. Some thoughtful planning at this stage could make things a lot easier when Trafalgar is eventually expanded to six lanes.
- 4) On Road Bike Lanes – The fact that Trafalgar Road is classified as a Major Arterial road along with the large amount of truck traffic, it does not make sense to have on road bike lanes but rather larger multi-use pathways as depicted in the cross sections showing the cyclist on the multi-use path. The on road bike lanes are a death sentence to those that may use them. We've been farming at various locations along Trafalgar for almost 30 years now and have seen our share of vehicular accidents along this stretch of road. I would hesitate sending my kids in a car on this road, let alone on a bike!
- 5) Agricultural Use – We are still one of the very few farmers left in the area and intend to continue to farm for the next 20 years at our various properties along Trafalgar Road and in Hornby. We ask that this be taken in to consideration when setting speed limited during the design process and kindly ensure that adequate signage is posted letting commuters know that there are active farming operations in the area.
- 6) Conceptual Corridor – Option 3 – Please note that we are a strong supporter of the Conceptual Corridor – Option 3. The route follows the bounds set by nature to the West and would offer further protection to these sensitive areas.

I'm available for further consultation or assistance. My cellphone is [REDACTED].

Have a nice weekend,

[REDACTED]

Stefan Sirianni

From: Katherine Jim
Sent: February-05-15 9:06 AM
To: [REDACTED]
Cc: Reid, Jeffrey (Jeffrey.Reid@halton.ca); Green-Battiston, Melissa; Monaghan, Patrick - Transportation Services; Neil Ahmed; Stefan Sirianni
Subject: RE: Trafalgar Road (Regional Road 3) Class ES Study - Steeles Avenue (Regional Road 8) to Highway 7
Categories: Print and File / Update Comment Sheet

[REDACTED]

Thank-you for your interest and comments related to the Trafalgar Road (Regional Road 3) Class Environmental Assessment (EA) Study from Steeles Avenue to Highway 7, within the Town of Halton Hills. You have provided a number of comments at this time on a variety of topics (below). We have reviewed your comments and respond as follows:

With respect to the proposed Trafalgar Road cross-section north of Steeles Avenue, the Project Team is coordinating with the Town of Halton Hills and will consider the need for additional access along Trafalgar Road. A centre turn lane is one option that will be considered.

In the vicinity of the Agram Meats store, between 10 Side Road and 15 Side Road, we appreciate your interest in retaining safe and efficient access to area residences and your business. As the study progresses, consideration will be given to suitable alternatives.

The potential of six lanes along Trafalgar Road (Steeles Avenue to 10 Side Road) is currently not required, based on the traffic projections to the horizon year of 2031.

To your point regarding on-road bike lanes, the Project Team is proposing both on-road and off-road Active Transportation infrastructure along the entire Trafalgar Road corridor. The Region is currently undertaking an Active Transportation Master Plan (ATMP) Study to the year 2031 and both Cycling and Walking infrastructure being proposed through this study, is consistent with the ATMP. On-road bike lanes or paved shoulders will be provided, as well as either multi-use paths or sidewalks off-road. This will provide all Active Transportation users' choice, based on their ability and comfort level. The Project Team will review the existing speed limit in the corridor and consideration will be given to lowering to 60km/h or 70km/h.

We acknowledge your interest in retaining use of Trafalgar Road for moving agricultural equipment. This roadway is intended to accommodate a wide variety of road users and certainly agricultural equipment will be accommodated. As the study progresses, we will be seeking input on what types of equipment should be accommodated and where access will be required by that equipment.

We also acknowledge your preference for Option 3.

Your comments will be added to the public record and the Project Team will consider them as we move forward. You will continue to receive direct correspondence from the Region with respect to all future notices, etc.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the Neil Ahmed at 905-823-8500 or ahmedn@mmm.ca.

Regards,

Katherine Jim

on behalf of Neil Ahmed

Katherine Jim, P.Eng., M.Eng.

Transportation – Planning

MMM Group Limited

2655 North Sheridan Way, Suite 300

Mississauga, ON Canada L5K 2P8

t: 905.823.8500 x1371 | f: 905.823.8503

JimK@mmm.ca | www.mmmgrouplimited.com

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Please consider the environment before printing this e-mail and/or its attachments.

From: [REDACTED]

Sent: Wednesday, December 10, 2014 3:29 PM

To: ahmedn@mmm.ca; Reid, Jeffrey

Subject: Trafalgar Road (Regional Road 3) Class ES Study - Steeles Avenue (Regional Road 8) to Highway 7

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My apologies for the late submission (for some reason I thought that I had e-mail this out to you last Friday).

As a vested partner in this EA with 7 properties within the Study area, we have the following comments:

- 1) Steeles to the Watercourse Feature #1 (Tributary of Middle 16 Mile Creek) – The lands North of Steeles are currently being brought in to the current OP and will be zoned Gateway lands. In anticipation of this zoning change, we suggest that a centre turn lane on Trafalgar be provided from Steeles Ave. North to just South of the tributary (approximately 350m). The cross section would look similar to what is being proposed for the portion from Hornby Road to 10 Sideroad. The recent intersection improvements at Trafalgar and Steeles have already allowed for a Southbound left turn lane so this would be a minor extension of this lane up to the tributary.
- 2) Agram Meats – Just North of the Mount Pleasant Cemetery there is a cluster of homes along with our Meat Store (Agram Meats). We would appreciate a centre turn lane that would allow customers and local homeowners access to their properties without blocking traffic.
- 3) Six lane expansion – Since ROPA 38 classifies Trafalgar Road as a Major Arterial, consideration should be given to how expansion to six lanes will take place in the future. Some thoughtful planning at this stage could make things a lot easier when Trafalgar is eventually expanded to six lanes.
- 4) On Road Bike Lanes – The fact that Trafalgar Road is classified as a Major Arterial road along with the large amount of truck traffic, it does not make sense to have on road bike lanes but rather larger multi-use pathways as depicted in the cross sections showing the cyclist on the multi-use path. The on road bike lanes are a death sentence to those that may use them. We've been farming at various locations along Trafalgar for almost 30 years now and have seen our share of vehicular accidents along this stretch of road. I would hesitate sending my kids in a car on this road, let alone on a bike!
- 5) Agricultural Use – We are still one of the very few farmers left in the area and intend to continue to farm for the next 20 years at our various properties along Trafalgar Road and in Hornby. We ask that this be taken into consideration when setting speed limited during the design process and kindly ensure that adequate signage is posted letting commuters know that there are active farming operations in the area.

- 6) Conceptual Corridor – Option 3 – Please note that we are a strong supporter of the Conceptual Corridor – Option 3. The route follows the bounds set by nature to the West and would offer further protection to these sensitive areas.

I'm available for further consultation or assistance. [REDACTED]

Have a nice weekend,

[REDACTED]

This message, including any attachments, is privileged and intended only for the person(s) named above. This material may contain confidential or personal information which may be subject to the provisions of the Municipal Freedom of Information & Protection of Privacy Act. Any other distribution, copying or disclosure is strictly prohibited. If you are not the intended recipient or have received this message in error, please notify us immediately by telephone, fax or e-mail and permanently delete the original transmission from us, including any attachments, without making a copy.

Thank you

Stefan Sirianni

-----Original Message-----

From: [REDACTED]
Sent: November-27-14 3:54 PM
To: Neil Ahmed
Cc: [REDACTED]; Councillor Lewis
Subject: Trafalgar Rd. "EA" Study ... Steeles Ave. to Hwy. #7

A few comments from us, after recently attending Halton Regions P.I.C. #1.

Thank you, all ... for a most informative series of displays.

We feel that some intersections in the study area would be greatly enhanced by the engineering and installation of traffic circles.

Such enhancement of the intersections at #5 S.R., #10 S.R. and even possibly ... #15 S.R. {in its current location} would forcibly control excessive vehicular speeds, seriously reduce vehicular emissions, enhance travelers safety and reduce vehicular travel times.

All of the above-mentioned attributes would allow for the complete removal of traffic lights and their light control systems ... substantially lowering equipment costs of recycling the old technology pieces down to Oakville / Burlington !!

If serious consideration must be given to re-locating both the Trafalgar / 15 S.R. and the Trafalgar / 17 S.R. intersections ... to some distance further to the West, again ... all of the above-mentioned, beneficial attributes would still apply.

The existing, unmoving CNR branch from the 'GEXR' line down into Milton complicates the theoretical 'Trafalgar westerly re-location', but doesn't make it completely impossible.

However, the hugely expensive grade-separation project proposed at Maple Av. / Trafalgar Rd. may be averted by the possible 'Trafalgar westerly re-location'.

No easy solutions are visible on this one !

Regards,

[REDACTED]

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mmmgrouplimited.com

February 25, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on November 20, 2014 and for providing your comments to the Project Team.

Intersection designs and treatments along the Trafalgar Road corridor will be explored in further detail as the study progresses. While roundabouts have been successfully implemented in several southern Ontario municipalities (including examples within Halton Region) the high volume of heavy trucks along the Trafalgar Road corridor may not be ideal for the implementation of roundabouts within the Study Area. A four-lane roundabout introduces more complexity from an active transportation perspective, for example, continuity of bike lanes or crossings of multi-use paths. The Project Team will complete a detailed traffic analysis and roundabout 'screening' to determine if any intersections within the Trafalgar Road Corridor should be considered/included within the preferred preliminary design.

