
APPENDIX B

Due to the size of these drawings, please refer to Halton Region's website. The drawings can be found at Halton.ca/EAs under: "Trafalgar Road Corridor Study" and the heading: "Public Information Centre #2 - June 17th 2015".

Please note that the plans used for PIC #2 were the same as those shown at Stakeholder Group Meeting #3 on June 2, 2015.



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

STEELES AVENUE (REGIONAL ROAD 8) TO HIGHWAY 7

**PUBLIC INFORMATION CENTRE #2 – June 17, 2015
SUMMARY REPORT**

June 2015



TABLE OF CONTENTS

	Page
1. INTRODUCTION.....	1
2. PURPOSE OF PUBLIC INFORMATION CENTRE.....	1
3. LOCATION, DATE, TIME.....	2
4. PUBLIC NOTIFICATION	2
5. ATTENDANCE.....	3
6. DISPLAY PANELS	4
7. FORMAT.....	4
8. VERBAL AND WRITTEN COMMENTS.....	5

EXHIBITS

Figure 2-1: Trafalgar Road Class EA Study – Steeles Avenue to Highway 7	2
---	---

APPENDICES

Appendix A – Notice of Public Information Centre (June 17, 2015)

Appendix B – PIC Display Panels (June 17, 2015)

Appendix C – PIC Comments (June 17, 2015)

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 identified in the Halton Region Transportation Master Plan (TMP) – The Region in Motion (2004) and reconfirmed in the TMP – The Road to Change (2011). As part of an integrated transportation strategy, Halton Region has determined that the capacity on the Trafalgar Road corridor should be increased from two lanes to four lanes 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 will consider a wide range of road improvement alternatives, intersection improvements, active transportation and overall traffic operations improvements. The impact of alternatives on social, cultural, economic and natural environments will also be evaluated and assessed during the study. The Study Area between Steeles Avenue and Highway 7 is approximately 13 km long and is shown in Exhibit 2-1.

The second Public Information Centre held on June 17, 2015 is the subject of this report.

2. PURPOSE OF PUBLIC INFORMATION CENTRE

Public Information Centres (PIC) are part of the overall consultation program for this project and are designed to involve stakeholders early and throughout the study process, to aid in identifying public concerns and to assist in the development of a preferred alternative.

The purpose of PIC #2 was to provide stakeholders with an opportunity to meet the Project Team, review and obtain public input on the three (3) developed functional plans being considered and the analysis of alternatives, and to discuss the next steps in the study.

Figure 2-1: Trafalgar Road Class EA Study – Steeles Avenue to Highway 7



3. LOCATION, DATE, TIME

The PIC was held as follows:

Date: Wednesday, June 17, 2015
Time: 6:30 p.m. – 8:30 p.m. (Drop-in)
Location: Mold-Masters SportsPlex – Gordon Alcott Heritage Hall
221 Guelph Street, Georgetown, ON L7G 4A8

4. PUBLIC NOTIFICATION

The Notice for PIC #2 was placed in the Georgetown Independent and Acton Tanner on Thursday, June 4, 2015 and Thursday, June 11, 2015.

A copy of the PIC notice is provided in Appendix A.

The Region mailed Notice of PIC #2 to the following Aboriginal groups / organizations on June 2, 2015:

- Alderville First Nation

- Mississaugas of the New Credit First Nation
- Six Nations of the Grand River
- Curve Lake First Nation
- Mohawks of Akwesasne First Nation
- The Mohawks of the Bay of Quinte First Nation
- Hiawatha First Nation
- Oneida Nation of the Thames
- Wahta Mohawks First Nation
- Mississaugas of Scugog Island
- Six Nations Haudenosaunee Confederacy Council

MMM provided the Notice of PIC #2 to the following on June 3, 2015 via mail or email:

- Technical Agencies - Federal Agencies, Provincial Ministries, Local Municipalities and Utilities
- Property owners within the study area (i.e. between Steeles Avenue and Highway 7)
- Members of the public who provided comments or requested to be on the study mailing list but are not listed as a property owner within the Study Area (i.e. the public mailing list).

5. ATTENDANCE

The following Halton Region and Consultant staff were in attendance at the PIC to answer questions and to discuss the study with the public:

Halton Region

- Jeff Reid, C.E.T., Project Manager
- Lisa De Angelis, P.Eng., Director, Business and Technical Services
- David Simpson, P.Eng., Manager of Infrastructure Planning
- Melissa Green-Battiston, P.Eng., Supervisor Transportation Planning
- Patrick Monaghan, C.E.T., Transportation Planner
- Alicia Jakaitis, Acting Senior Transportation Planner

MMM

- Neil Ahmed, P.Eng., Consultant Project Manager
- Katherine Jim, P.Eng., Project Engineer
- Yannick Garnier

Mayor Rick Bonnette of Halton Hills, Regional Councillor Clark Somerville (Wards 1 and 2), Regional Councillor Jane Fogal (Ward 3 and 4), Councillor Moya Johnson (Ward 3), Councillor David Kentner (Ward 3), and Councillor Ann Lawlor (Ward 4) also attended the PIC.

