

Stefan Sirianni

From: Katherine Jim
Sent: July-05-15 2:29 PM
To: Reid, Jeffrey (Jeffrey.Reid@halton.ca)
Cc: Neil Ahmed; Monaghan, Patrick - Transportation Services (Patrick.Monaghan@halton.ca); Stefan Sirianni
Subject: FW: Trafalgar Road EA- Heritage - Halton Hills ACO
Categories: Print and File / Update Comment Sheet

Hi Jeff,

FYI, Jim Waldbusser attended the Trafalgar Road PIC on June 17. He represents the Architectural Conservancy Ontario; both Melissa and I spoke to him at the PIC (re: built heritage resources in Halton Hills). He expressed an interest in speaking to Richard Unterman, our built heritage specialist. Richard followed up with him subsequent to the PIC. As part of consultation record, please see email below following their conversation.

Regards,
Katherine

From: [REDACTED]
Sent: June-30-15 12:53 PM
To: Richard Unterman-UMA
Cc: Katherine Jim
Subject: RE: Trafalgar Road EA- Heritage - Halton Hills ACO

Hi Richard,

Per our conversation this morning, these are the properties of preliminary concern. I believe there are more.

Pioneer Cemetery, west side of Trafalgar Road, Lot 13
10054 Trafalgar Road
10284 Trafalgar Road
10552 Trafalgar Road
11727 Trafalgar Road
10677 Trafalgar Road (pre-confederation home)
11494 Trafalgar Road (designated property)
10996 Trafalgar Road
9866 Trafalgar Road
9536 Trafalgar Road
9289 Trafalgar Road
9156 Trafalgar Road
12794 20th Sideroad
12056 20th Sideroad

All properties are on Phase I, Phase II or Phase III of our registered lists. Keep in mind, Phase III is still before council for approval.

In the History section of our Library in Georgetown, some excellent references are:

Halton's Pages of the Past by Owen Clarke, Dills Printing & Publishing Company Limited, Acton and Milton, 1955

A History of St. John's Anglican Church by Lucy C. Emslie (local document never published, worth a review)
Halton Sketches by John McDonald, Dills Printing and Publishing Company Limited, Acton, Georgetown and Milton, 1976
Halton Sketches Revisited by John McDonald, Moulin Publishing Limited, Norval, 1996
Halton's Heritage by John McDonald, Halton Sketches Publishing, Milton, 2011
The Story of Georgetown, Ontario by John Mark Benbow Rowe (Esquesing Historical Society), C & S Printing, Georgetown, 1992
Georgetown, Reflections of a Small Town by John Mark Benbow Rowe (Esquesing Historical Society), Esquesing Historical Society, Georgetown, 2006

Hope this helps. Any questions, please feel free to contact me,

Jim Waldbusser
ACO Halton Hills, Vice-President
905-702-1681

From: Unterman McPhail Associates [<mailto:umcarubm@pathcom.com>]

Sent: June-29-15 10:21 AM

To: [REDACTED]

Cc: Katherine Jim

Subject: Trafalgar Road EA- Heritage

Hello

We were forwarded your name with regard to your communication with Katherine Jim, MMM Group at the recent Public Information Centre. I left a telephone message for you to call back when you have a moment. I am in today and Tuesday and out Canada Day, Thursday and Friday this week. We look forward to speaking with you.

Regards
Richard

*Richard Unterman, Principal,
Unterman McPhail Associates
M.A. Conservation Studies,
Dipl. Restoration Technology, CAHP
Unterman McPhail Associates
540 Runnymede Road, Toronto, ON M6S 2Z7
Tel. 416.766.7333*

Email: umcarubm@pathcom.com

Stefan Sirianni

From: Katherine Jim
Sent: July-08-15 1:27 PM
To: RALLY Architects
Cc: Neil Ahmed; 'Sam Ganni'; Stefan Sirianni; Reid, Jeffrey (Jeffrey.Reid@halton.ca); Monaghan, Patrick - Transportation Services (Patrick.Monaghan@halton.ca)
Subject: Trafalgar Road EA: 11410 Trafalgar Rd
Attachments: Trafalgar Road EA - Alternative 1A - Draft Partial Preliminary Plan R .pdf; Trafalgar Road EA - Alternative 1B - Draft Partial Preliminary Plan R .pdf; Trafalgar Road EA - Alternative 1C - Draft Partial Preliminary Plan R .pdf
Categories: Print and File / Update Comment Sheet

Hello Rafid,

On behalf of Halton Region, we would like to thank you and Sam for attending the Public Information Centre on June 17 for the Trafalgar Road Environmental Assessment Study.

As requested, attached are partial preliminary plans of Alternatives 1A, 1B, and 1C in the proximity of Trafalgar Road / 17 Side Road intersection. Please note that the plans are preliminary only and subject to further review. The plans are scaled at 1:1000 when printed on paper 11x17 inch.

In our study mailing list, 11410 Trafalgar Road is listed under 2228730 Ontario Inc. (45 SORBONNE DR, Brampton, ON, L6P 1Z3). The Notice of Study Commencement, as well as the Notice for Public Information Centre 1 would have been sent to 2228730 Ontario Inc. Please confirm if this correctly reflect the contact information for 11410 Trafalgar Road.

Moving forward, we have added both yourself and Sam Ganni to our mailing list, and you will be receiving future notification.

Please do not hesitate to contact us if you have any further 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

From: RALLY Architects [<mailto:rallyarch@gmail.com>]
Sent: July-02-15 8:40 AM
To: Katherine Jim
Cc: Neil Ahmed; 'Sam Ganni'
Subject: FW: 11410 Trafalgar Rd

*11410 Trafalgar Rd + 12995 17 Sideraod
Stewarttown Gas Bar*

Good morning Kathrine
I wish you had a good holiday and Happy Canada Day

I like to coordinate the site plan drawing of our proposed project (Gas Station & Convenience Store) on the Lot at address above. I checked the info on the website , but didn't manage to download clear PDF. See attachment

I need your help: I PDF or basic CAD file for the option of Trafalgar Road alternation, at the intersection of Trafalgar and Maple Ave. I will use that to locate my dwgs on the proposed study.

The Study had killed our Project. I need to submit a report to Halton Region to explain the damage that all related options (to this intersection) will cause to our project. This beautiful dream for my client is over.

Please also respond to my email below, (before 2 weeks), or direct it to the right person

Thank you

Rafid Kustou – OAA
Architect and Project Manager

From: RALLY Architects [<mailto:rallyarch@gmail.com>]
Sent: June-18-15 6:09 AM
To: 'jimk@mmm.ca'
Cc: 'Sam Ganni'; 'ahmedn@mmm.ca'
Subject: 11410 Trafalgar Rd

Proposed Gas Bar: 11410 Trafalgar Rd, Georgetown

Good morning Catherine
Nice to see you yesterday and thank you for the valuable information

You can flow with me on this email address . And I really need to know why we were not invited in the 1st presentation on Nov 2014?? We could do something more practical and better Site Plan Layout for your benefits.

*Thank you
Rafid Kustou
RALLY Architects*

Stefan Sirianni

From: Katherine Jim
Sent: July-16-15 2:22 PM
To: Stefan Sirianni
Subject: FW: Stewarttown Gas Bar at 11410 Trafalgar Rd

Categories: Print and File / Update Comment Sheet

Hi Stefan,

Response for the consultation record.

Thanks,
Katherine

From: Harnum, Jim [mailto:Jim.Harnum@halton.ca]
Sent: July-16-15 11:58 AM
To: 'RALLY Architects'
Cc: Somerville, Clark; De Angelis, Lisa; Simpson, David; Holden, Trish; Neil Ahmed; Katherine Jim; sam_rand@hotmail.com; Benson, Curt
Subject: RE: Stewarttown Gas Bar at 11410 Trafalgar Rd

Good morning Rafid,

I can appreciate your concerns and the decision to withdraw your site plan application or continue to pursue developing this land is yours to make. Public Works staff, through the Planning department, did make you aware of the Trafalgar Road EA study various times as we reviewed the Official Plan amendment/zoning by-law amendment and Site Plan applications (Sept 2011, Jan 2012 and July 2014).

Unfortunately it's too early in the process to communicate which alternative is preferred. That information will be presented at Public Information Centre #3 later this Fall with the final Environmental Study Report filed for a 30 review period in late Spring 2016. That said, I have passed along your comments below to our study team and they will continue to circulate you on any notices.

If you have further questions/concerns regarding your planning application or the process that was followed, please direct those through Curt Benson, Manager of Community Planning, whom I have copied on this email.

Thank you,
Jim Harnum, CET, MBA
Commissioner, Public Works
Halton Region
905-825-6000 ext. 7699
E-mail: Jim.harnum@halton.ca

From: RALLY Architects [mailto:rallyarch@gmail.com]
Sent: Tuesday, July 14, 2015 4:35 PM
To: Harnum, Jim
Cc: Somerville, Clark; De Angelis, Lisa; Simpson, David; Holden, Trish; ahmedn@mmm.ca; jimk@mmm.ca;

Thank you Mr Jim,

The surprise is the Region of Halton didn't take our project seriously till this minute.

Your email was so generic and you didn't consider our situation that we are working on this project for 5 years, we were following Region's procedure and all your departments instructions day by day, starting on Nov 04 2010, even before MMM group start the new study of Trafalgar Improvement. All my expectation was right, The Region of Halton couldn't finalize our Sewer connection in 5 years, and according that will take min. of 5 years to finalize the Trafalgar Rd improvement.