The upcoming study process will include development of alternatives for road corridor improvements throughout the study area, at which point the Project Team will determine access requirements and/or potential property impacts. The Project Team will be seeking additional input from you as the project proceeds towards the selection of a preferred alternative.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,
MMM Group



Neil Ahmed, P.Eng.
Project Manager
cc. Jeff Reid, C.E.T., Halton Region

Trafalgar Road (Regional Road 3) Class EA Study Steeles Avenue (Regional Road 8) to Highway 7

Public Information Centre #1
Thursday, November 20, 2014
Georgetown District High School (Cafeteria)
70 Guelph Street, Halton Hills, ON L7G 3Z5

Comment Sheet

TO ATTEMPT TO ADDRESS THE PROPOSED OPTIONS PROVIDED FOR THE WIDENING OF TRAFALGAR RD IS VERY DIFFICULT TO BE UNBIASED; BEING ONE LIVING ON TRAFALGAR.

HOWEVER LOOKING AT THE OPTIONS PROVIDED TAKING INTO CONSIDERATION THE PROPOSED "ALTERNATE 4-2" PLUS THE ISSUE OF HAVING TO HANDLE THE FLOW OF TRAFFIC DURING THE CONSTRUCTION PROCESS, IT WOULD ONLY MAKE SENSE TO RELOCATE TRAFALGAR RD WEST AS SHOWN IN OPTIONS 2 OR THREE.

ADVANTAGES AND DISADVANTAGES OF ALL OPTIONS - 2 AND 3, ALLOW THE EXISTING ROUTE TO SERVE AS NEEDED, PLUS THE OPTIONS BOTH WOULD INCLUDE WHAT WOULD APPEAR TO BE A LARGER "HALTON HILLS" AS OPPOSED TO SEVERELY CUT THE TOWN BY DIVIDING WITH TWO LARGE PASSAGEWAYS.

Place your completed comment sheet in the box provided or return by **Friday, December 5, 2014** to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group Limited
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
e-mail: ahmedn@mmm.ca

Please Print

Name: _____

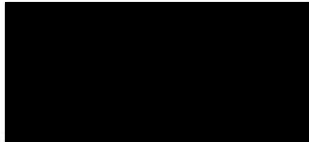
Address: _____

Thank you for your participation. The purpose of the information being gathered on this form is to ensure that further information, when it becomes available, can be forwarded to those parties who have expressed an interest in this study and to gather information from the public for use in the study. Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503

www.mmgrouplimited.com

February 25, 2015



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7
Class Environmental Assessment Study
Halton Region**

Dear 

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on November 20, 2014 and for providing your comments to the Project Team.

Your preference for the options that bypass Stewarttown (Options 2 and 3) has been noted by the Project Team. The upcoming study process will include development of alternatives for road corridor improvements throughout the study area, at which point the Project Team will determine access requirements and/or potential property impacts. The Project Team will be seeking additional input from you as the project proceeds towards the selection of a preferred alternative.

Thank you for your interest in the Trafalgar Road Class EA Study. Should you have further questions, please feel free to contact the undersigned at 905-823-8500 or ahmedn@mmm.ca.

Yours truly,

MMM Group



Neil Ahmed, P.Eng.

Project Manager

cc. Jeff Reid, C.E.T., Halton Region

**Trafalgar Road (Regional Road 3) Class EA Study
Steeles Avenue (Regional Road 8) to Highway 7**

Received at PIC
Nov 20, 2014

Public Information Centre #1
Thursday, November 20, 2014
Georgetown District High School (Cafeteria)
70 Guelph Street, Halton Hills, ON L7G 3Z5

Comment Sheet

NEEDS WIDENING
Now

You should have
done a formal
presentation

Place your completed comment sheet in the box provided or return by **Friday, December 5, 2014** to:

Mr. Neil Ahmed, P. Eng., Project Manager
MMM Group Limited
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8
Phone: 905-823-8500
Fax: 905-823-8503
e-mail: ahmedn@mmm.ca

Please Print

Name: _____
Address: _____
Postal Code: _____

Thank you for your participation. The purpose of the information being gathered on this form is to ensure that further information, when it becomes available, can be forwarded to those parties who have expressed an interest in this study and to gather information from the public for use in the study. Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Stefan Sirianni

From: Katherine Jim
Sent: April-08-15 4:43 PM
To: [REDACTED]
Cc: Reid, Jeffrey (Jeffrey.Reid@halton.ca); Neil Ahmed; Monaghan, Patrick - Transportation Services (Patrick.Monaghan@halton.ca); Melissa.Green-Battiston@halton.ca; Stefan Sirianni
Subject: Trafalgar Road EA - Meeting with North Halton Golf and Country Club
Categories: Print and File / Update Comment Sheet

Hello [REDACTED]

As you know, Halton Region is carrying out an Environmental Assessment Study for the improvement of Trafalgar Road between Steeles Avenue and Highway 7. You attended the first Stakeholder Group Meeting (SG Meeting) in June 2014.

Subsequent to the first SG Meeting, the second SG Meeting was held on November 6, 2014 followed by the first Public Information Centre (PIC #1) on November 20, 2014. At the second SG Meeting and PIC #1, the study background, existing conditions and three conceptual corridor options were presented. The PIC displays may be found on the Region's website: www.halton.ca/EAProjects.

Following PIC #1, functional plans have been developed for each of the conceptual corridor option. We would like to arrange a meeting with the North Halton Golf and Country Club to review the functional plans developed to date and also to discuss the operation of the golf club.

Please advise your availability for the following:

- Week of April 13
- Week of April 20
- Week of April 27 (except April 27 and 28)

Please feel free to give us a call if you have any questions.

Regards,
Katherine

Katherine Jim, P.Eng., M.Eng.

MMM Group Limited

2655 North Sheridan Way, Suite 300

Mississauga, ON Canada L5K 2P8

t: 905.823.8500 x1371 | f: 905.823.8503

JimK@mmm.ca | www.mmmgrouplimited.com

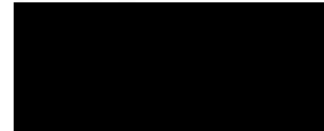
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May 15, 2015

[See Stakeholder Group Mailing List](#)



**Re: Halton Region
Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills
Class Environmental Assessment Study
Our File: W.O. 3214006
Stakeholder Group Meeting #3 Invitation**

Dear 

On behalf of Halton Region, we are writing to invite you to attend the third Stakeholder Group Meeting for the Trafalgar Road Environmental Assessment Study from Steeles Avenue to Highway 7. Please reply to this meeting invitation to advise the Project Team whether you plan to attend or not.

Date: Tuesday, June 2, 2015

Location: Georgetown District High School, Cafeteria (70 Guelph St., Halton Hills, ON L7G 3Z5)

Time: 7:00 p.m. to 9:00 p.m.

The focus of the third Stakeholder Group Meeting is to review proposed improvements on the Trafalgar Road corridor, including alignment alternatives developed within the three conceptual corridors that were presented at Stakeholder Group Meeting #2 in November 2014. The analysis and evaluation of the alignment alternatives will also be presented at the meeting.

If you have any questions, please feel free to contact Ms. Katherine Jim, MMM Group, at jjmk@mmm.ca or 905-823-8500 ext. 1371.

Yours truly,

MMM Group



Neil Ahmed, P.Eng.
Senior Project Manager

Stakeholder Group Members

First Name	Last Name	Mailing Address
Chris	Abbott	11290 Trafalgar Road, Georgetown, ON L7G 4S5
Mary-Helen	Armour	12938 10 Sideroad, Georgetown, ON L7G 4S5
Bob Judy	Barker	32 Johnson Crescent, Georgetown, ON L7G 6C9
Patricia	Beer	Unit#319 240 Chapel St. Cobourg ON K9A 0E3
Dean	De Paoli	10845 Sixth Line, RR 3, Georgetown
Antonio Donato Carolina Pino	Finelli	5 Redthorn Court, Etobicoke, ON M9C 3K1
Attn: George Cook, Vice Principal	Halton Hills Christian School	11643 Trafalgar Road, Georgetown, ON L7G 4S4
Jennifer	Heelis	198 Princess Anne Drive, Georgetown, ON L7G 5Z7
Dale Leslie	Holman	12536 17 Side Road, Georgetown, ON L7G 4S6
Attn: H.T. Arnold	Hornby Glen Golf Course Inc	232A Guelph Street, Suite 201, Georgetown, ON L7G 4B1
Laurie	Jeffery	11348 Trafalgar Road, Georgetown, ON L7G 6C9
Ivanka	Kovacevic	10666 Trafalgar Road, Georgetown, ON L7G 4S5
Geraldine Richard	Kunica	9738 Fourth Line, Milton, ON L9T 2X9
Randy	Ligterink	12302 17th Side Road
Jim	Long	700 King Street West, Hamilton, ON L8P 1C7
Barbara	Mansfield	14 Chantelay Crescent, Georgetown, ON L7G 4S5
John	Nieuwenhoff	37 Stewarttown Road, Georgetown, ON L7G 4S5
Attn: Jason Sheldon	Optimal Planning Solutions	7501 Keele Street #100, Vaughan, ON L4K 1Y2
Jacob & Angele	Orwinski	11100 Trafalgar Road, Halton Hills, ON L7G 4S5
Henry	Parasol	231 MacKenzie St. West, Alliston, ON L9R1B2
Glenn	Pitura	25 William Andrew Avenue, Stouffville, ON L4A 7X5
Marc	Reist	22 Black Creek Court, Georgetown, ON L7G 4S5
Joseph Verna	Rice	50 Windsor Road, Georgetown, ON L7G 4W7
Will	Ross	76 River Drive, Unit 19, Georgetown, ON L7G 2J2
Roland	Scagnetti	198 Princess Anne Drive, Georgetown, ON L7G 5Z7
James	Snow	8305 Hornby Road, Georgetown, ON L7G 4S5
Brian	Stevens	22 Callaghan Crescent, Georgetown, ON L7G 6A5
Kyle	Stewart	363 Maple Avenue West
Ray	Veenstra	14 Harrison Place, Georgetown, ON L7G 4S5
Richard	Vieyra	11571 Trafalgar Road, Georgetown, ON L7G 4S4 (Found on GIS)
Mark	Winnicki	9158 Trafalgar Road, Georgetown, ON L7G 4S5

Stefan Sirianni

From: Katherine Jim
Sent: May-20-15 1:32 PM
To: Neil Ahmed
Cc: Stefan Sirianni
Subject: FW: June 2 Trafalgar Rd. assessment study

Categories: Print and File / Update Comment Sheet

Hi Neil,

FYI.