A total of 96 members of the public signed in.

The sign-in register is on file with Halton Region.

6. DISPLAY PANELS

The information provided at the PIC was presented to the public through a series of display panels and included the following:

- Welcome
- Study Area
- Purpose of the PIC
- Past and Recent Studies
- Study Process
- Study Status / Schedule
- PIC #1 Summary (November 20, 2014)
- Approach to Developing Alternatives
- Steeles Avenue to 15 Side Road Typical Cross Sections
- Functional Plans Steeles Avenue to 15 Side Road – 1:1000 Scale
- 15 Side Road to Highway 7: Alternatives 1A, 1B, 1C Typical Cross Sections (Along Existing Trafalgar Road)
- 15 Side Road to Highway 7: Alternatives 1A, 1B, 1C Typical Cross Sections (Trafalgar Road Bypass Options)
- Functional Plans 15 Sideroad to Highway 7 Alternatives 1A, 1B, 1C – 1:1000 Scale
- Functional Plans 15 Sideroad to Highway 7 Alternative 2 – 1:2000 Scale
- Functional Plans 15 Sideroad to Highway 7 Alternatives 3 – 1:2000 Scale
- Factors for Analysis and Evaluation
- Analysis and Evaluation of Alternatives: Summary
- Analysis and Evaluation of Alternatives: Natural Environment,
- Analysis and Evaluation of Alternatives: Cultural Environment
- Analysis and Evaluation of Alternatives: Socio-Economic Environment
- Analysis and Evaluation of Alternatives: Transportation
- Analysis and Evaluation of Alternatives: Costs and Constructability
- Lindsay Court Access
- Next Steps
- Halton Region Roads Capital Projects

The display panels are included in Appendix B.

7. FORMAT

Open House

The PIC was conducted as an open house from 6:30 p.m. to 8:30 p.m. Those who attended could review the available display panels and discuss the study with Regional Staff and the Consultants.

Sign-in and Comment

Individuals attending the PIC were asked to sign the register upon arrival. Attendees were informed of the availability of comment sheets and were invited to complete comment

sheets at the meeting or to provide any further comments by **Friday, July 3, 2015** via mail, e-mail or fax. The information presented at the PIC was also made available on the Region's website:

www.halton.ca/EASProjects

8. VERBAL AND WRITTEN COMMENTS

Attendees reviewed the panels and discussed their issues and comments with Regional Staff and the Consultants. Twenty-seven (27) comment sheets were submitted at the PIC. 45 written comments were submitted following the PIC in the form of emails and letters by July 3, 2015. All comments received are included in Appendix C. A summary of some key comments is provided below:

Key Verbal Comments Noted:

- Support proposed signalized intersection at Hornby Road / Trafalgar Road / cul-de-sac at old Hornby Road connection to Trafalgar Road.
- General understanding of why Alternative 1 is selected as the preliminary preferred alternative.
- There are no clear distinctions amongst support for Alternatives 1A, 1B and 1C; each alternative has its advantages and disadvantages.
- Questioned why the alignment has to swing to the east / west under Alternative 1; why cannot the alignment go straight following the existing road.
- Some preferred Alternative 2 or 3 (bypass options); for reasons such as less impact to Stewarttown / Georgetown, less impact to the golf course, etc.
- General questions regarding overpass vs. underpass.
- At grade crossing on 17 Side Road will still be an issue.
- Heavy trucks on Trafalgar Road will continue to be an issue.
- Concerns regarding construction staging and traffic impact during construction.
- Concerns whether the study will be carried through to study completion.

Key Written Comments Noted:

- Alternatives 1A, 1B, and 1C are preferred as they will preserve agricultural land and the natural environment. The impacts of Alternatives 2 and 3 to the natural environment would be enormous
- Alternatives 2 and 3 would have the fewest impacts to residential property and would make increasing capacity easier in the future. They would also reduce traffic volumes on the existing road.
- Alternatives 2 and 3 have not been looked at in enough detail. Alternatives 1A, 1B, and 1C have been chosen prematurely without considering of all the impacts.

- The cost of maintaining a second roadway under Alternatives 2 and 3 would be troublesome.
- Alternative 1 displaces families and splits a community. Other than the “natural environment” factor, nothing has been demonstrated to show that Alternative 1 is best for everyone. Construction is going to cause a lot of problems in the community.
- A redesign of the Club at North Halton may be required under Alternative 1 but it is better to minimize residential impacts (i.e. homes) first.
- A 4 lane road will make it next to impossible for us to get out of our driveways safely. Alternative 1 would change the landscape of Georgetown.
- Safety is a major concern. Speeding is already an issue and increasing the roadway to 4 lanes would only make this problem worse.