I have few technical and coordination questions before we decide to withdraw our application, and please forward this email and technical questions to the right dept.:

1. Regarding our situation and my Report, we preferred alternative option 2-3 which redirect Trafalgar Rd far away, can you tell me the possibilities and percentage to approve this option, is it still valid.?
2. In March 11 2015, the Region of Halton had sent us the final conditions signed by Mr Curt Benson – attached) for our Site Plan Application, then my Client signed and agreed, and we applied and paid fees to proceed with all conditions, does Mr Benson know about new Trafalgar Rd Study before he signed??- we didn't receive any letter to withdraw these condition so we can file a complaint regarding that.
3. Traffic / Transportation & Work / Public Work at the Region are involved in Trafalgar Rd study in the last few years, at the same time they approved to us the Traffic Island on Trafalgar Dept, and they approved to me the signage to direct Traffic. Imagine they approve to me the signage before 3 months, which is final stage of the Project, and they didn't tell me there is 4 years new study will kill your project, please respond...
4. Planning Services Dept asked as in March 2015 to start Will Mentoring Program for Sewer extension on Trafalgar, they sit beside Transportation Dept and they know about this study, why they asked me for that and let us pay to consultant Eng?.
5. When we start the project the Region told us that the commencement of Trafalgar Rd Improvement will be 2030, it was shown on Halton Region website, is this date still valid??, that we can build/run our project for 15 years and cover the Money we spent??.
6. Does the Town of Halton Hills know about the current stage of Trafalgar Rd improvement??.
7. All of the Responses and comments from the Region to all our application: Rezoning, Ontario Municipal Board, Site Plan Application, Street Widening Application, Traffic Island condition & details was positive and moved, we never told to withdraw our project for any surprise or future difficulties, are those department Today agree that we should cancel our project
8. And my last question, if this Study is 4-5 years old, why we were not involved early? We have different situation from other neighbours and we have many application in Process, in general we spent 1.5 M in 5 years, that means delay of one day cost us \$1000.
9. What you want us to do and what is your advice: shall we continue our project (sewer extension and building permit without knowing the preferred options)?, or shall we hold on for 2 years till every thing will be clear??, or shall we fight with others to cancel this new study for Trafalgar Rd. ????

Please respond
Thank you

Rafid Kustou

Stefan Sirianni

From: Katherine Jim
Sent: July-09-15 8:50 AM
To: Stefan Sirianni
Subject: FW: North Halton Golf & Country Club Limited letter regard the Trafalgar Road Environmental Assessment Study

Categories: Print and File / Update Comment Sheet

Hi Stefan,

For the record.

Katherine

From: Reid, Jeffrey [mailto:Jeffrey.Reid@halton.ca]
Sent: July-08-15 7:25 PM
To: 'Kyle Stewart'; Simpson, David
Cc: Neil Ahmed; Katherine Jim
Subject: RE: North Halton Golf & Country Club Limited letter regard the Trafalgar Road Environmental Assessment Study

Hi Kyle,

I would like to acknowledge your most recent email (dated July 3, 2015) for which the Project Team will respond shortly.

We are still in the process of analyzing Options 1A, 1B and 1C. Once refined, we will contact you so we can engage with your golf architect. This will be very helpful to ensure the continued viability of Hole #1. At that time, this might be best served through a face-to-face meeting. This can be decided at a later date.

Thank-you,

Jeff

Jeffrey Reid, C.E.T. | 905.825.6000 x 7920
Acting Supervisor – Transportation Planning | Infrastructure Planning & Policy



From: Kyle Stewart [mailto:KStewart@nhgcc.ca]
Sent: Wednesday, July 08, 2015 5:01 PM
To: Simpson, David
Cc: Reid, Jeffrey; Neil Ahmed
Subject: RE: North Halton Golf & Country Club Limited letter regard the Trafalgar Road Environmental Assessment Study

Good afternoon Mr. Simpson, Mr. Reid and Mr. Ahmed:

As you know North Halton Golf and Country Club Limited has sent in a letter and the Club has stated numerous concerns with respect to the Trafalgar Road project.

I had a conversation with our current golf architect to discuss options 1A, 1B and 1C. He does have some time available to look at the project and routing if you want to engage him to do so.

Please advise if Mr. Ian Andrews can start reviewing golf ball dispersion studies, hole routing and hole spacing. If this is permissible can you forward me detailed drawings of the proposals with dimensions so that I can share them with Mr. Andrews.

Warm regards,

Kyle Stewart | General Manager
The Club at North Halton
Phone: (905) 877-5236 Ext. 215
eMail: kstewart@nhgcc.ca
www.northhaltongolf.com



The Club at North Halton is a premium private golf facility that values tee access, pristine conditions and exemplary service.

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From: Kyle Stewart
Sent: July-03-15 1:25 PM
To: david.simpson@halton.ca
Cc: Reid, Jeffrey (Jeffrey.Reid@halton.ca) (Jeffrey.Reid@halton.ca); Neil Ahmed; Barry Shama (barry.shama@gmail.com)
Subject: North Halton Golf & Country Club Limited letter regard the Trafalgar Road Environmental Assessment Study

Dear Mr. Simpson,

The Club at North Halton has been essential in the community of Halton Hills for nearly one hundred years. Cedar Crest was one of the first golf courses in the area dating back to 1916 with the founder J.A. Willoughby, the Club was compared with courses like Mississauga, St. Georges and Royal York. Cedar Crest was purchased in 1954 from the Willoughby family to form North Halton Golf and Country Club and shares were sold at five hundred one dollars each and would court an exclusive membership from the towns of Georgetown, Milton and Acton.

North Halton Golf and Country Club now employs roughly seventy Halton Hills residents disbursing just under two million dollars in employee wages annually. The Club is host to five hundred fifty golfing members, two hundred forty curling members, one hundred fifty social members and thousands of Halton Hills residents annually that support local charity and fundraising events. The Club has hosted national and provincial championships such as the Ontario Men's Amateur in 2014, the Women's PGA of Canada Championship in 2013, etc. and will be host many more in the future.

The Region of Halton is undertaking a study of the Trafalgar Road corridor improvement from Steeles Avenue through Georgetown to Highway 7. At the Stakeholder Meeting Number 3, drawings were presented showing plans and elevations of the proposed highway widening from 2 lanes to 4 lanes.

At the presentation on June 2 at Stakeholder Group Meeting 3, three variations were presented by the Halton Region planning department for widening Trafalgar Road and two options for a by-pass. The presentation indicated that the preliminary "preferred" route was to widen the existing Trafalgar road from 15 Side Road to Hwy 7 including three Railroad underpasses.

No solution for dealing with Stewart town has been developed. No option was given for a widening of Trafalgar road all the way to the west to preserve North Halton's long standing business in the community.

The "preferred" considerations presented as 1A, 1B and 1C significantly impact North Halton's continuation, and in the Club's opinion will cause an absolute business loss:

1. The loss of land close to Trafalgar road imposes the threat of becoming a seventeen hole golf course that subsequently would render the golf course with a complete business loss.
2. The loss of land required for an irrigation reservoir will cause turf death affecting the quality of the golf course conditions.
 - a. Our "preferred" reservoir option located on the corner of Trafalgar Road and Maple Avenue will contain 6 million gallons of water storage. The other two on course options can store less than 3.8 million gallons and is not sufficient with our current irrigation system.
 - b. Further restrictions that are imminent from the Ministry of the Environment prove the other options are unmanageable for the future viability of the quality of the course.
 - c. The quality of the course retains and attracts members, tournaments, guests, etc. consequently causing an absolute business loss.
3. Any loss of land further inhibits course renovations such as lengthening the golf course, putting surface expansions, spacing from teeing areas and putting surfaces, new teeing areas and rerouting as required to continually improve the quality of the course.
 - a. We need to protect our golf course ranking by lengthening the course due to the increasing distances the golf ball is flying. These considerations are in order to protect and/or continue to climb the ranks as one of Ontario's top 100 golf courses.
4. The loss of land being used as a practice area for the Club has been considered by our members as a very important tool to be expanded for their enjoyment of the course. This loss of practice area conversely will cause member dissatisfaction and may cause business loss.
5. The notification of the Trafalgar road study and the "preferred" plans in the local newspaper has caused dissension among our golfing members and will potentially limit the viability of selling to prospective members of the Club.
6. It appears that the evaluation of matters such as socio-economic environment and cultural environment were evaluated without the input of the local residents, business such as North Halton and possibly without the input of Halton Hills planning department or council members.
7. The preliminary preferred option has been selected before impact studies have been completed, including how to widen through Stewart town and North Halton Golf and Country Club. The intent is to address mitigation actions after the decision has been made.

In conclusion, it appears the planning department has decided to widen Trafalgar Road under plans 1A, 1B or 1C prior to a thorough and comprehensive evaluation of the impacts and with lack of comprehensive investigation of the alternatives.

This decision as planned will almost certainly cause North Halton Golf and Country Club an absolute business loss forcing the 100 year facility to wind up as a long standing business and corporation, and will eliminate an important social element of our community for its members, families and friends in addition to the loss of employment for more than seventy Halton Hills residents.

On behalf of the shareholders, members and their families of the North Halton community, we strongly oppose this plan and respectfully request that you seriously reconsider the various other options that will have no impact to this important and long-term element of our community.

cc by eMail: Mr. Jeffrey Reid – The Regional Municipality of Halton,
Mr. Neil Ahmed – MMM Group Limited,
Mr. Barry Shama – Chairman to the Board of Directors for North Halton Golf and Country Club Limited

Warm regards,

Kyle Stewart | General Manager
The Club at North Halton
Phone: (905) 877-5236 Ext. 215
eMail: kstewart@nhgcc.ca
www.northhaltongolf.com



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From: Harnum, Jim [<mailto:Jim.Harnum@halton.ca>]
Sent: July-14-15 3:11 PM
To: 'rallyarch@gmail.com'
Cc: Somerville, Clark; De Angelis, Lisa; Simpson, David; Holden, Trish; 'ahmedn@mmm.ca'; 'jimk@mmm.ca'; 'sam_rand@hotmail.com'
Subject: RE: Stewarttown Gas Bar at 11410 Trafalgar Rd

Good afternoon Rafid,

Thank you for submitting your comments with respect to the Municipal Class Environmental Assessment Study for Trafalgar Road from Steeles Avenue to Highway #7 in the Town of Halton Hills. We have passed your comments onto our study team for consideration through the Municipal Class Environmental Assessment Study process. Please note, the study team is reviewing all comments received through Public Information Centre #2 at this time, following up with property owners and agencies and will be refining the alternatives. The preferred alternative will be presented at Public Information Centre #3 this Fall. The Environmental Study Report will be finalized in the Winter 2015/16 with filing for a 30 review period in late Spring 2016.