Stefan: Please save and document as part of consultation record.

Thanks,
Katherine

From: Reid, Jeffrey [<mailto:Jeffrey.Reid@halton.ca>]
Sent: May-20-15 9:55 AM
To: [REDACTED]
Cc: 'Maureen Van Ravens'; Katherine Jim
Subject: RE: June 2 Trafalgar Rd. assessment study

[REDACTED]

As a follow-up to your email to Maureen Van Ravens (Town of Halton Hills), the Region will have to decline your offer for the children to present at the upcoming Stakeholder Group Meeting #3.

We are impressed that both the School and students have taken a keen interest with the Trafalgar Road corridor. That being said, we have only scheduled 2hrs for this meeting and it will be a challenge to adhere to our packed agenda (i.e. presentation and feedback exercises).

Thanks,

Jeff

Jeffrey Reid, H.B.A., C.I.M., C.E.T.
Acting Supervisor – Transportation Planning
Infrastructure Planning & Policy | Public Works
Ph. (905) 825-6000 or 1-866-4HALTON (425866), ext. 7920
E. jeffrey.reid@halton.ca
Address 1151 Bronte Road, Oakville, Ontario, L6M 3L1

Halton Region | www.halton.ca



 Please consider the environment before printing this e-mail.

From: Maureen Van Ravens [<mailto:MaureenV@haltonhills.ca>]
Sent: Tuesday, May 19, 2015 5:03 PM
To: Reid, Jeffrey
Cc: |_____
Subject: FW: June 2 Trafalgar Rd. assessment study

Jeff

Halton Hills Christian School kids are requested to make a presentation at the stakeholder's group as part of the Trafalgar Road EA. It would only be 10 minutes. Is this something that you would consider for the meeting.

I think it would be a good idea. For your information, the school is very well respected in the community.

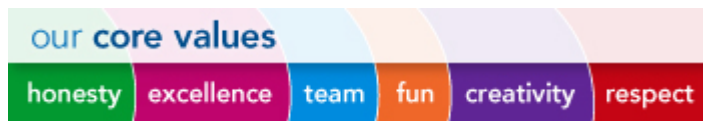
Either way, can you get back to the school and let them know.

Also, did you want the Town at the Stakeholder's meeting? I wasn't aware of the date and time until the school e-mailed me.

Please get back to me.

Thanks

Maureen Van Ravens, C.E.T.
Manager of Transportation and Development Engineering
Infrastructure Services
Town of Halton Hills
Ph:905-873-2601 ext. 2314
Toll Free: 1-877-712-2205
Fax: 905-873-3036
maureenv@haltonhills.ca



From: Maureen Van Ravens
Sent: May-19-15 4:58 PM
To: [REDACTED]
Subject: RE: June 2 Trafalgar Rd. assessment study

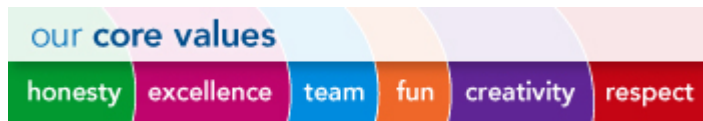
Hi [REDACTED]

I will talk to the project team. I'm working for the Town of Halton Hills now. The Trafalgar Road EA is a Halton Region project so I don't have as much say in that. I will ask them if it is ok.

Can you tell me what time the Stakeholder's meeting is and where?

Maureen Van Ravens, C.E.T.
Manager of Transportation and Development Engineering
Infrastructure Services

Town of Halton Hills
Ph:905-873-2601 ext. 2314
Toll Free: 1-877-712-2205
Fax: 905-873-3036
maureenv@haltonhills.ca



From: [REDACTED]
Sent: May-19-15 4:02 PM
To: Maureen Van Ravens
Subject: June 2 Trafalgar Rd. assessment study

Hello Maureen,

I had hoped to catch you when you were at HHCS a short while ago, but we were headed in opposite directions. I just received the notice for Trafalgar Rd. Stakeholders Meeting #3, scheduled for June 2. One of our Project-based Learning groups did their own study of Trafalgar Rd. and its needs, and came up with recommendations based on the data they collected.

Is it possible for them to make a brief presentation at the June 2 meeting? They would need only about 10 minutes, and would be a representative group of about 5-7 students. A big part of the project-based approach is to have students do "real work for a real audience". They have done the research, and would be thrilled to present in a meaningful forum like the stake holders meeting.

I thought I would ask you first, not knowing who would make this decision. Is it up to Stefan Sirianni? Could you put in a "good word" for us with whoever I do need to ask permission from?

If a presentation is not possible, maybe a group of students could attend as observers.

Thank you so much for your time and support for HHCS and the work of our students.

With appreciation,

[REDACTED]

Stefan Sirianni

From: Katherine Jim
Sent: June-11-15 2:11 PM
To: Stefan Sirianni
Subject: RE: Trafalgar road transportation corridor

Categories: Print and File / Update Comment Sheet

Hi Stefan,

Please update the consultation per email below. Add [REDACTED] to the public mailing list if he is not already on the list.

I will draft a response letter.

Thanks,
Katherine

From: [REDACTED]
Sent: June-11-15 1:20 PM
To: jeffery.reid@halton.ca; Neil Ahmed
Subject: Trafalgar road transportation corridor

I would like to take this opportunity to express my view on the proposed changes to Trafalgar road.

I live north of Georgetown and use Trafalgar road to access the 401 and areas south of Georgetown. Presently Trafalgar road is the only road which by passes urban development.

One of the problems with other urban centers ie Brampton-Milton- Mississauga is that there are no direct limited access roads that bi-sect the towns. Motorists are compelled to drive along road ways with numerous stop lights. Each stop light adds 3-5 minutes transit time. This time would be co,pounded on Trafalgar road due to the numerous trucks that use the load. each time atruck stops it has to gear up to reach road speed only to have to break and stop for next light.

I would like to see the number of access points with lights on Trafalgar road remain as they are. This would allow the current speeds to be maintained and the traffic flow to move through the town and onto the 401 at a reasonable pace. If the road was double laned limited access would still allow for rapid vehicle movement and delay the need for a 400 series highway for some time.

I hope you will consider limiting the access to Trafalgar road and introduction of no more stops along the corridor

[REDACTED]



**TRAFALGAR ROAD (REGIONAL ROAD 3)
TRANSPORTATION CORRIDOR IMPROVEMENTS
CLASS ENVIRONMENTAL ASSESSMENT**

STEELES AVENUE (REGIONAL ROAD 8) TO HIGHWAY 7

**STAKEHOLDER MEETING #3
SUMMARY REPORT**

June 2015



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APPENDIX A – Stakeholder Group Meeting (June 2, 2015) Presentation

APPENDIX B – Alignment Alternatives (Displays)

1. INTRODUCTION

Trafalgar Road is one of the most important transportation facilities in the existing and future Halton Region transportation network. This roadway serves the movement of goods and people and distributes traffic to and from the Provincial freeway system, as well as providing access to residential, commercial and industrial land uses in Oakville, Milton and Halton Hills. Trafalgar Road extends north-south from Lakeshore Road to 32 Side Road within Halton Region.

In the Town of Halton Hills, the need to improve Trafalgar Road between Steeles Avenue and Highway 7 was confirmed in the Halton Region Transportation Master Plan to 2031 – The Road to Change (October 2011). As part of an integrated transportation strategy, Halton Region has determined that increased capacity on the Trafalgar Road corridor is required to support future travel demand.

Given the foregoing, Halton Region is carrying out a Class Environmental Assessment (Class EA) Study for improvements on Trafalgar Road between Steeles Avenue and Highway 7 in order to satisfy future travel demands to 2031. The Class EA Study is being carried out in accordance with Schedule ‘C’ of the Municipal Class Environmental Assessment (October 2000, amended 2007 and 2011), which is an approved process under the Ontario Environmental Assessment Act.

The Class EA Study considers a wide range of road improvement alternatives as well as intersection improvements, active transportation and overall traffic operations. The impact of alternatives on social, cultural, economic and natural environments will also be evaluated and assessed during the study. The Study Area is shown in Exhibit 1-1.

Consultation is a key component of the Class EA Study process. At the onset of this study, the Project Team formed a Stakeholder Group, comprised of representatives from the local residential community, business community, property owners, interest groups, etc., to provide input to the Project Team as the study progresses. It is anticipated that four Stakeholder Group Meetings will be held over the course of the Class EA Study, with the first having occurred on June 19, 2014, and the second on November 6, 2014.

The third Stakeholder Group Meeting was held on Tuesday, June 2, 2015. This report provides a summary of the highlights and discussion at the meeting. The meeting agenda and presentation slides from the Stakeholder Group Meeting are attached in the Appendix.

1.1 LOCATION, DATE, TIME

Stakeholder Group Meeting #3 was held as follows:

Date:	Tuesday, June 2, 2015
Time	7:00 p.m. – 9:00 p.m.
Location:	Georgetown District High School, Cafeteria 70 Guelph Street, Halton Hills

Exhibit 1-1: Trafalgar Road Class EA Study – Steeles Avenue to Highway 7



1.2 NOTIFICATION

The invitations to Stakeholder Group Meeting #3 were provided to Stakeholder Group representatives on May 14, 2015 via email. Those who did not provide their email contact to the Project Team were provided with an invitation letter dated May 15, 2015.