APPENDICES

**APPENDIX A
NOTICE OF
PUBLIC INFORMATION CENTRE
(June 17, 2015)**

Notice of Public Information Centre #2

Class Environmental Assessment Study

Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
 Steeles Avenue (Regional Road 8) to Highway 7,
 Town of Halton Hills
 PR-2960A/PR-2961A

The Study

Halton Region has an ongoing Municipal Class Environmental Assessment (Class EA) Study to consider a wide range of options for transportation corridor improvements to satisfy future travel demands to 2031 on Trafalgar Road from Steeles Avenue to Highway 7, within the Town of Halton Hills. This second Public Information Centre (PIC) will present the functional plans for the three (3) short-listed alternatives and the analysis of alternatives that best address travel demand along Trafalgar Road. The Class EA Study considers road and intersection improvements, active transportation and traffic operations.

The Process

The study is being conducted in compliance with Schedule C of the *Municipal Class Environmental Assessment* (October 2000, amended 2007 and 2011), which is approved under the *Ontario Environmental Assessment Act*.

A key component of the Study will be consultation with interested stakeholders (public and regulatory agencies) at three Public Information Centres. The second Public Information Centre has been arranged for:

Date: Wednesday, June 17, 2015
 Time: Drop-in: 6:30 – 8:30 p.m.
 Location: Gordon Alcott Heritage Hall, Mold-Masters SportsPlex, 221 Guelph Street, Georgetown

The purpose of the PIC is to review and obtain public input on the three (3) developed functional plans being considered and the analysis of alternatives. Anyone with an interest in this study is invited to attend and participate.