Halton Region will not be pursuing any property acquisition until the Environmental Study Report (ESR) process is complete, receives approval to proceed from the Ministry of Environment, Energy and Climate Change (MOECC), as well as until the detail design phase is completed. This process will take some time, including whether or not there are any Part II order requests (i.e. appeals). Trafalgar Road start of construction from 10 Side Road to Highway #7 is currently anticipated to commence in the 2019/2020 timeframe.

We interpret from your communication that Stewarttown Gas Bar (2228730 Ontario Inc.) is withdrawing its site servicing permit application (#14-110140). Please confirm that a review of the latest plan and profile drawings from MGM Consulting Inc., which followed our meeting of June 16, 2015, is not required and the permit application file may be closed.

Thank you again for providing written comments for the Trafalgar Road study. We anticipate there will be further discussions related to this study and the study team will continue to circulate you on any notices.

Jim Harnum, CET, MBA
Commissioner, Public Works
Halton Region
905-825-6000 ext. 7699
E-mail: Jim.harnum@halton.ca

From: RALLY Architects [<mailto:rallyarch@gmail.com>]
Sent: Monday, July 13, 2015 11:35 AM
To: Harnum, Jim; Simpson, David; De Angelis, Lisa; Holden, Trish
Cc: 'Sam Ganni'; ahmedn@mmm.ca; jimk@mmm.ca; Somerville, Clark
Subject: Stewarttown Gas Bar at 11410 Trafalgar Rd

Stewarttown Gas Bar: Gas Station, Convenience Store and Site Accessories

Site Plan Application # D11 SPA 14.007

Building Permit Application # 14-110127

Site Services Permit Application # 14-110140

Mr. Jim Harnum, CET, MBA

Commissioner / Public Works / The Regional Municipality of Halton

905-825-6000 ext. 7699, E-mail: Jim.harnum@halton.ca

Dear Mr. Harnum,

After our important meeting with yourself, Mr. David Simpson, Ms. Trish Holden and Ms. Lisa De Angelis on June 16 2015, and attending on the next day the public presentation for the new planning and widening for Trafalgar Rd. We had reviewed all options presented by MMM Group for Trafalgar Rd improvement, and our conclusions are:

Location & Traffic:

1. The 1st priority to any Gas Bar project is an Open Traffic, when reviewing the options, we found that we will lose business opportunity (for Gas Station) because direct Traffic volume will be reduced, the new Trafalgar Layout with Cul-de-sac. will not attract drivers. And;
2. One of the main business in this project is to sell Diesel: the new plan to use dead-end road (Cul De Sag) will reduce and eliminate small and large Trucks to turn-on from Trafalgar Rd to fill Diesel, there is no easy access & circulation to encourage business.

Planning, Design & Layout, Public Services:

3. It seems in options (1 A) and (I C) presented by MMM consultant that 17 Sideroad becomes the main active street in our project and not the new Dead-End Driveway (Cul De Sac), and almost 17 Sideroad will be our Lot frontage. So that needs a new design and Layout to follow this new condition.

Because we are at final stage of Site Plan Approval & Building Permit, any small change in Driveways of Layout will change full set of previous engineering drawings and studies: so the Site Plan Application and Building Permit will need a revision, then will need time and fees to changes all consultant drawings: Architectural Site Plan Layout, Site Services, Traffic Study, Sound Report, Landscaping and all Consultant Engineering drawings.

4. Although if we get the Building Permit now and we construct/build the current Layout & the Project (per Option 1A or 1C) in 8 months, we can not use it or connect services. Because the Region will take a lot of time to finalize all the details, services and Infra-Structure for the new preferred option of Trafalgar Rd. improvement. And:

Time:

5. The most disappointed issue because of the delay in the process: we lost the deal of both famous Gas Suppliers: ESSO in 2012 and recently SHELL Canada.
6. If we had invited early to this Study, we might had saved time to discuss with the Region and MMM consultant a better option that fits our need, or had an opportunity to cancel our project earlier.

Conclusion:

As an Architect, Designer and Project Manager of this project, each line on site plan drawings was for a reason and has a meaning. I did before around 50 revisions for the current Site Plan Layout. I am the last one, who want to stop this project, but for the benefits of my Client: *it is time to lock the Hose of money & payments and to stop wasting more Time*, it is the end of 5 years project: Stewarttown Town Gas Bar.

- There is one good point: this Property had an important role in this study, and it still has the Zone of HC (Hamlet commercial) & specifically for Gas Station, so either the Town of Halton Hills or the Region has the opportunity to continue the same use or to rezone for another use to fit the study.

From overall Study by MMM:

The preferred options are (Alternative 2,3) which re-direct Trafalgar Rd and locate the Pass-By few kilometres to the west of our project (west of the Sport Park). Which will keep our current Design and Traffic Circulation. We were told about this options in 2010. That will keep Trafalgar Rd as a Local town road and keep the existing character of Georgetown, or:

From the preferred 3 options by MMM:

We simply support option 1B (attached); and want to follow Region's procedure and a good evaluation for our Land, efforts, and time we spent. The Region will own this corner for better improvement and options for Trafalgar Rd.

Thank you for your efforts and we appreciate a quick response & decision.

If you need more details or a meeting is required, please contact at my information below

-On behalf of 2228730 ON Inc:

Rafid Kustou, B Sc. Eng. Arch, OAA.

RALLY Architects / Principal

416 494 9764, rallyarch@gmail.com

Stefan Sirianni

From: Neil Ahmed
Sent: August-26-15 1:48 PM
To: Katherine Jim
Cc: Stefan Sirianni
Subject: Fwd: Trafalgar Road EA - Meeting with The Club at North Halton
Attachments: image001.jpg; image005.gif; image006.jpg; image006.jpg; image006.jpg; image005.gif
Categories: Print and File / Update Comment Sheet

Neil

Begin forwarded message:

From: Kyle Stewart <KStewart@nhgcc.ca>
Date: August 26, 2015 at 10:56:55 AM EDT
To: "Reid, Jeffrey" <Jeffrey.Reid@halton.ca>
Cc: Neil Ahmed <AhmedN@mmm.ca>
Subject: RE: Trafalgar Road EA - Meeting with The Club at North Halton

Good morning gentlemen,

After some reflection from our meeting on Friday, August 21, 2015 I believe another item needs to be investigated for a cost analysis.

If you continue to review a netting option, which is obviously intolerable for the Club to continue along its current path, you will need to investigate sound and visual barriers from the four lane highway due to the proximity.

I believe you stated you would reply to the letter that was sent on July 3, is that correct?

Warm regards,

Kyle Stewart | General Manager
The Club at North Halton
Phone: (905) 877-5236 Ext. 215
eMail: kstewart@nhgcc.ca
www.northhaltongolf.com



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From: Reid, Jeffrey [<mailto:Jeffrey.Reid@halton.ca>]
Sent: August-13-15 9:38 AM
To: Kyle Stewart
Cc: Neil Ahmed
Subject: RE: Trafalgar Road EA - Meeting with The Club at North Halton

Hi Kyle,

Both the Region and our Consultant (MMM Group) would like to have an introductory meeting with Burnside and Ian with ourselves initially. We will be discussing the scope of their proposal, the suitable technical considerations for the road improvements and to meet Burnside's project team. We believe this will lead to a much more productive meeting when we bring everyone together.

I believe our meeting is still in the process of being confirm for the morning of next Friday, August 21.

Thanks,

Jeff

Jeffrey Reid, C.E.T. | 905.825.6000 x 7920
Acting Supervisor – Transportation Planning | Infrastructure Planning & Policy



From: Kyle Stewart [<mailto:KStewart@nhgcc.ca>]
Sent: Wednesday, August 12, 2015 9:44 AM
To: Reid, Jeffrey
Cc: Neil Ahmed
Subject: RE: Trafalgar Road EA - Meeting with The Club at North Halton

Good morning gentlemen,

I have been made aware of a meeting scheduled for Wednesday, August 19, 2015 with both of you, Stephen Kajan (Burnside) and Ian Andrews (Ian Andrews Golf Design).

I believe a representative from the Club should be on hand as well, please advise.

Warm regards,

Kyle Stewart | General Manager
The Club at North Halton
Phone: (905) 877-5236 Ext. 215
eMail: kstewart@nhgcc.ca
www.northhaltongolf.com



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From: Reid, Jeffrey [<mailto:Jeffrey.Reid@halton.ca>]
Sent: May-06-15 12:49 PM
To: Kyle Stewart
Cc: Neil Ahmed
Subject: RE: Trafalgar Road EA - Meeting with The Club at North Halton

Hi Kyle,

I will send you a meeting request for Friday, May 15 at 9am.

Thanks,

Jeff

From: Kyle Stewart [<mailto:KStewart@nhgcc.ca>]
Sent: Tuesday, May 05, 2015 4:08 PM
To: Reid, Jeffrey
Cc: Neil Ahmed
Subject: RE: Trafalgar Road EA - Meeting with The Club at North Halton

Friday, May 15th at 9am here at the Club will work. Our meeting room can sit 10 comfortably.

Warm regards,

Kyle Stewart | General Manager
The Club at North Halton
Phone: (905) 877-5236 Ext. 215
eMail: kstewart@nhgcc.ca
www.northhaltongolf.com



The Club at North Halton is a premium private golf facility that values tee access, pristine conditions and exemplary service.