1.3 PURPOSE OF STAKEHOLDER GROUP MEETING #3

The focus of Stakeholder Group Meeting #3 was to review proposed improvements on the Trafalgar Road corridor, including alignment alternatives developed within the three conceptual corridors that were presented at Stakeholder Group Meeting #2 in November 2014. The analysis and evaluation of the alignment alternatives was also presented at the meeting.

2. SUMMARY OF MEETING HIGHLIGHTS

2.1 ATTENDEES

Stakeholder Group Members: (names listed in no particular order)	
Henry Parasol	Sandra Ligterink
Will Ross	Chris Abbott
Antonio Finelli	Laurie Jeffery

Frank Finelli	George Cook
Danny Finelli	Brian Stevens
Dean DePaoli	Marc Reist
Mary Armour	Glenn Pitura
Kyle Stewart	Richard Kunica
John Nieuwenhoff	Richard Vieyra
Bob Barker	

Other Attendees (Not on Stakeholder Group List):	
Jeff Jelsma	Jeff Zomer
Allen Haybarger	Ron Craighead
Bill Okghtred	Maureen Craighead
Michael Ams	Brian Herner
Eric Del Farero	Barry Shama

Halton Region:	
Jeffrey Reid	Melissa Green-Battiston
David Simpson	Patrick Monaghan
Alicia Jakaitis	

Town of Halton Hills:	
Maureen Van Ravens	Matthew Roj
Daniel Ridgway	

Consultant Team (MMM Group):	
Neil Ahmed	Stefan Sirianni
Katherine Jim	

Independent Facilitator:	
Glenn Pothier (GLPi)	

Stakeholder Group members who attended the meeting were provided with a copy of the meeting agenda and a set of the presentation slides (attached in Appendix A).

2.2 OPENING REMARKS (Slide 1)

Glenn Pothier, the independent facilitator, called the group to order, welcomed all participants, invited project team and Stakeholder Group members to introduce themselves, and provided an overview of the meeting purpose/agenda. He also described a number of ground rules and key principles to guide Stakeholder Group discussions (including the need to respect confidential information) which were confirmed and accepted by the group. These serve as the foundation for the Stakeholder Group meetings.

In the interest of transparency and accountability, the names of the Stakeholder Group members will be made public for documentation purposes as part of the Class EA process. Attendees were made aware of this.

Jeff Reid, Project Manager from Halton Region, provided a brief welcome message to thank all participants, and provided a brief overview of the Trafalgar Road Class EA Study.

2.3 STUDY PRESENTATION AND INPUT ON KEY QUESTIONS

2.3.1 STUDY UPDATES AND IMPROVEMENTS BETWEEN STEELES AVENUE AND 15 SIDE ROAD (SLIDES 2 TO 11)

Using presentation slides 2 to 11, Neil Ahmed, MMM Project Manager, provided an overview of the following:

- Study Status/Study Schedule
- Recap of Stakeholder Group Meeting # 2 (November 6, 2014) and the key comments received
- Summary of key activities completed since Stakeholder Group Meeting #2
- Approach to developing alternatives
- Trafalgar Road Improvements – Steeles Avenue to 15 Side Road

2.3.1.1 Summary of key activities completed since Stakeholder Group Meeting #2

Key activities completed by the Project Team since the previous Stakeholder Group Meeting include:

- Public Information Centre #1
- Review and response to comments received from Stakeholder Group, Technical Agencies, and general public;
- Development of alignment alternatives within conceptual corridors in further detail;
- Field work to assess environmental impacts of alternative alignments;
- Detailed analysis and evaluation of alternative alignments; and
- Meetings with agencies and stakeholders.

2.3.1.2 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 to be explored: Steeles Avenue to 15 Side Road, and 15 Side Road to Highway 7 (where Alternatives 1A, 1B, 1C, 2 and 3 have been developed). The section between Steeles Avenue and 15 Side Road was discussed first.

2.3.1.3 Trafalgar Road Improvements – Steeles Avenue to 15 Side Road

Proposed improvements to the Trafalgar Road corridor involve widening from two to four lanes along the existing alignment, with provision for active transportation facilities throughout. Right-of-way (ROW) requirements will be reduced where required to minimize property impacts.

At Hornby Road, the southbound channelized right-turn would be removed (i.e. Hornby would be converted to a cul-de-sac at this location). The existing Hornby Road / Trafalgar Road intersection to the south would become signalized.

At the 10 Side Road intersection, three alignment options have been developed in order to consider a range of potential impacts. The three options are: 1) Widen to the west only, 2) Widen by the existing centerline of Trafalgar Road, and 3) Widen to the east only. Option 1 has been identified as preferred as it would have less overall property impact.

2.4 STAKEHOLDER GROUP DISCUSSION (Slide 12)

Plenary discussion regarding the proposed improvements to Trafalgar Road between Steeles Avenue and 15 Side Road; a summary of the discussion as follows:

- Clarified the proposed improvements at the Hornby Road / Trafalgar Road intersection, and that the widening of Trafalgar Road through this section would be based on a best-fit alignment.
- A general overview of the analysis and evaluation of alignment alternative (15 Side Road to Highway 7) is being provided. Trafalgar Road (Steeles Avenue to 15 Side Road).
- Previous study from several years ago looked at improvements to the Trafalgar Road corridor, which do not appear to match the one presented here today. Halton Region replied that the previous study focused on the short-term operational needs on Trafalgar Road whereas the current EA focuses on the long term needs to 2031.
- Residents in the vicinity of the 10 Side Road intersection utilize well water, and are concerned about impacts to the wells during construction, as well as property impacts. Halton Region replied that an inventory of well locations is maintained by the Region and that ground water testing is carried out before, during, and after construction to ensure well water quality and quantity is maintained.
- It is important to coordinate Vision Georgetown watermain construction to avoid future disruptions along the road. Halton Region will coordinate water, wastewater and transportation infrastructure for the Vision Georgetown area.
- It was asked why a bike lane and multiuse path are both needed on the same side of the road. Halton noted that the Active Transportation Master Plan (ATMP) identifies the proposed location for multi-use path and bike lanes. Trafalgar Road is intended to be multi-modal to include all modes of transportation and accommodate all road users.
- Improvements to the Hornby Road intersection need to account for potential future development at this location. The Project Team utilizes currently available information during the EA process. When an application for development is submitted this will be reviewed. The Project Team have not been made aware of any formal application submissions.

2.5 TRAFALGAR ROAD IMPROVEMENT ALTERNATIVES – 15 SIDE ROAD TO HIGHWAY 7 (Slides 13 to 33)

Five alignment alternatives have been developed for the improvements to Trafalgar Road between 15 Side Road and Highway 7. Alternatives 1A, 1B, and 1C are along the existing alignment, while Alternatives 2 and 3 bypass Stewarttown to the west. An overview of these alternatives was provided by Neil Ahmed and is summarized below.

2.5.1 Alternatives 1A, 1B, and 1C (Slides 14-16)

These alternatives consider roadway improvements along the existing Trafalgar Road corridor. Grade separations at the CN and Metrolinx Rail crossings on Trafalgar Road are proposed. Alternatives 1A, 1B, and 1C are similar north of the CN Rail crossing, with the key distinguishing characteristics of the three sub-alternatives as follows:

- **Alternative 1A:** Crosses under CN Rail 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 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 access to 17 Side Road (i.e. localized realignment of 17 Side Road), resulting in significant impacts to Trafalgar Sports Park. Additionally, the storm water retention pond would need to be relocated, and there would be impacts to the front landscaped area of the Devereaux House property.
- **Alternative 1C:** Crosses under CN Rail further east than Alternative 1 via underpass to provide a “service road concept” (i.e. utilize old Trafalgar Road) to 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.

Refinements of cross section through constrained areas are being considered to minimize impacts (e.g. reduction of median or boulevard widths, removal of on street bike lanes, etc.).

The area shown within the “cloud” on Slide 15 (i.e. north of 15 Side Road) is considered the most constrained area, and the plans are being reviewed in further detail. The Project Team will need to discuss plans within this section further with property owners.

Under all Alternative 1 alignments, the Black Creek crossing would be raised in order to address major flooding events. As a result, Stewarttown Road (south) intersection would be converted to cul-de-sac due to grade difference to the new profile of Trafalgar Road. As noted above, the north intersection would become a signalized intersection.

North of the CN Rail crossing to Highway 7, the design is similar for all three Alternative 1 alignments. As lands are generally rural in nature to the west through this section, the widening is generally proposed to the west to avoid direct impacts to existing 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. Lindsay Court access is subject to further discussion with relevant technical agencies, including MTO.

2.5.2 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 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 ESA towards 17 Side Road. The alignment would continue north through the west-end 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 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.

2.5.3 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 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, along the way. Under this alternative, the railway crossings along the existing Trafalgar Road alignment will remain at-grade.

2.5.4 Stakeholder Group Questions and Comments Regarding the Alternatives

Glenn invited members of the Stakeholder Group to ask any questions or provide any comments they had on the various alternatives. They are summarized as follows:

- Cyclists are rarely seen travelling through this area, and only a few pedestrians per day. Trafalgar Road is mainly commuter traffic. It is questionable how many people would actually use these facilities. Halton Region replied that as a Regional Major Arterial Road, Trafalgar Road is to serve all users of the road. Providing active transportation facilities encourages people to explore other modes of travel and promotes active transportation Region-wide.
- Has any consideration been given to truck traffic and truck turning movements at 17 Side Road? MMM replied that additional work related to turning movements at all intersections will be carried out as the project progresses to determine turning lane requirements. Truck percentage has been incorporated into the traffic analysis. All alternatives would accommodate truck traffic.
- At the previous Stakeholder Group meeting, Stakeholder Group members noted that the truck traffic numbers appears to be low compared to what is observed by local residents. Halton Region replied that truck and traffic volume counts are performed annually (in the spring or fall) across the Region in order to maintain recent records. Approximately 10 years of historical traffic data is on record with numbers fluctuating much from year to year.