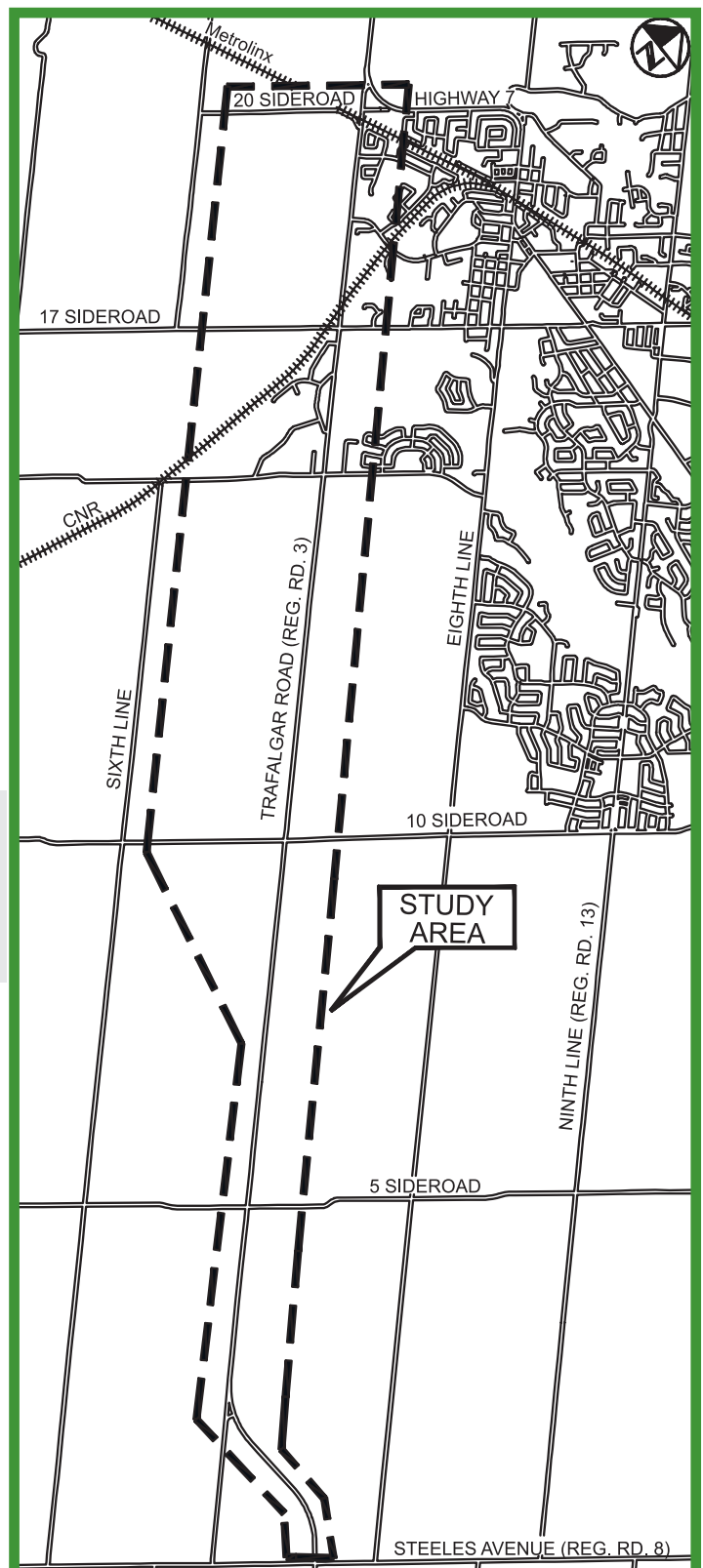
Comments

If you are unable to attend the Public Information Centre and would like to provide comments, please forward them by Friday, July 3, 2015 to either Project Team member. For more information on this project, please visit the project website at halton.ca/EAprojects.

Mr. Jeffrey Reid, C.E.T.
 Senior Transportation Planner
 Halton Region
 1151 Bronte Road
 Oakville, Ontario L6M 3L1
 Phone: 905-825-6000, ext. 7920
 Fax: 905-825-3270
 Email: jeffrey.reid@halton.ca

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
 Email: ahmedn@mmm.ca

The map shows the approximate limits of the study area.



APPENDIX B
PIC DISPLAY PANELS
(June 17, 2015)

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

Welcome

Public Information Centre #2

June 17, 2015

Members of the Project Team are available to discuss and answer any questions you may have.

Please Sign In



STUDY AREA

Halton Region is carrying out a Class Environmental Assessment (Class EA) Study for improvements to the Trafalgar Road corridor from Steeles Avenue to Highway 7 in the Town of Halton Hills.

- 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
- Trafalgar Road anticipated start of construction: 2019/2020



PURPOSE OF THE PIC

- The Purpose of this Public Information Centre (PIC) is to present:
 - activities since PIC #1 (November 20, 2014)
 - proposed improvements on Trafalgar Road corridor
 - alignment alternative within each conceptual corridor option
 - analysis and evaluation of alignment alternatives
 - identification of preliminary technically preferred alternative
- Discuss the project and collect public input

Comment sheets are available and we encourage you to fill one out at the PIC or submit it to the Project Team by
Friday, July 3, 2015.



PAST AND RECENT STUDIES

Studies were carried out in the past for improvements to the Trafalgar Road corridor, and have been reviewed by the Project Team as background information.