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From: Reid, Jeffrey [<mailto:Jeffrey.Reid@halton.ca>]
Sent: May-05-15 4:07 PM
To: Kyle Stewart
Cc: Neil Ahmed
Subject: RE: Trafalgar Road EA - Meeting with The Club at North Halton

Hi Kyle,

Would you be able to reschedule from either next Wednesday May 13 or Friday May 15 at 9am? If more convenient, we can come to The Club at North Halton, if a meeting room is available.

Please let me know.

Thanks,

Jeff

From: Kyle Stewart [<mailto:KStewart@nhgcc.ca>]
Sent: Tuesday, May 05, 2015 11:41 AM
To: Reid, Jeffrey
Cc: Neil Ahmed; Katherine Jim (JimK@mmm.ca); Monaghan, Patrick
Subject: RE: Trafalgar Road EA - Meeting with The Club at North Halton

Sorry everyone,

That is the date of our rescheduled Annual Shareholders Meeting.

Warm regards,

Kyle Stewart | General Manager
The Club at North Halton
Phone: (905) 877-5236 Ext. 215
eMail: kstewart@nhgcc.ca
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From: Reid, Jeffrey [<mailto:Jeffrey.Reid@halton.ca>]
Sent: May-05-15 11:26 AM
To: Kyle Stewart
Cc: Neil Ahmed; Katherine Jim (JimK@mmm.ca); Monaghan, Patrick
Subject: Trafalgar Road EA - Meeting with The Club at North Halton

Hi Kyle,

Sorry we were unable to meet today.

Would you be available to meet us next Wednesday, May 13 from 12:00pm-12:30pm at our Halton Regional Centre in Oakville?

Please let me know.

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.*

Stefan Sirianni

From: Neil Ahmed
Sent: July-04-15 5:11 PM
To: Katherine Jim; Stefan Sirianni
Subject: Fwd: North Halton Golf & Country Club Limited letter regard the Trafalgar Road Environmental Assessment Study
Attachments: ATT00001.htm; Trafalgar Road Environmental Assessment Study and the implications to North Halton Golf and Country Club Limited.pdf; ATT00002.htm
Categories: Print and File / Update Comment Sheet

Neil

Begin forwarded message:

From: Kyle Stewart <KStewart@nhgcc.ca>
Date: July 3, 2015 at 1:24:58 PM EDT
To: "david.simpson@halton.ca" <david.simpson@halton.ca>
Cc: "Reid, Jeffrey (Jeffrey.Reid@halton.ca)" <Jeffrey.Reid@halton.ca>, Neil Ahmed <AhmedN@mmm.ca>, "Barry Shama (barry.shama@gmail.com)" <barry.shama@gmail.com>
Subject: North Halton Golf & Country Club Limited letter regard the Trafalgar Road Environmental Assessment Study

Dear Mr. Simpson,

The Club at North Halton has been essential in the community of Halton Hills for nearly one hundred years. Cedar Crest was one of the first golf courses in the area dating back to 1916 with the founder J.A. Willoughby, the Club was compared with courses like Mississauga, St. Georges and Royal York. Cedar Crest was purchased in 1954 from the Willoughby family to form North Halton Golf and Country Club and shares were sold at five hundred one dollars each and would court an exclusive membership from the towns of Georgetown, Milton and Acton.

North Halton Golf and Country Club now employs roughly seventy Halton Hills residents disbursing just under two million dollars in employee wages annually. The Club is host to five hundred fifty golfing members, two hundred forty curling members, one hundred fifty social members and thousands of Halton Hills residents annually that support local charity and fundraising events. The Club has hosted national and provincial championships such as the Ontario Men's Amateur in 2014, the Women's PGA of Canada Championship in 2013, etc. and will be host many more in the future.

The Region of Halton is undertaking a study of the Trafalgar Road corridor improvement from Steeles Avenue through Georgetown to Highway 7. At the Stakeholder Meeting Number 3, drawings were presented showing plans and elevations of the proposed highway widening from 2 lanes to 4 lanes.

At the presentation on June 2 at Stakeholder Group Meeting 3, three variations were presented by the Halton Region planning department for widening Trafalgar Road and two options for a by-pass. The presentation indicated that the preliminary "preferred" route was to widen the existing Trafalgar road from 15 Side Road to Hwy 7 including three Railroad underpasses. No solution for dealing with Stewart town has been developed. No option was given for a widening of Trafalgar road all to the west to preserve North Halton's long standing business in the community.

The "preferred" considerations presented as 1A, 1B and 1C significantly impact North Halton's continuation, and in the Club's opinion will cause an absolute business loss:

1. The loss of land close to Trafalgar road imposes the threat of becoming a seventeen hole golf course that subsequently would render the golf course with a complete business loss.
2. The loss of land required for an irrigation reservoir will cause turf death affecting the quality of the golf course conditions.
 - a. Our “preferred” reservoir option located on the corner of Trafalgar Road and Maple Avenue will contain 6 million gallons of water storage. The other two on course options can store less than 3.8 million gallons and is not sufficient with our current irrigation system.
 - b. Further restrictions that are imminent from the Ministry of the Environment prove the other options are unmanageable for the future viability of the quality of the course.
 - c. The quality of the course retains and attracts members, tournaments, guests, etc. consequently causing an absolute business loss.
3. Any loss of land further inhibits course renovations such as lengthening the golf course, putting surface expansions, spacing from teeing areas and putting surfaces, new teeing areas and rerouting as required to continually improve the quality of the course.
 - a. We need to protect our golf course ranking by lengthening the course due to the increasing distances the golf ball is flying. These considerations are in order to protect and/or continue to climb the ranks as one of Ontario’s top 100 golf courses.
4. The loss of land being used as a practice area for the Club has been considered by our members as a very important tool to be expanded for their enjoyment of the course. This loss of practice area conversely will cause member dissatisfaction and may cause business loss.
5. The notification of the Trafalgar road study and the “preferred” plans in the local newspaper has caused dissention among our golfing members and will potentially limit the viability of selling to prospective members of the Club.
6. It appears that the evaluation of matters such as socio-economic environment and cultural environment were evaluated without the input of the local residents, business such as North Halton and possibly without the input of Halton Hills planning department or council members.
7. The preliminary preferred option has been selected before impact studies have been completed, including how to widen through Stewart town and North Halton Golf and Country Club. The intent is to address mitigation actions after the decision has been made.

In conclusion, it appears the planning department has decided to widen Trafalgar Road under plans 1A, 1B or 1C prior to a thorough and comprehensive evaluation of the impacts and with lack of comprehensive investigation of the alternatives.

This decision as planned will almost certainly cause North Halton Golf and Country Club an absolute business loss forcing the 100 year facility to wind up as a long standing business and corporation, and will eliminate an important social element of our community for its members, families and friends in addition to the loss of employment for more than seventy Halton Hills residents.

On behalf of the shareholders, members and their families of the North Halton community, we strongly oppose this plan and respectfully request that you seriously reconsider the various other options that will have no impact to this important and long-term element of our community.

cc by eMail: Mr. Jeffrey Reid – The Regional Municipality of Halton,
 Mr. Neil Ahmed – MMM Group Limited,
 Mr. Barry Shama – Chairman to the Board of Directors for North Halton Golf and Country Club Limited

Warm regards,

Kyle Stewart | General Manager
The Club at North Halton
Phone: (905) 877-5236 Ext. 215
eMail: kstewart@nhgcc.ca
www.northhaltongolf.com

Stefan Sirianni

From: Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Sent: September-01-15 2:56 PM
To: [REDACTED]; Stefan Sirianni
Cc: Monaghan, Patrick; Green-Battiston, Melissa; Katherine Jim; Neil Ahmed
Subject: RE: Trafalgar Road EA - Stakeholder Group Meeting #3 Summary Report - June 2, 2015

Categories: Print and File / Update Comment Sheet

Hi [REDACTED]

I apologize for not responding sooner but I have been out of the office.

At the last Public Information Centre the project team indicated that we will be meeting with affected property owners in late Summer/early Fall. We are actually in the process of securing a venue for these meetings and the project team anticipates contacting property owners shortly (i.e. during September). Depending on the preferred preliminary plan, your property may or may not be affected. The project team will contact you in advance of the next Public Information Centre, if your property will be impacted. I want to assure you that you have not missed any opportunity to comment. As you can appreciate, the area through Stewarttown is constrained (i.e. tight for property) and the project team in the process of selecting a preferred alternative, while balancing the road improvements with the natural, cultural and built environments.

Please do not hesitate to call me if you would like to discuss further.

Thank-you,

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: [REDACTED]
Sent: Tuesday, September 01, 2015 2:12 PM
To: Stefan Sirianni
Cc: Reid, Jeffrey; Monaghan, Patrick; Green-Battiston, Melissa; Katherine Jim; Neil Ahmed
Subject: Re: Trafalgar Road EA - Stakeholder Group Meeting #3 Summary Report - June 2, 2015

Hi,

I sent an email to Jeffrey Reid a week ago and have not received a reply so I figured I will reply all and hopefully someone can answer my questions. I assume a lot of people may be holidays this time of year.

Thanks

Here is a copy of what I sent Aug 25 below;

Hi Jeffrey,

We spoke to you (along with a lot of other people) at the last Trafalgar Road EA public meeting and you mentioned that someone would be speaking to everyone affected by the road widening during the Summer/Fall before the next Stakeholders meeting in Nov. Our property is at [REDACTED] Road and according to the maps will be very much affected by the road widening. Will someone be coming to talk to us regarding which way the road will be widening and how this will affect our property soon? With the three options that were presented it looks like one option will severely affect our property to the point that we would have to move, the other two options will depend on how severely we would be affected I guess. We have some improvements we want to make to our home and property but would like to know for sure what will be happening in the next 5 years or so. If you could let me know if we will be contacted and when that is planned we would really appreciate that.