- There are concerns about the effects of the widening of Trafalgar Road and impacts to the west side of the 15 Side Road intersection. For example, a higher use of 15 Side Road. 15 Side Road through this area needs improvement. It was noted that 15 Side Road is under jurisdiction of the Town of Halton Hills. The need for improvements on 15 Side Road may be considered outside the scope of the current EA Study
- With the increase in traffic and growth in the area, have the future impacts of increased development in the area been considered in these plans? The 17 Side Road intersection is of particular concern, as it seems these corridor improvements will only draw more traffic into the area rather than alleviate existing problems. MMM replied that traffic projections and intersection analysis to 2031 is carried out as part of the EA process. This analysis is in early stages at this time, and MMM is working towards completing this analysis in further detail as the project progresses. Halton Region added that each alternative would be handling the same amount of traffic in the future and at this point in time they are confident that each of the alternatives would be capable of accommodating future traffic levels.
- If future developments exceed the capacity of a 4 lane road, would the road be widened again? The current Transportation Master Plan does not identify the need for more than 4 lanes on Trafalgar Road (to 2031).

2.5.5 Analysis and Evaluation of Alternatives

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.

i) Natural Environment

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.

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.

ii) Cultural Environment

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.

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 river crossings. Much of the right-of-way along existing Trafalgar Road under Alternative 1 (1A, 1B, and 1C) was previously disturbed and would have less archaeological potential compared to Alternatives 2 and 3.

iii) Socio-Economic Environment

The trade-offs between Alternative 1 (1A, 1B, 1C, i.e. along the existing corridor) and Alternatives 2 and 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 in more direct property impacts. However, under Alternatives 2 and 3, an estimated 4-6 large agricultural parcels would be severed and would impact the farming potential and operation.

There would be direct impacts to 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 any direct impacts to accesses along the existing Trafalgar Road corridor, much of the agricultural lands would be severed and the new Trafalgar Road alignment would create a barrier for farming operations, requiring mitigation if possible.

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.

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 reconstruction of the SWM pond and the road network 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 more 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.

iv) Transportation

From a transportation perspective, all alternatives would provide 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 able 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 in Metrolinx The Big Move). 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 delays 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 be more preferred compared to Alternative 1A, as 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 more 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.

v) 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 crossing 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 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).

2.6 STAKEHOLDER SMALL GROUP DISCUSSIONS – (Slides 34-35)

Those who attended the meeting were divided into small groups to discuss the preliminary preferred alternative based on the following questions:

- What are two reasons why the preliminary technically preferred alternative is considered the best option?
- What are your four key questions about the preferred alternative?
- What are two reasons why the preferred alternative is not the best choice?
- What are four refinements/mitigations that can be done to address these issues?

The following is a summary of the discussion:

What are some reasons why the preliminary technically preferred alternative is considered the best option?

- The road would be along the existing alignment so it would have the fewest environmental impacts
- A second bridge across Black Creek would not be required
- Minimal agricultural impacts
- It is relatively more cost effective (i.e. lowest cost)
- The cost of constructing and maintaining a second road (i.e. under Alternatives 2 and 3) would not be ideal.
- It requires the least amount of land.
- The rail crossings in Stewarttown would be grade separated
- It maintains the current village area.

What are your key questions about the preferred alternative?

- How long would the property acquisition process take?
- What are the costs of the required land acquisitions?
- What are the plans for St. John's Church?
- The need to have ~32 feet of the cross section dedicated to bikes seems excessive. Are bike lanes needed everywhere, or have specific locations where they're required been identified?
- What will the impacts to the golf course be like?
- How long will construction take, and how much will it cost?
- How will traffic impact be during construction?
- What will happen to the "Side Roads" in the area during and after construction?
- What are the Region's plans for residents who will be impacted by this project?
- Wouldn't widening the road increase traffic levels and therefore make pollution worse?
- Sidewalks and bike paths should promote walking and cycling and therefore decrease pollution?

- Why separate the Trafalgar Sports Park from the town with a high-traffic road like this?
- 15 years from now, a road along the existing alignment may not adequately serve traffic needs, but by then it may be too late to pursue other alignment options. Will it accommodate traffic beyond 2031?

What are some reasons why the preferred alternative is not the best choice?

- There would be significant impacts to the golf course and residents in the area.
- The alternatives would require greenfield construction in any case. The preferred alternative uses existing infrastructure in only some places.
- The costs are significant.
- More traffic lights along this corridor would slow down traffic.
- Trafalgar Road would become a secondary road for snow removal.
- The number of existing residents that would be affected is very high.
- Too much heavy traffic would pass through residential areas.
- Truck traffic would not be able to safely use 17 Side Road under Alternative 1B.
- It is less safe for existing residents as the road will only get busier.
- Increased traffic noise for residents living in close proximity to Trafalgar Road.

What are four refinements/mitigations that can be done to address these issues?

- Have you considered the use of roundabouts instead of intersections?
- City water services and sewers through Stewarttown should be considered.
- A ring-road option should be pursued.
- Ensure that local issues related to truck traffic are addressed.
- I think a lot of conclusions have been made without fully comprehending the impacts.
- Why can't historical structures be moved? (e.g. churches or Devereaux House)
- Sightlines on 15 Side Road east of Trafalgar Road need to be addressed.

2.7 NEXT STEPS (Slide 36)

Neil noted that the next steps following the Stakeholder Group Meeting will include the following:

- Stakeholder Group members are welcome to submit follow-up comments to the Project Team.
- The second Public Information Centre will be held on June 17th at 6:30pm at Mold Masters SportsPlex in Georgetown.
- The next Stakeholder Group meeting is to be held prior to the third Public Information Centre (tentatively anticipated in late Fall 2015).

2.8 OPEN FORUM

Glenn asked members of the Stakeholder Group to provide the Project Team with any final feedback, comments, or questions regarding the alternatives before adjourning the meeting. A summary of this discussion is as follows:

- How will construction be staged? Halton Region replied that the current capital program identified construction to begin in 2019/2020 at Steeles Avenue and continue

north. The two grade separations would need to be constructed in advance of the roadworks.

- What kind of restrictions are going to be put in place to keep heavy trucks off side roads? Halton Region replied that staging details will be confirmed during detailed design, though the Region will maintain use of existing Trafalgar Road during construction.
- Traffic lights need to be timed better going south towards Oakville.
- No matter what alternative is chosen, Stewarttown residents will be affected.

2.9 CLOSING REMARKS/OPEN FORUM

Glenn Pothier thanked the group for their attendance and valued input. The following closing remarks were made by the Project Team:

- Minutes for this Stakeholder Group Meeting will be issued following the PIC.

The meeting was formally adjourned (having run from approximately 7:00 p.m. to 9:15 p.m.).