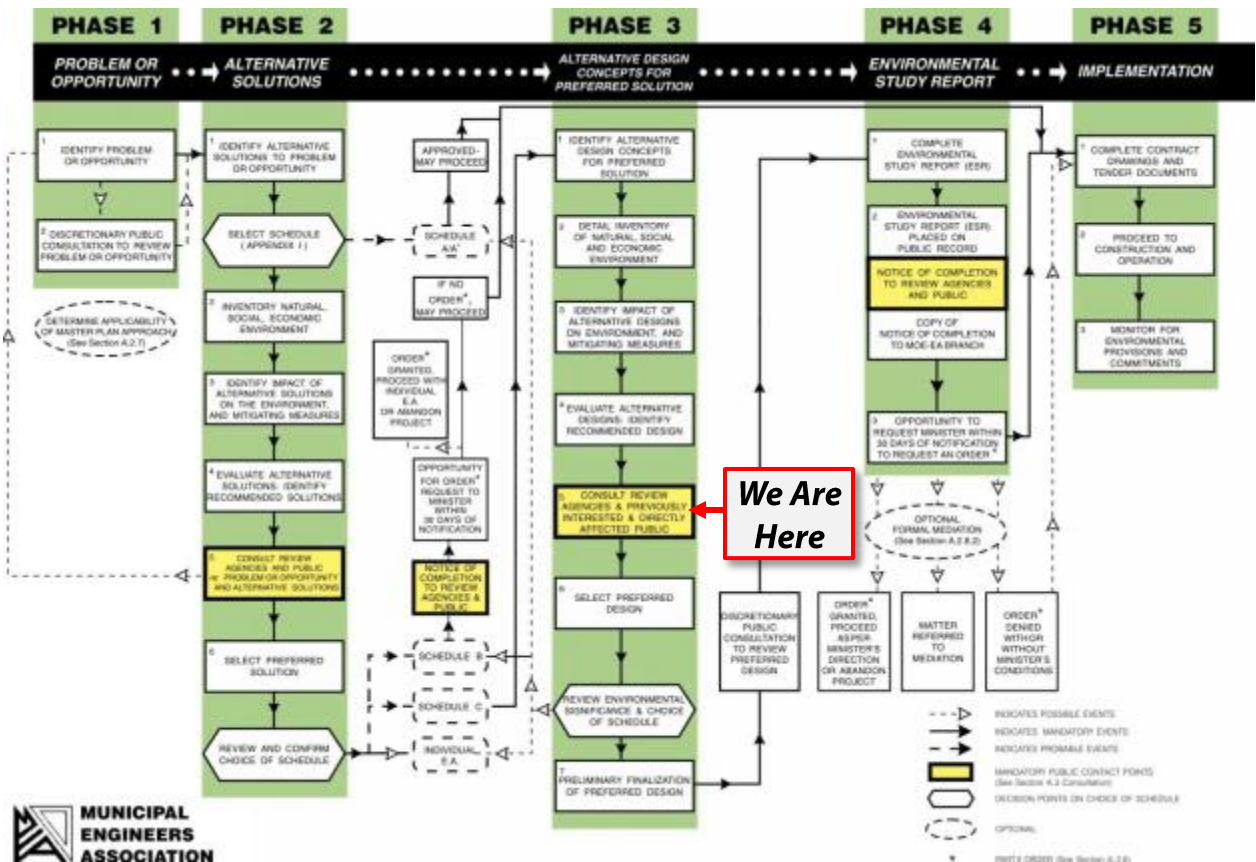
- Trafalgar Road Class Environmental Assessment (EA) 10 Side Road to Highway 7 – Initiated in 2003, discontinued in 2009
 - Alternatives were considered for widening along existing right-of-way (ROW) and realignment to the west
 - The Trafalgar Road EA was cancelled due to several other planning studies being initiated by Halton Region and other levels of government. These other studies would potentially impact the future traffic volumes on Trafalgar Road and change the transportation needs for Halton Hills
 - These other projects included GTA West, HPBATS and other Regional planning studies (e.g. Transportation Master Plan, and Sustainable Halton)
- Trafalgar Road Short Term Intersection and Operations Review – 2011
 - Recommendations included strategies for speed management and traffic operation improvements (Completed)
 - 5 Side Road intersection already widened to 4 lanes (Completed)
 - 10 Side Road intersection planned to be widened to 4 lanes (Pending Completion of EA)



STUDY PROCESS

The Municipal Class Environmental Assessment (Class EA) is an approved process for planning and designing municipal projects, including roads. The Class EA describes the process that proponents must follow in order to meet the requirements of the Provincial EA Act.

- Based on the scope of this project, the Trafalgar Road EA Study is being planned as a Schedule 'C' project, which will complete Phases 1 to 4 outlined below.



We Are Here

STUDY SCHEDULE

Activity	2014												2015												2016												
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M								
Study Commencement	●																																				
Data Collection	████████████████████																																				
Stakeholder Group Mtg #1				SG #1 ●																																	
Alternative Solutions						████████████████████																															
Stakeholder Group Mtg #2						SG #2 ●																															
Technical Agency Committee #1						TAC #1 ●																															
Public Information Centre #1								PIC #1 ●																													
Alternative Design Concepts										████████████████████																											
Stakeholder Group Mtg #3																SG #3 ●																					
Technical Agency Committee #2															TAC #2 ●																						
Public Information Centre #2																																					
Preliminary Design																																					
Stakeholder Group Mtg #4																																					
Technical Agency Committee #3																																					
Public Information Centre #3																																					
Prepare Draft ESR																																					
Review and Finalize Draft ESR																																					
Filing of ESR																																					

We Are Here → PIC #2 ●

File ESR ★

STUDY ORGANIZATION



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

Halton.ca | 311



PUBLIC INFORMATION CENTRE #1 SUMMARY (November 20, 2014)

The following were presented at PIC #1:

- An update on existing conditions: socio-economic, natural, and cultural environments, as well as existing transportation conditions
- Problem and Opportunities
 - Existing Trafalgar Road is experiencing significant delays during peak periods at rail crossings and delays will increase at intersections in the future
 - To support future growth and travel demands, improvements to the Trafalgar Road corridor are required
 - The improved corridor should support all modes of transportation (i.e. active transportation, transit services – GO Transit, inter-regional travel, agricultural vehicles and goods movement)
- Planning Alternatives – Improvements on Trafalgar Road identified as preferred
- Proposed typical cross sections and conceptual corridor alignment alternatives
- Proposed grade separated rail crossings along Trafalgar Road
- Factors for analysis and evaluation



PUBLIC INFORMATION CENTRE #1 SUMMARY (November 20, 2014)

Key PIC #1 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)