Thanks

[REDACTED]
[REDACTED]
[REDACTED]

From: [Stefan Sirianni](#)

Sent: Tuesday, August 25, 2015 5:52 PM

Cc: [Reid, Jeffrey](#) ; [Monaghan, Patrick](#) ; [Green-Battiston, Melissa](#) ; [Katherine Jim](#) ; [Neil Ahmed](#)

Subject: Trafalgar Road EA - Stakeholder Group Meeting #3 Summary Report - June 2, 2015

Good evening,

The summary report for the Trafalgar Road EA Stakeholder Group Meeting #2 is attached for your records. Included in this attachment is a copy of the presentation, as well as information on where to find copies of the plans used at the meeting.

Should you have any questions regarding the content of this report, please do not hesitate to contact myself or any other member of the Project Team (CC'd in this email).

Best Regards,
-Stefan

Stefan Sirianni

Designer, E.I.T.

Transportation – Planning

MMM Group Limited

2655 North Sheridan Way, Suite 300

Mississauga, ON Canada L5K 2P8

t: 905.823.8500 x1421 | f: 905.823.8503

SirianniS@mmm.ca | www.mmm.ca

Stefan Sirianni

From: Neil Ahmed
Sent: August-29-15 12:08 PM
To: Katherine Jim
Cc: Stefan Sirianni
Subject: Fwd: Widening of Trafalgar Road impact

Categories: Print and File / Update Comment Sheet

Neil

Begin forwarded message:

From: [REDACTED]
Date: August 29, 2015 at 10:07:19 AM EDT
To: "Jakaitis, Alicia" <Alicia.Jakaitis@halton.ca>
Cc: "Bonnette, Rick" <Mayor@haltonhills.ca>, "Fogal, Jane" <janefogal@haltonhills.ca>, "Harnum, Jim" <Jim.Harnum@halton.ca>, "De Angelis, Lisa" <Lisa.DeAngelis@halton.ca>, "Reid, Jeffrey" <Jeffrey.Reid@halton.ca>, <ahmedn@mmm.ca>, "Green-Battiston, Melissa" <Melissa.Green-Battiston@halton.ca>, [REDACTED] <[\[REDACTED\]@creditvalleyca.ca](mailto:[REDACTED]@creditvalleyca.ca)>
Subject: Re: Widening of Trafalgar Road impact

Greetings,

Yes, thank you for reminding me of these meetings where a bunch of gobble-dee-goop was spewed with no real answers just conjecture or facts and figures for the future "nothing has been decided at this time" "studies to be done"....At none of these meetings was it ever mentioned;

1. we would potentially lose our garage,
2. Maple becoming an even more thoroughfare for the myriads of transport/dump trucks who continue to ignore the speed limits and times allowable to travel on Maple which consists of residential, senior housing and schools and not one single industrial business. I can't count the times I have been unable to access my driveway or leave my driveway for work, volunteer activities because an ignorant individual blocks it with their vehicle or transport despite signs posted. When I have confronted them to move I get the one finger salute, eff off or ignored, NICE huh.
3. more loss of enjoyment of my property
4. drop in the property value was assumed but never being able to sell it at current market value, good grief, who would want to live beside a 4 lane highway and a major truck thoroughfare. As it is because everyone in the area knows what is in the works any realtor has to reveal the upcoming "improvements".

Not that anyone would care in light of "progress", I'm thinking, this house is our retirement investment. Besides an emotional attachment of what we have created from when we purchased this home, how we have fought time and again to keep the gas station beside us to some kind of standards, countless upgrades to the house, the memories and a safe place for our children and grandbabies to gather and celebrate life as a family....

I want to ask each and every one of you, how would you react if this was happening to you and your home, and at our age. Where will we live, how will we afford it and moving costs? The distress this is causing has my doctor concerned, I was just there on Thursday.

Please don't patronize me with how complex this intersection is, I've lived it for almost 20 years. It's not just facts and figures to us as homeowners, this is our life 24/7 and we want things to improve, especially for emergency vehicle response times and accessibility. I've asked about intersection camera's and it's all but been deemed unnecessary. Whatever happened to the concept of making Maple a dead end at Trafalgar? Is the gravel pit "contributing" to keep this open to their speeding and for the most part ignorant drivers. You talk about environmental assessments...again with numbers. Look at all the natural devastation with the housing project approved behind us. When we bought the parcel of land behind us we had to jump through hoops with the CVC to ensure there would be no impact on the habitat and this project is going to clear-cut and destroy the habitat surrounding us. The bats have all but disappeared to this point, we have deer, coyote, wild turkey's, rabbits.....in our yard regularly and we are happy to share our property with them. I still remember the crass response from the man I voiced my concerns to who said "they will adapt". They will disappear is more to the point all in the name of "progress and growth". http://www.creditvalleyca.ca/wp-content/uploads/2012/04/CVC_Halton_MOU_1999.pdf page 70. What will happen to the wetlands and creek on the golf course, Stewarttown, walking paths and creek behind the municipal building?

We've put so much thought into what we plant on our property over the years to attract the bees, butterflies, hummingbirds that our so good for our environment, use our clothesline to save energy, recycle and use the green bin like a fiend. The care we've taken to clean up and replenish after the ice storm. Where else will we have the room to foster and adopt dogs in need to become good canine citizens and child certified therapy dogs to serve their community, check the town licensing records. Our pupplings do library, detention center and school reading programs, hospitals, assisted living centers, schools for youth at risk, women's shelters, nursing homes, Halton Hills day program centers and so much more. These dogs have come from being thrown out like trash to loyal public servants enriching the lives of all they touch for the remainder of their days.

This is not just facts and figures, this is our life, health and future you are impacting in a negative way. Is progress and growth not supposed to be a positive not negative?

Any culture that destroys its own life support systems and calls that progress is totally insane.-_John Croft

From: [Jakaitis, Alicia](#)

Sent: Tuesday, August 25, 2015 4:13 PM

To: [REDACTED]

Cc: [Bonnette, Rick](#) ; [Fogal, Jane](#) ; [Harnum, Jim](#) ; [De Angelis, Lisa](#) ; [Reid, Jeffrey](#) ; <mailto:ahmedn@mmm.ca> ; [Green-Battiston, Melissa](#)

Subject: Widening of Trafalgar Road impact

Good Afternoon [REDACTED]

We are in receipt of your email to Mayor Bonnette and Councillor Fogal regarding the proposed impacts of the Region's Trafalgar Road Class Environmental Assessment (EA) Study on your home at [REDACTED]. The study was initiated in April 2014 to consider options for addressing safe travel on Trafalgar Road from Steeles Avenue to Highway 7. Since that time, there have been two Public Information Centres with the most recent one being in June, 2015.

At the June PIC, three concepts or options were presented for consideration. Option 1 was essentially widening Trafalgar Road along the existing alignment as much as possible. Options 2 and 3 proposed by-passing Stewarttown. After analysing these three concepts, widening Trafalgar Road along the existing alignment as much as possible was preferred i.e. Option 1. The meeting in June was well attended and the Study Team is working through the feedback provided by all attendees at this time. The Study Team are anticipating meeting one on one with potentially impacted property owners when all data and information has been assessed. The timeframe for these meetings is projected to be September-November 2015, in advance of the next Public Information Centre.

With respect to your property, three potential alignments for Option 1 were developed which provide different treatments for the intersection of Maple Avenue/Trafalgar Road. As you can appreciate, this is a complex intersection due to the proximity to and alignment of the railway tracks directly to the north. The project team is currently refining the preferred alignment for Option 1 and two of the three

potential alignments under consideration are anticipated to have an impact on your property. These potential alignments are available on our project webpage.

We understand that you are concerned with the potential impacts to your home. We want to assure you that the Study Team is working diligently to refine the functional plans to minimize property impacts where possible, while balancing such improvements on the natural, cultural and social environments including safety within the study area. The Study Team and Halton Region are committed to continued and open consultation and we encourage you to check out the project webpage at www.halton.ca/EAprojects and direct specific project related questions to myself or to the Trafalgar Road Class EA Project Manager, Jeffrey Reid at Jeffrey.reid@halton.ca

Sincerely, Alicia Jakaitis

Alicia Jakaitis

Acting Senior Transportation Planner
Transportation Planning | Infrastructure Planning & Policy
Public Works, Halton Region
(905) 825-6000 ext. 7556
alicia.jakaitis@halton.ca

From: Mayor of Halton Hills <rickb@haltonhills.ca>
Sent: Friday, August 21, 2015 5:04 PM
To: [REDACTED] Reid, Jeffrey; ahmedn@mmm.ca; Fogal, Jane
Cc: [REDACTED]
Subject: Re: Widening of Trafalgar Road impact

Hi [REDACTED]
Have you contacted the region as this is a regional project not a town project? All I know is that there is a public meeting being scheduled sometime in the fall.
Rick

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: [REDACTED]
Sent: Friday, August 21, 2015 4:43 PM
To: jeffrey.reid@halton.ca; ahmedn@mmm.ca; Mayor of Halton Hills; Jane Fogal
Cc: [REDACTED]
Subject: Widening of Trafalgar Road impact

Greetings and Happy Friday,

I've just heard some rather disturbing news that due to the widening of Trafalgar Rd. this will impact our home at [REDACTED] by taking our garage.

When is this planned to happen?
Where will we live? We've lived here almost 20 years.
[REDACTED] over 60 and I'm mid 50's and only work part time. We don't have the income to purchase another home. We just put a new steel roof on our house and had to invest \$23k for a septic processing plant.

OMGracious what are we supposed to do?

[REDACTED]
"My goal in life is to become the person my dog thinks I am."
[REDACTED]

Stefan Sirianni

From: Neil Ahmed
Sent: August-30-15 6:56 AM
To: Katherine Jim
Cc: Stefan Sirianni
Subject: FW: Widening of Trafalgar Road impact

Categories: Print and File / Update Comment Sheet

Neil Ahmed, P. Eng.