APPENDICES

APPENDIX A

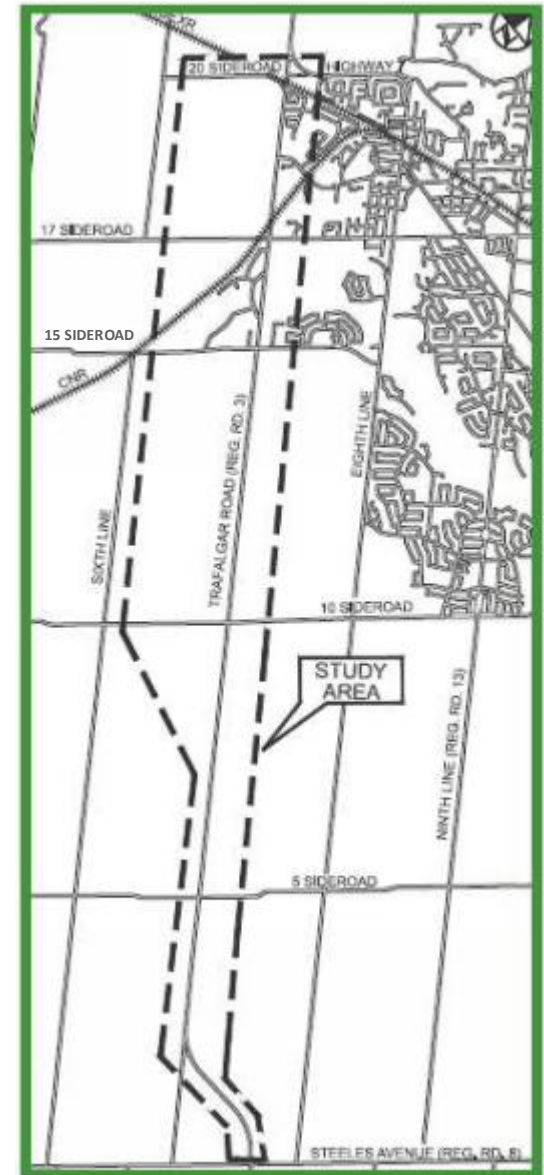


**Trafalgar Road (Regional Road 3)
Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7**

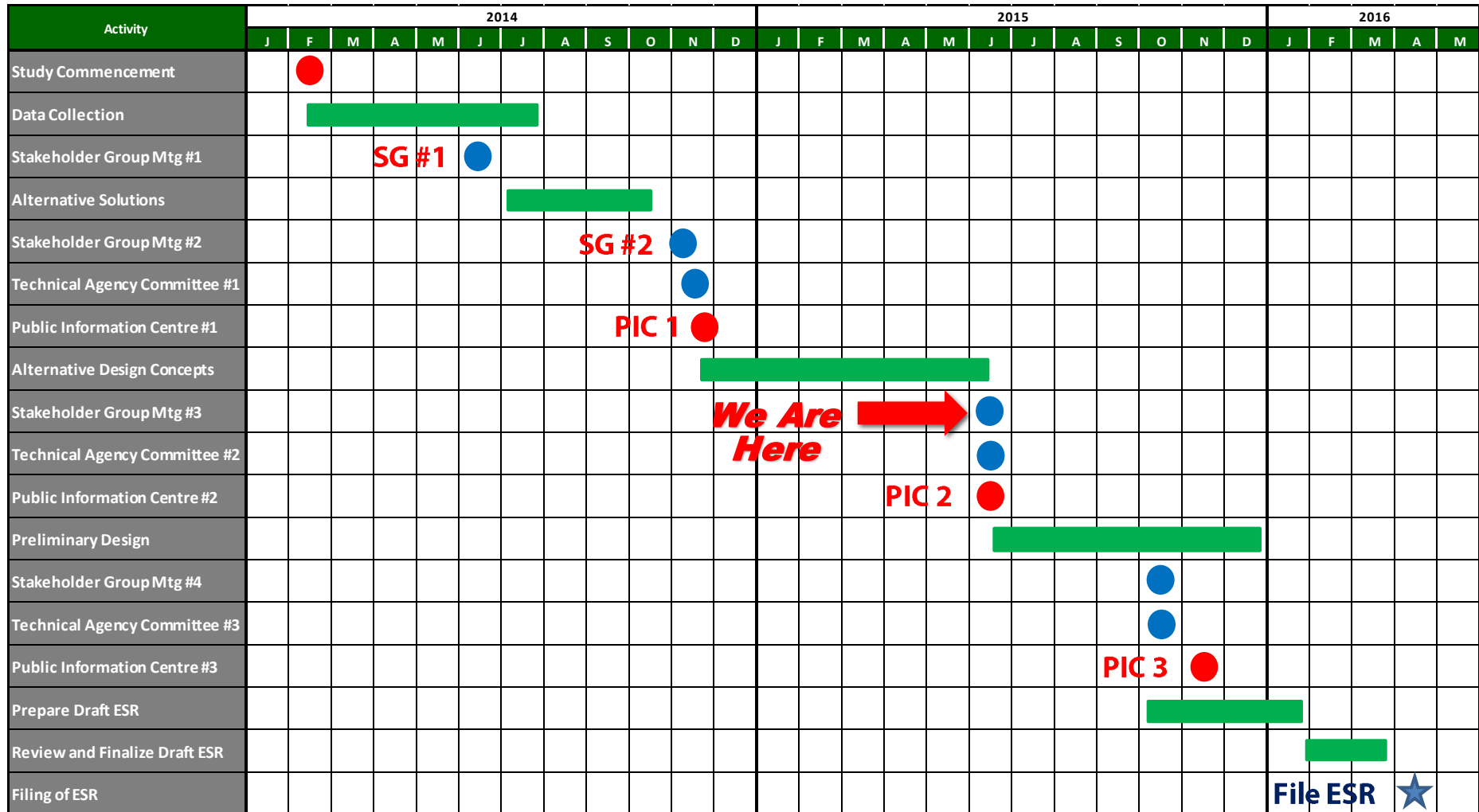
Stakeholder Group Meeting 3
June 2, 2015

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



File ESR ★



SG MEETING #2 (NOVEMBER 6, 2014)

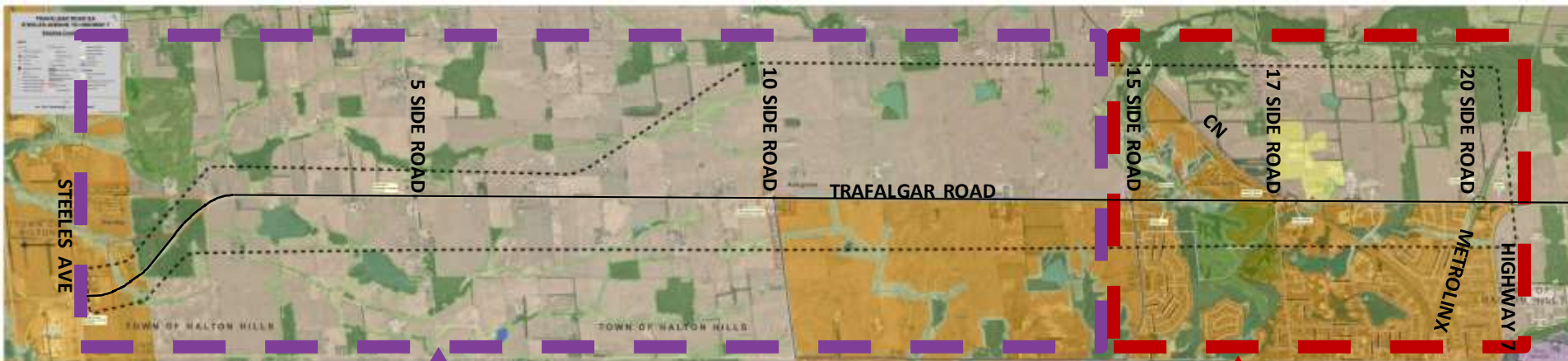
- Provided an update on existing conditions: socio-economic, natural, and cultural environments, as well as existing transportation conditions and proposed grade separated rail crossings along Trafalgar Road
- Presented proposed typical cross sections and conceptual corridor alignment alternatives
- 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
 - Move alignment of new Trafalgar Road to the hydro corridor (i.e. between Fourth Line and Fifth Line)

ACTIVITIES SINCE SG MEETING #2

- 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

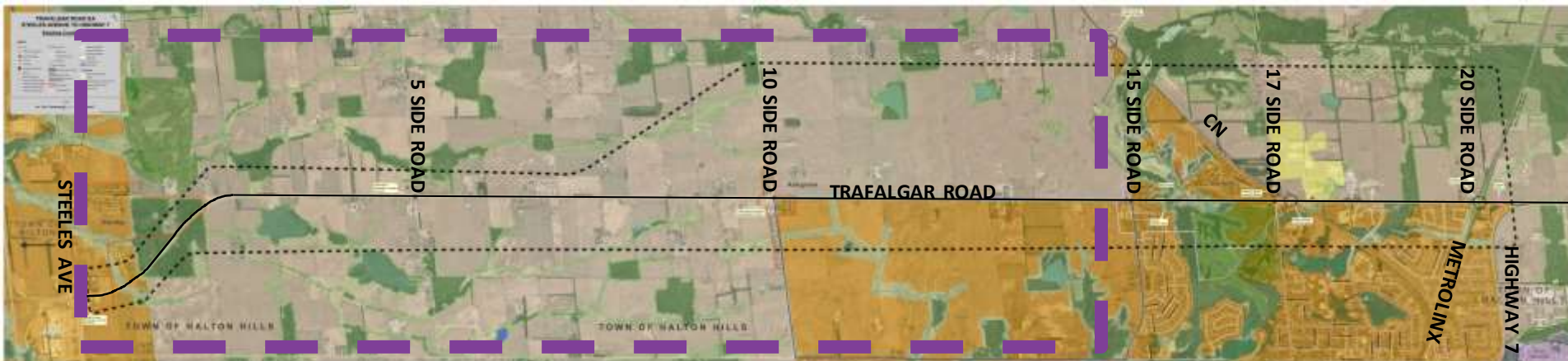


Steeles Avenue to 15 Side Road

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



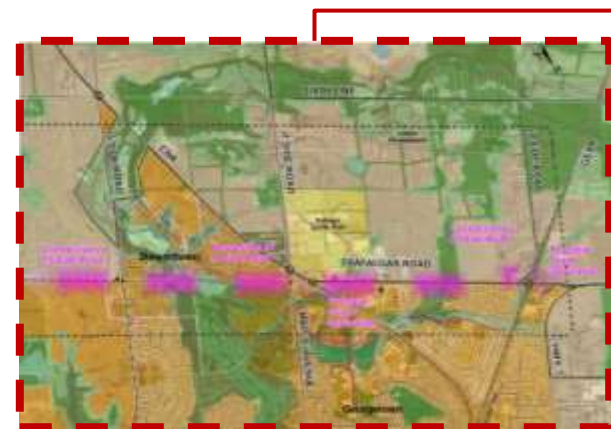
Discussion:

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

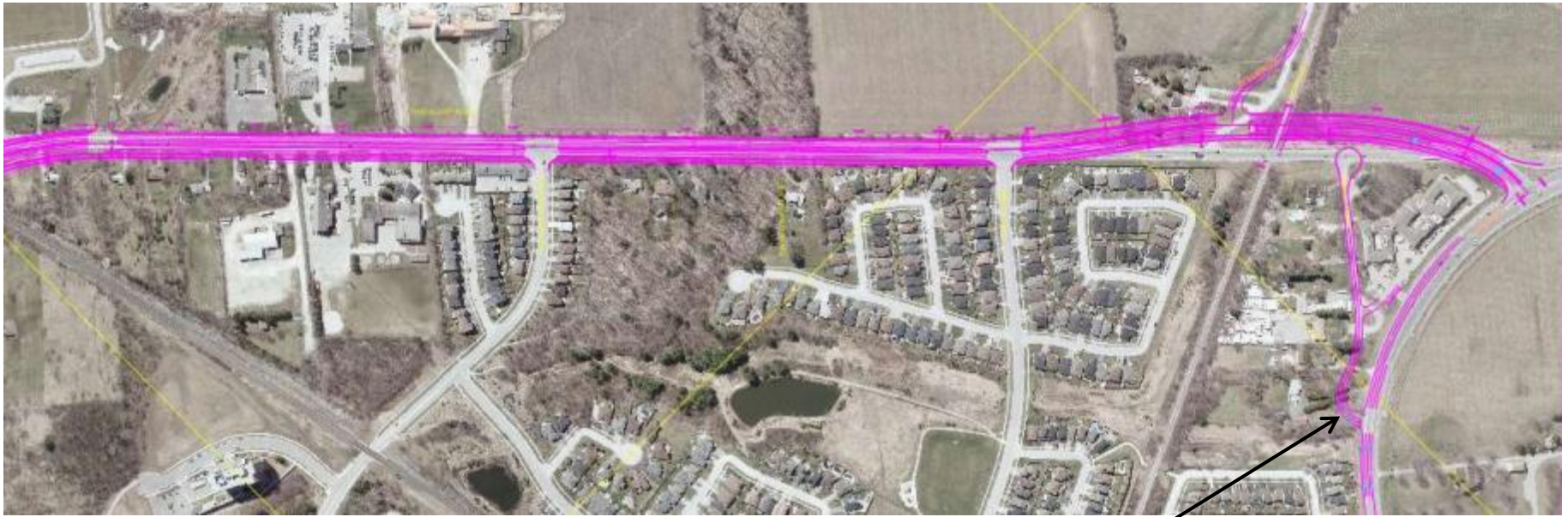


Alternative 1C



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

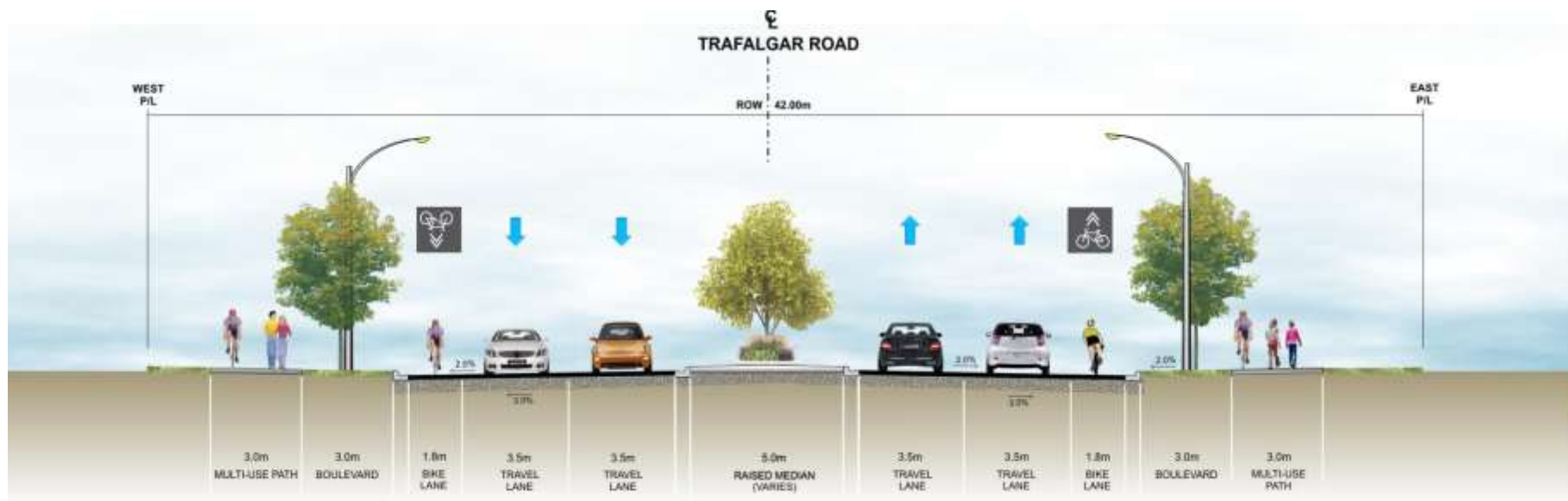
- Alternatives 1A, 1B, and 1C are similar north of the CN Rail crossing
- Road under Metrolinx Railway (underpass)
- Trafalgar Road will continue to connect to Highway 7



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

PRELIMINARY PLANS: ALTERNATIVES 2 AND 3

TYPICAL CROSS SECTION



15 SIDE ROAD TO HIGHWAY 7

Note: Mitigated cross sections are being developed for constrained areas

PRELIMINARY PLANS: ALTERNATIVE 2

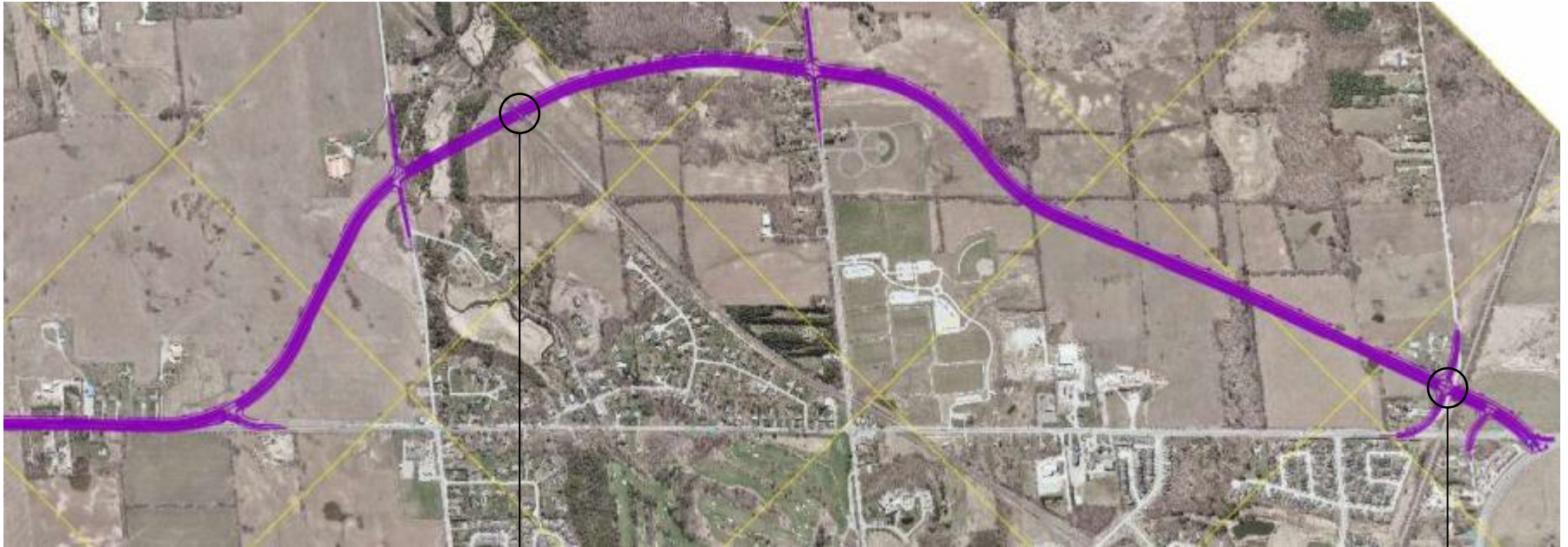
- New crossing structure at Black Creek
- Grade separations at CN Rail and Metrolinx crossings along new Trafalgar Road
- At-grade CN Rail crossing on existing Trafalgar Road will remain
- Trafalgar Road will continue to connect to Highway 7



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

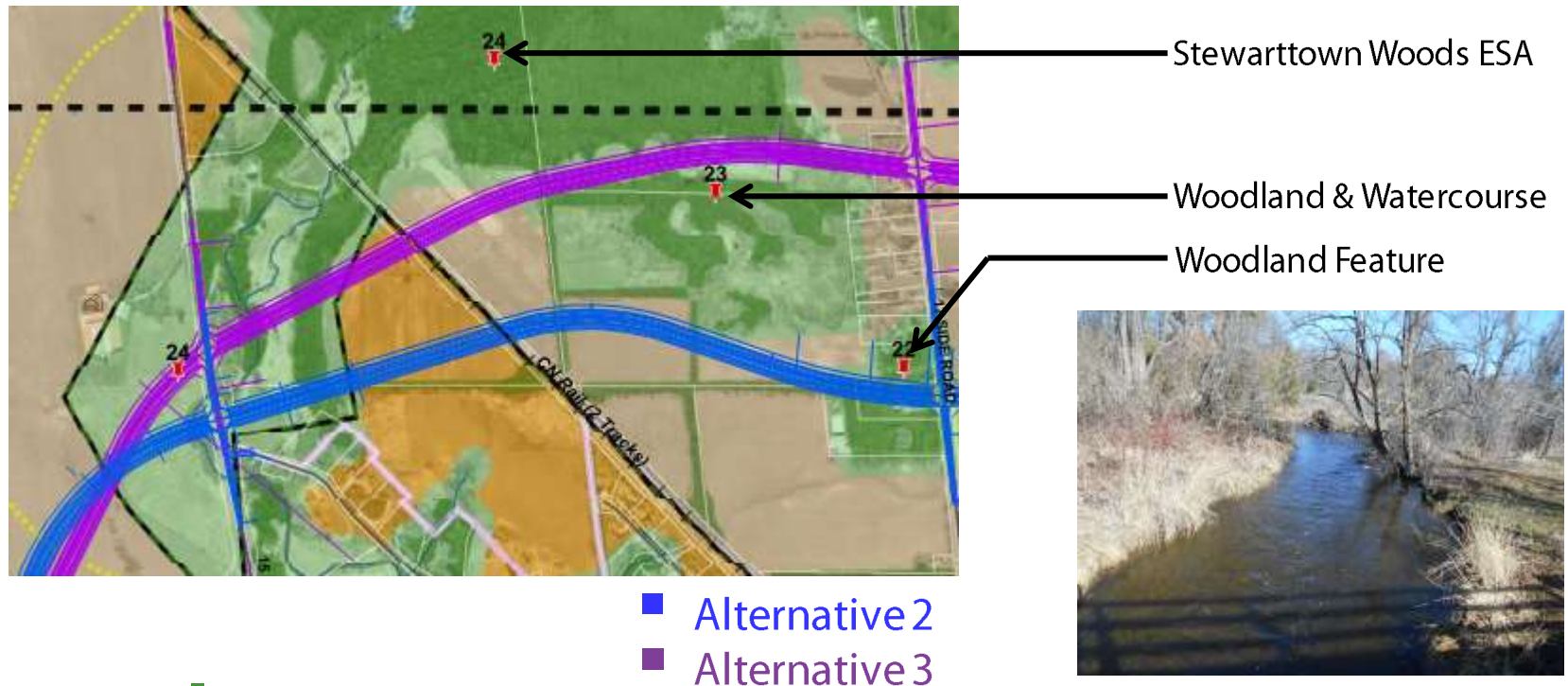
ANALYSIS AND EVALUATION OF ALTERNATIVES: SUMMARY