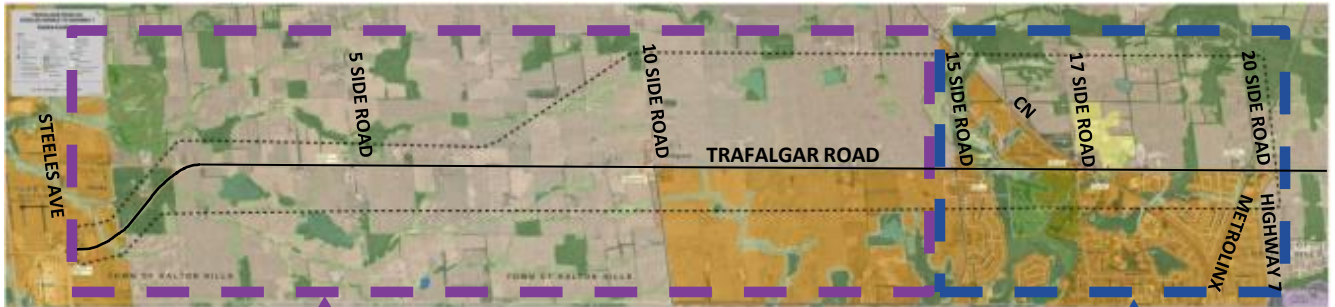
Activities Since PIC #1:

- 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
- Met 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

Design Considerations:

- Widening from two to four lanes along existing Trafalgar Road based on “best fit” alignment, while respecting the socio-economic, cultural and natural environment
- Provision of Active Transportation facilities
- Consideration for access and intersection improvements

See Separate Displays

STEELES AVENUE TO 15 SIDE ROAD TYPICAL CROSS SECTIONS

Steeles Avenue to Hornby Road*



Hornby Road to 10 Side Road*



10 Side Road to 15 Side Road*



* Mitigated cross sections can be developed for constrained areas within project limits

Class Environmental Assessment Study
Regional Road (Regional Road 3)
Transit Corridor (Regional Road 8)
Steeles Avenue (Regional Road 8) to Highway 7

Steeles Avenue to Homby Road

Scale 1:1000



City of Independence, Missouri
Transportation Center and Intermodal
Station
Priority Area 23 (Site Plan)
August 2012

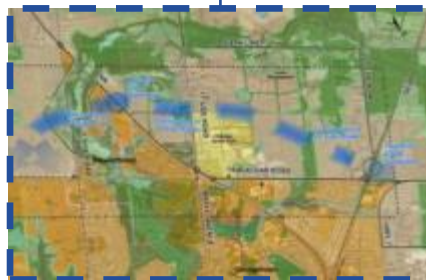


15 SIDE ROAD TO HIGHWAY 7

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



Alternatives 1A, 1B, & 1C



Alternative 2



Alternative 3

Design Considerations:

- Grade separations (underpass) at CN and Metrolinx tracks (i.e. road under railway)
- Potential impacts to adjacent land uses
- Potential impacts to natural features
- Provision of Active Transportation facilities
- Consideration for access and intersection improvements
- Construction staging and rail detour

15 SIDE ROAD TO HWY 7: ALTERNATIVES 1A, 1B, 1C TYPICAL CROSS SECTIONS (Along Existing Trafalgar Road)

15 Side Road to 17 Side Road*



17 Side Road to Highway 7*



* Mitigated cross sections can be developed for constrained areas within project limits

15 SIDE ROAD TO HWY 7: ALTERNATIVES 2 and 3 TYPICAL CROSS SECTION (Trafalgar Road Bypass Options)

15 Side Road to Highway 7*



** Mitigated cross sections can be developed for constrained areas within project limits*



ALTERNATIVES 2



Class Environmental Assessment Study
Trotter Road (Regional Road 3)
Transportation Corridor Improvements
Shelby Avenue (Regional Road 61 to Highway 7)
Alternative 2
15 Scale
June 15, 2024
Project 7
Scale 1:2500
Altikon

ALTERNATIVES 3



The "Steeles Road" (Regional Road 6) and "15 Side Road" (Regional Road 7) Transportation Corridor Improvements
Steeles Avenue (Regional Road 6) to Highway 7
15 Side Road to Highway 7
Alternative 3
Date: 11/2020
Mott MacDonald

FACTORS FOR ANALYSIS AND EVALUATION

Alignment alternatives have been analyzed and evaluated based on the factors below:

Natural Environment

- Policy Areas
- Vegetation
- Wildlife
- Fisheries and Aquatic Habitat
- Surface Water Quality and Quantity
- Natural Hazards

Transportation

- Traffic Operations (Future Conditions – 2031)
- Road Safety
- Intersection Requirements
- Geometric Standards
- Rail Operations
- Network Compatibility
- Utilities

Cultural Environment

- Cultural Heritage Landscapes & Built Heritage Resources
- Archaeology Resources