Senior Project Manager, Partner
Transportation

MMM Group Limited

2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
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ahmedn@mmm.ca | www.mmm.ca

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

From: [REDACTED]
Sent: August-29-15 8:11 PM
To: [REDACTED] Jakaitis, Alicia
Cc: Bonnette, Rick; Fogal, Jane; Harnum, Jim; De Angelis, Lisa; Reid, Jeffrey; Neil Ahmed; Green-Battiston, Melissa; Bob Zylstra; cvc@creditvalleyca.ca
Subject: RE: Widening of Trafalgar Road impact

My name is [REDACTED], and I live at [REDACTED] Maple Ave, next door neighbor to [REDACTED] at [REDACTED] Maple Ave, and I agree with everything [REDACTED] has said in her letter to you..

I stand by [REDACTED] 100%; and I have to say I am not happy at what is happening to Maple Ave or what **MAY** happen to Maple Ave...

I have many visitors here from town and out of town, and they all love to sit at the front of the house on the bench and watch the beautiful golf course and see some of the wild life and tranquility here. So why do you want to ruin all of this for us?

They comment how peaceful it is here! And you want to take this all away from us to accomodate a 4 lane highway that we don't even want! This will change life as we know it, here on Maple Ave. We all work very hard to keep these 3 properties looking nice and have spent a lot of money doing so. It is just not fair that you can do this to our little neighborhood. Surley you can select a different route for Trafalgar Rd. Surley there is a sideroad here that could be widened and followed to Highway 7 and the Old Trafalgar road, without going through this quiet neighborhood. It is close to the hospital as well, and a lot of emergency vehicles have to use it to go to the hospital, and if it gets any busier it is going to be difficult.. It will also be very noisy! I understand there is going to be a condo built on Trafalgar road! Won't they love the noise, hope they find out about your plans before they buy or rent there. You are going to make it a nightmare for all the people with nice homes already there, and any other future housing.

I think it is a atrocity that the **City or Region** can just "**TAKE or DESTROY**" anyone's home because they want to put in a 4 lane highway. We are supposed to be living in a **Democratic country**, yah right!

These properties were all purchased in good faith, that they would always be ours until the day "**WE**" decide to sell or change anything on them. I am sure that Trafalgar road can be re-routed some other way, so we can keep this neighborhood the way it is now. Peaceful and quiet and a wonderful community to live...

I, and many other neighbors, are still shaking our heads at your decision to let the "Esso" station be put where it is going.. So close to a railway line, where sparks can be created and ignite if there are any gas fumes close by. And to the poor familys whose homes you expropriated in order to have a smelly gas station built, after they spent a lot of money, on renovations etc. Does anything matter to you people? I just hope that someday, you have to give up **YOUR** homes because the "**CITY/REGION**", has decided they want the property for something else... It is like living in a "**dictatorship**" where you call all the shots...

I am very disappointed in what is happening in our little neighborhood... It is just not fair, especially to my neighbor...

Also, you encourage people to come to your meetings on all these issues, but it doesn't make any difference what we say because your minds are already made up, and anything we say isn't even considered. You just do what you like anyway.... But I guess you think that we are happy that we even got a chance to voice our opinion, even though it doesn't mean a thing because "**YOU**" have all decided anyway..

If you widen Maple Ave to accomodate a wider Trafalgar road, you better be prepared to put in "3 extra sets of lights" because that will be the only way we will be able to get out of our driveways, with all the additonal traffic... It is hard enough to get out now.. As [REDACTED] has said "these cars do not pay any attention to the little teeny "Do not block Driveway signs". And yes you did put up signs, but nothing like the size of the ones you put up on Maple Ave going towards Guelph street.. You can actually read them.. Ours are still so small, if you blink you would miss them. And as [REDACTED] has said, , if you try and get the cars or trucks to back up or go forward when you are trying to get out and there is a train or a red light, (even if there is room for them to move up or back), they give you the finger, and make lewd gestures and refuse to do anything... Maybe if you actually posted someone to check every now and then and started to actually give out a few tickets, drivers would pay attention... And it would give the city more money to spend also, and even better if someone actually started tagging the trucks who are speeding and driving on Maple Ave in "off" hours, the city would get more money too.... I am very sad to hear of the possibility of all of these changes, to our little community, and that my neighbor has been put in so much stress. No one around here wants a highway on Trafalgar road.. Please look at the other alternatives...

Sincerely [REDACTED].
[REDACTED]

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

From: [REDACTED]

Sent: Saturday, August 29, 2015 10:07 AM

To: Jakaitis, Alicia

Cc: Bonnette, Rick; Fogal, Jane; Harnum, Jim; De Angelis, Lisa; Reid, Jeffrey; ahmedn@mmm.ca; Green-Battiston,

Melissa; [REDACTED]; cvc@creditvalleyca.ca

Subject: Re: Widening of Trafalgar Road impact

Greetings,

Yes, thank you for reminding me of these meetings where a bunch of gobble-dee-goop was spewed with no real answers just conjecture or facts and figures for the future "nothing has been decided at this time" "studies to be done"....At none of these meetings was it ever mentioned;

1. we would potentially lose our garage,
2. Maple becoming an even more thoroughfare for the myriads of transport/dump trucks who continue to ignore the speed limits and times allowable to travel on Maple which consists of residential, senior housing and schools and not one single industrial business. I can't count the times I have been unable to access my driveway or leave my driveway for work, volunteer activities because an ignorant individual blocks it with their vehicle or transport despite signs posted. When I have confronted them to move I get the one finger salute, eff off or ignored, NICE huh.
3. more loss of enjoyment of my property
4. drop in the property value was assumed but never being able to sell it at current market value, good grief, who would want to live beside a 4 lane highway and a major truck thoroughfare. As it is because everyone in the area knows what is in the works any realtor has to reveal the upcoming "improvements".

Not that anyone would care in light of "progress", I'm thinking, this house is our retirement investment. Besides an emotional attachment of what we have created from when we purchased this home, how we have fought time and again to keep the gas station beside us to some kind of standards, countless upgrades to the house, the memories and a safe place for our children and grandbabies to gather and celebrate life as a family....

I want to ask each and every one of you, how would you react if this was happening to you and your home, and at our age. Where will we live, how will we afford it and moving costs? The distress this is causing has my doctor concerned, I was just there on Thursday.

Please don't patronize me with how complex this intersection is, I've lived it for almost 20 years. It's not just facts and figures to us as homeowners, this is our life 24/7 and we want things to improve, especially for emergency vehicle response times and accessibility. I've asked about intersection camera's and it's all but been deemed unnecessary. Whatever happened to the concept of making Maple a dead end at Trafalgar? Is the gravel pit "contributing" to keep this open to their speeding and for the most part ignorant drivers. You talk about environmental assessments...again with numbers. Look at all the natural devastation with the housing project approved behind us. When we bought the parcel of land behind us we had to jump through hoops with the CVC to ensure there would be no impact on the habitat and this project is going to clear-cut and destroy the habitat surrounding us. The bats have all but disappeared to this point, we have deer, coyote, wild turkey's, rabbits....in our yard regularly and we are happy to share our property with them. I still remember the crass response from the man I voiced my concerns to who said "they will adapt". They will disappear is more to the point all in the name of "progress and growth". http://www.creditvalleyca.ca/wp-content/uploads/2012/04/CVC_Halton_MOU_1999.pdf page 70. What will happen to the wetlands and creek on the golf course, Stewarttown, walking paths and creek behind the municipal building?

We've put so much thought into what we plant on our property over the years to attract the bees, butterflies, hummingbirds that our so good for our environment, use our clothesline to save energy, recycle and use the green bin like a fiend. The care we've taken to clean up and replenish after the ice storm. Where else will we have the room to foster and adopt dogs in need to become good canine citizens and child certified therapy dogs to serve their community, check the town licensing records. Our pupplings do library, detention center and school reading programs, hospitals, assisted living centers, schools for youth at risk, women's shelters, nursing homes, Halton Hills day program centers and so much more. These dogs have come from being thrown out like trash to loyal public servants enriching the lives of all they touch for the remainder of their days.

This is not just facts and figures, this is our life, health and future you are impacting in a negative way. Is progress and growth not supposed to be a positive not negative?

Any culture that destroys its own life support systems and calls that progress is totally insane. - John Croft

From: [Jakaitis, Alicia](#)

Sent: Tuesday, August 25, 2015 4:13 PM

To: [REDACTED]

Cc: [Bonnette, Rick](#) ; [Fogal, Jane](#) ; [Harnum, Jim](#) ; [De Angelis, Lisa](#) ; [Reid, Jeffrey](#) ; <mailto:ahmedn@mmm.ca> ; [Green-Battiston, Melissa](#)

Stefan Sirianni

From: Katherine Jim
Sent: October-07-15 3:50 PM
To: Stefan Sirianni
Subject: FW: Trafalgar Road Transportation Improvement Plans & The Club at North Halton
Attachments: Neil Ahmed - Aug 21 2015 Letter Reply Final.pdf; Neil Ahmed Trafalgar Road Letter - August 21, 2015.pdf

Categories: Print and File / Update Comment Sheet

Hi Stefan,

Please track and save on eCollabration for our consultation record.

Thanks,
Katherine

From: Neil Ahmed
Sent: October-07-15 12:12 PM
To: Katherine Jim
Subject: FW: Trafalgar Road Transportation Improvement Plans & The Club at North Halton

Neil Ahmed, P. Eng.

Senior Project Manager, Partner
Transportation

MMM Group Limited

2655 North Sheridan Way, Suite 300

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From: Barry Shama [REDACTED]
Sent: October-06-15 9:06 PM
To: Neil Ahmed
Cc: Reid, Jeffrey; david.simpson@halton.ca; Kyle Stewart
Subject: Trafalgar Road Transportation Improvement Plans & The Club at North Halton

Dear Mr. Ahmed:

Please see the attached reply in response to your August 21, 2015 letter (also attached).