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

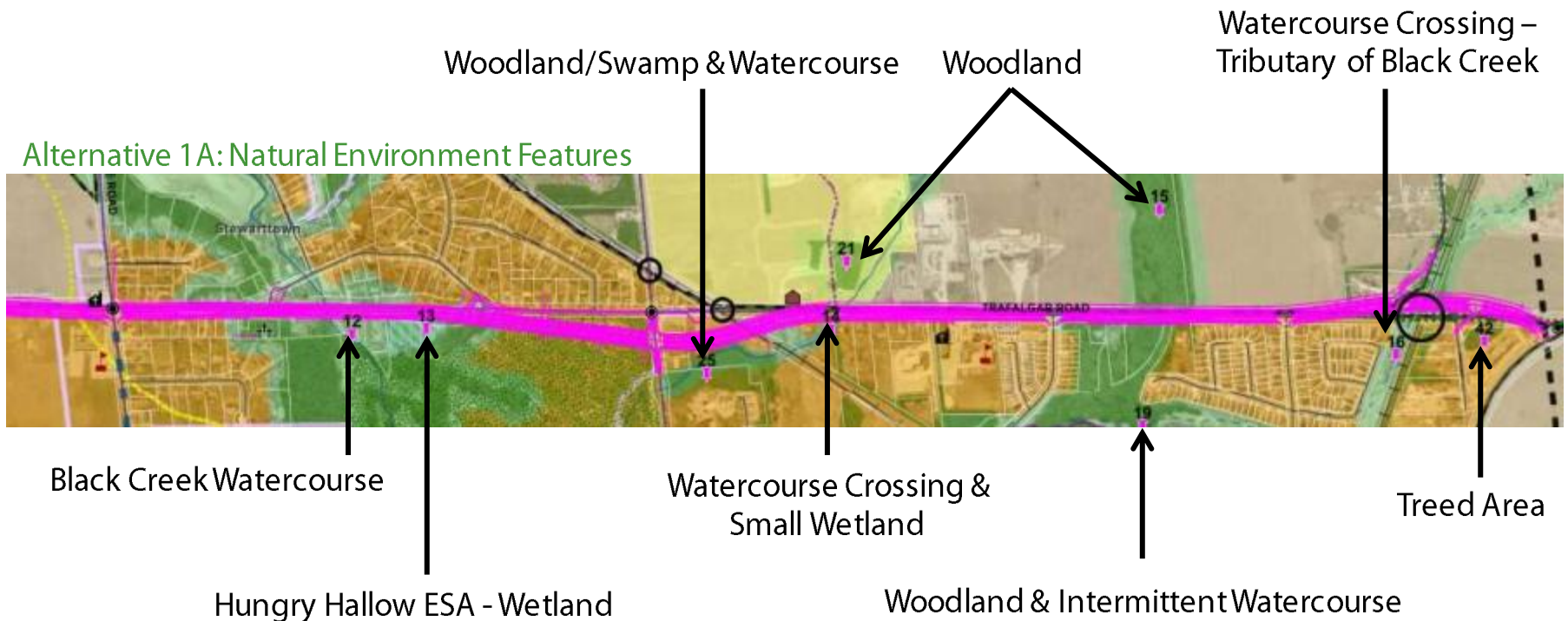
ANALYSIS AND EVALUATION OF ALTERNATIVES: NATURAL ENVIRONMENT

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



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.



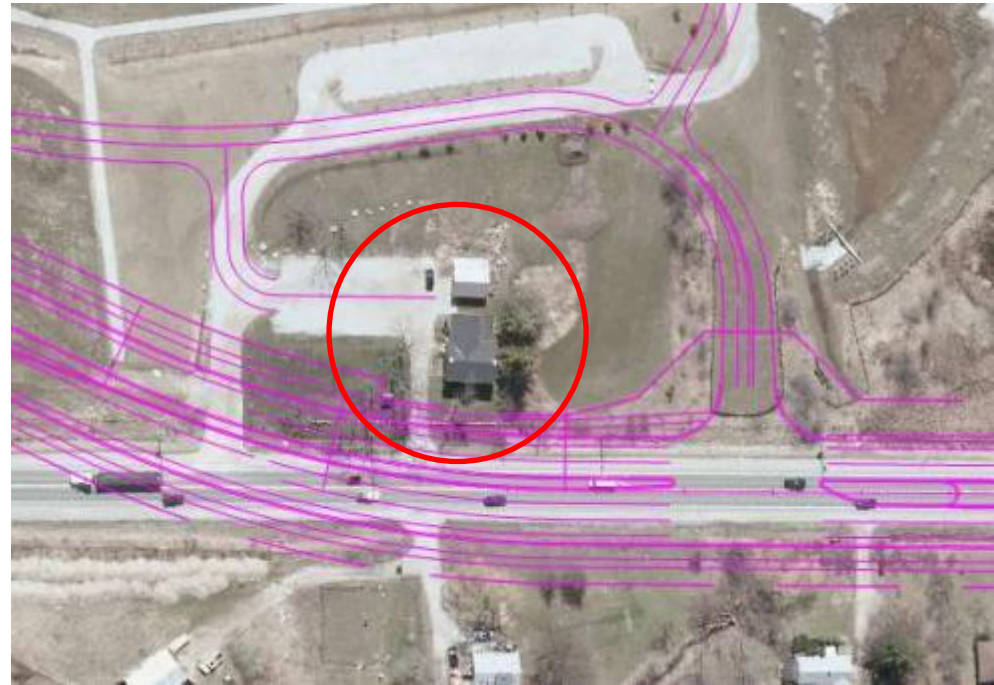
Alternative 2 at Black Creek



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

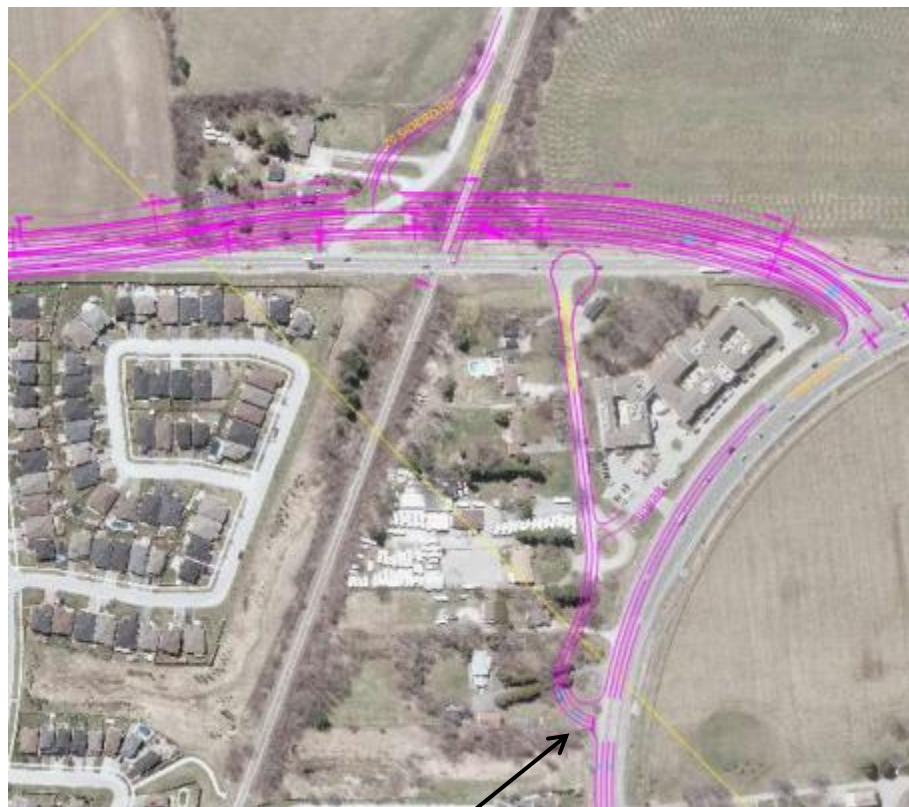
ANALYSIS AND EVALUATION OF ALTERNATIVES: TRANSPORTATION

- 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		
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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

- *What are 2 key reasons why the preliminary technically preferred alternative is considered the best option?*
- *What are 4 key outstanding questions you have about the preliminary technically preferred alternative?*



Discussion

- *What are 2 key reasons why the technically preferred alternative might not be the best choice*
- *What are 4 key potential refinements/mitigations approaches that would help address the weaknesses and issues associated with the technically preferred alternative*



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
- Stakeholder Group Meeting #4
(prior to Public Information Centre #3) – Late Fall 2015