Preliminary Cost Estimate

- Capital Cost
- Constructability and Construction Staging
- Maintenance Cost

Socio-Economic Environment

- Community and Property Effects
- Provision for Pedestrians
- Provision for Cyclists
- Land Use Compatibility
- Noise and Air Quality
- Illumination

ANALYSIS AND EVALUATION OF ALTERNATIVES: SUMMARY

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

- Alternatives 1A, 1B and 1C would have least impact to the natural environment including several sensitive environmental features (e.g. Black Creek), the Niagara Escarpment and the Greenbelt
- Alternatives 2 and 3 would alter the cultural heritage landscape by introducing a new road through Greenfield, undisturbed areas, as well as the Devereaux Cemetery
- Alternative 1A, 1B, 1C would have less impact to the agricultural lands in the area.
- All alternatives would support the existing and future transportation demand; however, Alternative 2 and 3 would be located much further away from the Georgetown community and planned growth area
- Alternatives 2 and 3 would be relatively less complicated to stage in comparison to Alternative 1; however, would have greater challenges with construction access through natural features.

Factor	ALTERNATIVE 1 (Along Existing Trafalgar Road)			ALTERNATIVE 2 (Bypass)	ALTERNATIVE 3 (Bypass)
	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

ALTERNATIVE 1 (Along Existing Trafalgar Road)			ALTERNATIVE 2 (Bypass)	ALTERNATIVE 3 (Bypass)
ALTERNATIVE 1A	ALTERNATIVE 1B	ALTERNATIVE 1C		
More Preferred	More Preferred	More Preferred	Less Preferred	Least Preferred

- Alternatives 2 and 3 would sever important natural environment features (e.g. Stewarttown Woods Environmentally Sensitive Area)
- Alternatives 2 and 3 would introduce new crossings of Black Creek, as well as the need to potentially replace existing crossing structures on 15 Side Road
- Alternative 1 impacts would largely be related to encroachment along the existing right-of-way
- Overall, Alternatives 2 and 3 are less preferred than Alternative 1 (1A, 1B, 1C)



Stewarttown Woods ESA



Black Creek at 15 Side Road

ANALYSIS AND EVALUATION OF ALTERNATIVES: CULTURAL ENVIRONMENT – BUILT HERITAGE

ALTERNATIVE 1 (Along Existing Trafalgar Road)			ALTERNATIVE 2 (Bypass)	ALTERNATIVE 3 (Bypass)
ALTERNATIVE 1A	ALTERNATIVE 1B	ALTERNATIVE 1C		
More Preferred	Moderately Preferred	More Preferred	Less Preferred	Less Preferred

- Alternatives 2 and 3 would be located in undisturbed areas; higher potential for archaeological impacts, and would alter the rural landscape
- Alternative 1B would impact some of the open / landscaped areas adjacent to Devereaux House
- Overall, Alternatives 1A and 1C are preferred with respect to Cultural Environment



Devereaux Cemetery



Devereaux House

ANALYSIS AND EVALUATION OF ALTERNATIVES: SOCIO-ECONOMIC ENVIRONMENT

ALTERNATIVE 1 (Along Existing Trafalgar Road)			ALTERNATIVE 2 (Bypass)	ALTERNATIVE 3 (Bypass)
ALTERNATIVE 1A	ALTERNATIVE 1B	ALTERNATIVE 1C		
Moderately Preferred	Moderately Preferred	Moderately Preferred	Less Preferred	Less Preferred

- Property impacts for Alternatives 1A, 1B, and 1C would be largely existing residential, as well as an adjacent Golf Course
- There would be direct impacts to property accesses under Alternatives 1A, 1B, and 1C, mostly related to driveway length or change in grade which can largely be mitigated
- Alternatives 1B and 2 would directly impact Trafalgar Sports Park
- Property impacts for Alternatives 2 and 3 are greatest. Impacts would primarily be on agricultural and rural lands (i.e. large severances), and would impact farming operations and long term farming operations viability



ANALYSIS AND EVALUATION OF ALTERNATIVES: TRANSPORTATION

ALTERNATIVE 1 (Along Existing Trafalgar Road)			ALTERNATIVE 2 (Bypass)	ALTERNATIVE 3 (Bypass)
ALTERNATIVE 1A	ALTERNATIVE 1B	ALTERNATIVE 1C		
Moderately Preferred	Moderately Preferred	Moderately Preferred	Moderately Preferred	Moderately Preferred

- Alternatives 1, 2 and 3 support future travel demand
- Alternatives 1A, 1B, and 1C would resolve rail related delays through the proposed grade separations
- At-grade rail crossings on existing Trafalgar Road would remain under Alternatives 2 and 3
- Alternatives 2 and 3 would not provide the Stewarttown and Georgetown communities with access to improved active transportation facilities
- Amongst Alternatives 1A, 1B, and 1C, Alternative 1B would require the realignment of 17 Side Road, impacting Trafalgar Sports Park