Thanks

Barry

Barry Shama

[REDACTED]



363 Maple Avenue West
Georgetown, Ontario L7G 4S5
Tel: (905) 877-5236
Fax: (905) 877-5238
Pro Shop: (905) 877-3363
www.northhaltongolf.com

September 20, 2015

Mr. Neil Ahmed, P. Eng.
Project Manager
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, Ontario, Canada L5K 2P8

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

Dear Mr. Ahmed:

Thank you for your recent letter dated August 21, 2015 confirming and acknowledging our communication on June 17, 2015 and again at our Club offices on June 25, 2015. In these meetings we shared of our preliminary issues and concerns as outlined in Mr. Kyle Stewarts email dated July 3, 2015, as it relates to your Trafalgar road technical preferred alternative and the implications to our golf facility.

We understand that your preferred alternative option is Alternative 1A, 1B or 1C along with the associated and unspecified mitigation measures for improved transportation along the Trafalgar road corridor. I understand that all of these options have various degrees of impact to our property that must consider the balance of need for road improvements and the full operation of the Golf course now and in the future.

Further to our discussions and Mr. Stewarts July 3, 2015 email, I respectfully request that you consider the following implications and impacts with specific reference to our Golf facility and membership.

1. We have been a very active golf and social facility operation in the community for approximately the past 100 years. We have a long and distinguished history in the community including the hosting of numerous high profile golfers and notable tournaments and fund raising events over the years.
2. Our goal continues to be to provide an outstanding and premier golf and social experience and facility for our membership and the community and to be recognized in the Top 100 Golf Facilities in Canada.
3. Competition in the golf industry remains intense and our future requires us to continue to deliver and maintain an outstanding golf experience to attract and retain new members.
4. Our members represent a cross section of the leading members of the Halton and surrounding community.
5. Considerations to alter the course design that will reduce the length, number of holes, playability and enjoyment of the golf facility cannot be considered.

As we discussed in our various meetings, any encroachment or expropriation without a redesign will result in:

1. Potential shortening of play and loss of a golf hole resulting in an unacceptable 17 hole layout.
2. Loss of a location and facility for our required irrigation reservoir as a result of the mandated MOE water consumption reduction initiative.

3. Potential significant safety risk to the community and the substantial liability associated with golf ball damage/injury to public vehicles and people with the proposed bike/walk paths passing along the Trafalgar corridor.

The consideration to mitigate risk associated with the Trafalgar corridor road improvements through the use of netting to protect the increased public traffic along this section of Trafalgar is unsightly and unacceptable. We are not prepared to accept, as you should be as well, the safety risk to the public, liability and maintenance costs relating to the use of netting as a feasible option. Our research concerning the use of netting as a public safety barrier introduces an unsightly feature to the course and the community along with significant and ongoing maintenance costs and safety risk to the public. I understand that past documented experiences with other golf facilities involving stray golf shots and traffic without the required buffer zone has resulted in a number of judgments and awards exceeding several million dollars each. As a result the golf industry and course architects will not consider this design feature as a suitable alternative. This is something that we are not prepared to accept and neither should your design on behalf of public safety.

We understand the need for infrastructure in support of our growing community. As you know, we have agreed to allow the region to work with both our Golf Course Architect and Engineers to develop reasonable options and alternatives for the transportation corridor improvements. We also understand that a number of alternatives have been developed and suggested including the possibility of a five hole redesign that could possibly mitigate the issues and concerns mentioned.

We look forward to working together with the Region and not independently to find suitable alternative solutions that addresses your needs to expand the Trafalgar road corridor, while at the same time, addressing our needs for future sustainability, enjoyment, playability, irrigation requirements and most importantly the safety of our membership and the public travelers along the new revised corridor.

We look forward to a review of your current activity and plans and how we can work together to provide a winning solution for all.

Yours truly,

A handwritten signature in blue ink, appearing to read "J. D. Shama".

Barry Shama, P.Eng.
President
The Club at North Halton

cc: The Club at North Halton Board

Mr. David Simpson, Manager of Infrastructure Planning, Halton Region
Mr. Jeffrey Reid, C.E.T., Halton Region

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

August 21, 2015

Barry Shama
4 Harrison Place
Georgetown, Ontario
L7G 4S5

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

Dear Mr. Shama,

On behalf of Halton Region, we would like to thank you for attending the Public Information Centre (PIC) for the above-noted study on June 17, 2015 and for providing your comments to the Project Team. We appreciate the detailed issues you identified.

A meeting with yourself and other representatives at the Club at Halton North was held on June 25, 2015. The analysis and evaluation carried out for Alternatives 1A, 1B, 1C, 2 and 3 were discussed in some detail at the meeting. Meeting minutes were distributed on August 21, 2015. Future meetings will be arranged with the Club at Halton North representatives as the study progresses. Alternative 1 (i.e. widening along existing Trafalgar Road) has been identified as the technically preferred alternative. The next phase of the project will focus on refinements to the plan, selection of a preference from Alternatives 1A, 1B or 1C and the preliminary design of that alternative and associated mitigation measures to accommodate some of the community impacts that it represents.

It is the intent of the Project Team to address the concerns related to the golf course as the project moves into the next phase. We are hopeful that through further discussions between our team and your club representatives, we can achieve a balance of road improvements and full operation of the golf course into the future.

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 Limited



Neil Ahmed, P.Eng.
Project Manager

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

Stefan Sirianni

From: Katherine Jim
Sent: October-07-15 3:50 PM
To: Stefan Sirianni
Subject: FW: Trafalgar Road Transportation Improvement Plans & The Club at North Halton
Attachments: Neil Ahmed - Aug 21 2015 Letter Reply Final.pdf; Neil Ahmed Trafalgar Road Letter - August 21, 2015.pdf

Categories: Print and File / Update Comment Sheet

Hi Stefan,

Please track and save on eCollabration for our consultation record.

Thanks,
Katherine

From: Neil Ahmed
Sent: October-07-15 12:12 PM
To: Katherine Jim
Subject: FW: Trafalgar Road Transportation Improvement Plans & The Club at North Halton

Neil Ahmed, P. Eng.

Senior Project Manager, Partner
Transportation

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

From: Barry Shama [<mailto:barry.shama@gmail.com>]
Sent: October-06-15 9:06 PM
To: Neil Ahmed
Cc: Reid, Jeffrey; david.simpson@halton.ca; Kyle Stewart
Subject: Trafalgar Road Transportation Improvement Plans & The Club at North Halton

Dear Mr. Ahmed:

Please see the attached reply in response to your August 21, 2015 letter (also attached).

Thanks

Barry

Barry Shama

Stefan Sirianni

From: Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Sent: October-14-15 9:08 AM
To: Neil Ahmed; Katherine Jim; Stefan Sirianni; Monaghan, Patrick; Jakaitis, Alicia
Subject: FW: Trafalgar Road Class EA Study - [REDACTED]

Categories: Print and File / Update Comment Sheet

FYI – follow-up email to [REDACTED] Trafalgar Road.

From: Reid, Jeffrey
Sent: Wednesday, October 14, 2015 9:07 AM
To: [REDACTED]
Cc: Millington, Adam
Subject: Trafalgar Road Class EA Study - [REDACTED] Trafalgar Road

Hi [REDACTED]

It was a pleasure meeting both of you at yesterday's individual property owner meeting.

As a follow-up to our discussion, below is the link to the Trafalgar Road Class Environmental Assessment (EA) Study (Steeles Avenue to Highway 7). Both Public Information Centre (PIC) material can be found.

<http://www.halton.ca/cms/One.aspx?portalId=8310&pageId=116135>

I understand that yesterday's information was unexpected. Please do not hesitate to contact either myself or Adam Millington (Region's Realty Department) if you have any follow-up questions.

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



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Stefan Sirianni

From: Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Sent: October-14-15 9:00 AM
To: Neil Ahmed; Katherine Jim; Stefan Sirianni
Cc: Monaghan, Patrick; Jakaitis, Alicia
Subject: FW: Trafalgar Road Class EA Study - [REDACTED]

Categories: Print and File / Update Comment Sheet

FYI – I sent a follow-up email to [REDACTED] (below).

From: Reid, Jeffrey
Sent: Wednesday, October 14, 2015 9:00 AM
To: [REDACTED]
Cc: Millington, Adam
Subject: Trafalgar Road Class EA Study - [REDACTED]

Ms. [REDACTED]

It was a pleasure meeting you and your son [REDACTED], at yesterday's individual property owner meeting.

As a follow-up to our discussion, below is the link to the Trafalgar Road Class Environmental Assessment (EA) Study (Steeles Avenue to Highway 7). Both Public Information Centre (PIC) material can be found.

<http://www.halton.ca/cms/One.aspx?portalId=8310&pageId=116135>

Please let me know if you have any follow-up questions for either myself or Adam Millington from the Region's Realty Department.

Thanks,

Jeff

Jeffrey Reid, H.B.A., C.I.M., C.E.T.
Acting Supervisor – Transportation Planning
Infrastructure Planning & Policy | Public Works

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E. jeffrey.reid@halton.ca

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

Halton Region | www.halton.ca



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Stefan Sirianni

From: Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Sent: October-20-15 11:38 AM
To: [REDACTED]
Cc: Neil Ahmed; Katherine Jim; Stefan Sirianni; Jakaitis, Alicia; Monaghan, Patrick
Subject: Trafalgar Road - Class EA Study

Categories: Print and File / Update Comment Sheet

Mr. [REDACTED]

I am writing in response to the voice message you left this morning. I tried to call you back, but our phones were having technical difficulties and not able to connect.

I believe you are inquiring to the status of the Region's Trafalgar Road Class Environmental Assessment (EA) Study from Steeles Avenue to Highway 7, within the Town of Halton Hills. At our last Public Information Centre (PIC) #2 on June 17 2015, through the analysis and evaluation, the Project Team's preferred alignment is Alternative #1 (along existing Trafalgar Road). Below is a link to the project web-page where all presented information can be found:

<http://www.halton.ca/cms/One.aspx?portalId=8310&pageId=116135>

Therefore, the Region is no longer studying or pursuing either of the By-pass Options (Alternatives #2 or #3). I do not believe the Catholic Diocese of Hamilton will be impacted.