ANALYSIS AND EVALUATION OF ALTERNATIVES: COSTS AND CONSTRUCTABILITY

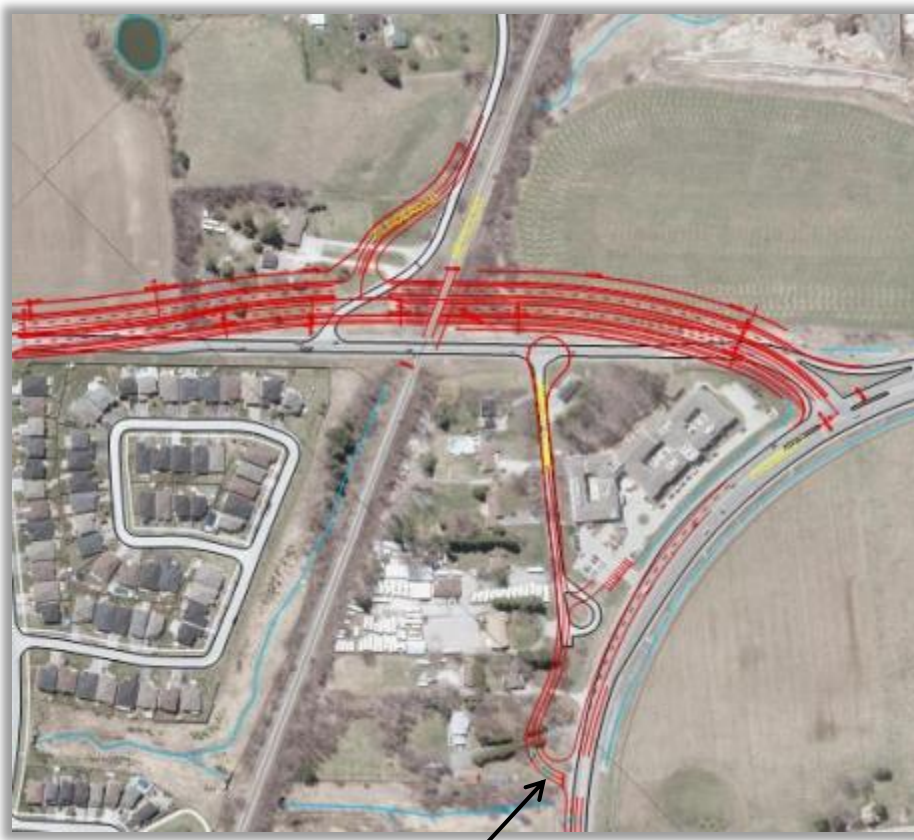
ALTERNATIVE 1 (Along Existing Trafalgar Road)			ALTERNATIVE 2 (Bypass)	ALTERNATIVE 3 (Bypass)
ALTERNATIVE 1A	ALTERNATIVE 1B	ALTERNATIVE 1C		
Moderately Preferred	Moderately Preferred	Moderately Preferred	Less Preferred	Less Preferred

- **Costs: Capital & Maintenance**
 - Alternatives 1A, 1B, and 1C would have higher initial staging costs since construction will be along existing Trafalgar Road corridor
 - 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 alignment)
 - A long-span crossing structure as well as replacement of crossing structures along 15 Side Road would be required at Black Creek under Alternatives 2 and 3
- **Construction: Staging and Constructability**
 - Alternatives 2 and 3 would be relatively less complicated to stage in comparison to Alternative 1; however, would have greater challenges with construction access through natural features



ANALYSIS AND EVALUATION OF ALTERNATIVES: LINDSAY COURT

- 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.

NEXT STEPS

After this Public Information Centre, the following will be carried out:

- Review and respond to comments received
- Refine preliminary technically preferred alignment based on comments received
- Preliminary design:
 - Drainage assessment and design
 - Natural environment mitigation measures
 - Discuss local issues/mitigation measures with relevant stakeholders, property owners, and agencies
- Consult with technical agencies and stakeholder group
- Public Information Centre #3 – tentatively late fall 2015

Visit the study website at: www.halton.ca/EAprojects

Please Complete a Comment Sheet

Please provide input by completing a Comment Sheet. Completed sheets can either be dropped in the comment boxes or submitted by mail, fax or e-mail to either of the following Project Team members:

Mr. Jeffrey Reid, C.E.T.
Project Manager
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1
Phone: 905-825-6000 Ext. 7920
Fax: 905-825-3270
Email: jeffrey.reid@halton.ca

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

Please provide all comments by Friday, July 3, 2015

Thank You For Attending!



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

Halton.ca (311)