The Project Team is in the process of meeting with impacted property owners and anticipate hosting our last PIC #3 in December 2015.

Please let me know if you have any additional questions or concerns.

Regards,

Jeff

Jeffrey Reid, C.E.T.

Acting Supervisor – Transportation Planning
Infrastructure Planning & Policy | Public Works

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Halton Region | www.halton.ca



 Please consider the environment before printing this e-mail.

Stefan Sirianni

From: Katherine Jim
Sent: November-06-15 2:39 PM
To: Stefan Sirianni
Subject: FW: Trafalgar Road EA - Jones Funeral Home
Attachments: Trafalgar Road EA - parking lot expansion at Jones Funeral Home.pdf

Categories: Print and File / Update Comment Sheet

Hi Stefan,

Please note this as part of our comment tracking.

Katherine

From: Reid, Jeffrey [<mailto:Jeffrey.Reid@halton.ca>]
Sent: November-06-15 1:44 PM
To: 'jonesfuneralhome@bellnet.ca'
Cc: Neil Ahmed; Katherine Jim; Monaghan, Patrick; Jakaitis, Alicia
Subject: Trafalgar Road EA - Jones Funeral Home

Mr. Blackburn,

As a follow-up to our meeting on October 22nd, you Consultants (MGM Consulting Inc. and Green Propeller Design) provided an AutoCad drawing of your proposed parking layout. When we over-laid the proposed Trafalgar Road drawing with your proposed parking layout, they are in conflict by approximately 1.2 – 1.5 metres. Maintaining the proposed property line across the entire property is required in order to accommodate utility relocations at this location (i.e. as shown for the existing lot to the north on the preliminary preferred plan).

As it currently exists, Jones Funeral Home's proposed parking plan already overlaps with an existing utility pole and related guy wire, so by keeping the proposed ROW line will help to ensure adequate space is available for relocation purposes.

If you would like to discuss further, **members of the project team would be available to meet next Wednesday, November 11 at 5pm at the Gellert Centre.** Otherwise do not hesitate to email or call me directly.

Regards,

Jeff

Jeffrey Reid, H.B.A., C.I.M., C.E.T.
Acting Supervisor – Transportation Planning
Infrastructure Planning & Policy | Public Works

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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.

Stefan Sirianni

From: Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Sent: November-18-15 2:21 PM
To: Huycke, Adam; Neil Ahmed
Cc: Jakaitis, Alicia; Katherine Jim; Stefan Sirianni
Subject: FW: Trafalgar Road EA - Lindsay Court Connection

Categories: Print and File / Update Comment Sheet

Hi Adam/Neil – FYI below. No action required on your part.

Jeff

From: Reid, Jeffrey
Sent: Wednesday, November 18, 2015 2:20 PM
To: 'Alex Fleming'
Cc: catalinadevelopments@gmail.com; Jakaitis, Alicia
Subject: RE: Trafalgar Road EA - Lindsay Court Connection

Hi Alex,

I am more than happy to meet with you as it pertains to the Trafalgar Road EA and the preferred preliminary design. We are not however able to discuss or comment with the specific development application. If you have comments related to the development application, they will need to be in writing.

Please verify that you are agreeable to discuss the preferred preliminary design. If so, let me know and I'll provide some dates/times we can make ourselves available to meet.

Thanks,

Jeff

Jeffrey Reid, C.E.T. | 905.825.6000 x 7920
Acting Supervisor – Transportation Planning | Infrastructure Planning & Policy



From: Alex Fleming [<mailto:afleming@cfcrozier.ca>]
Sent: Wednesday, November 18, 2015 11:37 AM
To: Reid, Jeffrey
Cc: catalinadevelopments@gmail.com
Subject: Trafalgar Road EA - Lindsay Court Connection

Hello Jeffrey,

I represent the developer Brian Tilley who has an active application on lands along Lindsay Court. We would like to set up a conference call in regards to the Lindsay Court recommendation associated with the ongoing Trafalgar Road EA.

Could you please send us a few dates/times that work for you that we could choose from. I would think 15 to 30 minutes would be sufficient.

Thanks,
Alex

| **ALEXANDER FLEMING** P.Eng.,MBA | ASSOCIATE | C.F. CROZIER & ASSOCIATES

| 2800 High Point Drive, Suite 100 | Milton, ON L9T 6P4

| cfcrozier.ca | afleming@cfcrozier.ca | tel 905 875 0026



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Stefan Sirianni

From: RALLY Architects <rallyarch@gmail.com>
Sent: November-19-15 11:16 AM
To: Stefan Sirianni; 'Sam Ganni'
Cc: 'Reid, Jeffrey'; Katherine Jim
Subject: RE: Trafalgar Road Class Environmental Assessment - Public Information Centre # 3 - December 2, 2015

Expires: December-19-15 12:00 AM

Categories: Print and File / Update Comment Sheet

Thank you Stefan

The 2 preferred options does not work for our proposed Gas Bar project on 11410 Trafalgar Rd. And you didn't respect the OMB decision on Sept 2013. You didn't coordinate your study with our Traffic Reports. You should email me earlier (in the beginning of 2014) to explain to you what is the meaning of Gas Station Project. The Feasibility study you did was not professional because you didn't study our project carefully and did not coordinate with the Architect and the Owner of 11410 Trafalgar Rd in the early stage like what you did with 11431 Trafalgar Rd.

So know you now the opinion of 11410 Trafalgar Rd early.

Thank you
Rafid

Please use this email address
Rallyarch@gmail.com

From: Stefan Sirianni [<mailto:SirianniS@mmm.ca>]
Sent: November-19-15 10:45 AM
Cc: Reid, Jeffrey <Jeffrey.Reid@halton.ca>; Katherine Jim <JimK@mmm.ca>
Subject: Trafalgar Road Class Environmental Assessment - Public Information Centre # 3 - December 2, 2015

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

On behalf of Halton Region, we are writing to inform you that the third and final Public Information Centre (PIC) for the above-noted study is scheduled to be held as follows; please see the attached notice for more information:

Date: Wednesday, December 2, 2015
Time: Drop-in 6:30 pm to 8:30 pm
Location: Gordon Alcott Heritage Hall, Mold-Masters SportsPlex, 221 Guelph Street, Georgetown

The purpose of the PIC is to present the Preliminary Plan of the preferred alternative for improvements to the Trafalgar Road corridor. Anyone with an interest in this study is invited to attend and participate.

Regards,
Stefan

Stefan Sirianni

From: Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Sent: November-23-15 3:38 PM
To: 'Sue Nicolls'
Cc: Neil Ahmed; Katherine Jim; Monaghan, Patrick; Stefan Sirianni
Subject: RE: Cemetery of St John's Anglican Church, Stewarttown

Rev'd Nicolls,

I was able to successfully open the pdf's. Thank-you for this additional information that will be reviewed by the project team, as input into the Trafalgar Road Class EA Study.

Regards,

Jeff

Jeffrey Reid, C.E.T. | 905.825.6000 x 7920
Acting Supervisor – Transportation Planning | Infrastructure Planning & Policy



From: Sue Nicolls [<mailto:sue.nicolls@gmail.com>]
Sent: Monday, November 23, 2015 3:34 PM
To: Reid, Jeffrey
Cc: Neil Ahmed; Katherine Jim (JimK@mmm.ca); Monaghan, Patrick; Stefan Sirianni (SirianniS@mmm.ca)
Subject: Re: Cemetery of St John's Anglican Church, Stewarttown

Here are the attachments.

Sue

The Rev'd Sue Nicolls
Rector, Halton Hills Anglican Cluster Ministry
St John's, Stewarttown
St Paul's, Norval
St Stephen's, Hornby
905-929-7136 cell

On Mon, Nov 23, 2015 at 3:33 PM, Sue Nicolls <sue.nicolls@gmail.com> wrote:
Hi Jeff,

This should work better - it is an adobe document.

I'm include part 3, I sent before, First Church in Equesing.
As well, I'm including part 3, Buried at St John's Cemetery.

FYI.

Thanks,

Sue

The Rev'd Sue Nicolls
Rector, Halton Hills Anglican Cluster Ministry
St John's, Stewarttown
St Paul's, Norval
St Stephen's, Hornby
[905-929-7136](tel:905-929-7136) cell

On Mon, Nov 16, 2015 at 7:58 AM, Reid, Jeffrey <Jeffrey.Reid@halton.ca> wrote:

Rev'd Nicolls,

It was great meeting you and members of your congregation.

Thank-you for the additional information, although I am unable to 'open'. Therefore, would you be able to please re-send, maybe in a different format (i.e. pdf).

The project team will also be following-up shortly with some Meeting Minutes.

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](tel: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

From: Sue Nicolls [mailto:sue.nicolls@gmail.com]
Sent: Monday, November 09, 2015 11:21 AM
To: Reid, Jeffrey
Subject: Cemetery of St John's Anglican Church, Stewarttown

Hi Jeff,

I've been reading the history of St John's Church and cemetery.

Not knowing the lot numbers, I may have this wrong.

It seems that the church and cemetery were as large as 200 acres.

There is reference to having moved some graves.

But there is also a reference to having buried as many as 200 people in the cemetery.

So, there could be a lot more people in the cemetery than the stones suggest.

And it's possible that not all the people were removed.

This is just a heads up.

I'm attached this part of the History of Stewarttown, written by Lucy E Emslie (no date).

It talks specifically about the church history. Page 16 is where I found reference to 200 people having been buried there.

Thanks,

Sue

The Rev'd Sue Nicolls

Rector, Halton Hills Anglican Cluster Ministry

St John's, Stewarttown

St Paul's, Norval

St Stephen's, Hornby

[905-929-7136](tel:905-929-7136) cell

Stefan Sirianni

From: Reid, Jeffrey <Jeffrey.Reid@halton.ca>
Sent: November-24-15 3:43 PM
To: [REDACTED]; Neil Ahmed
Cc: Katherine Jim; Stefan Sirianni; Monaghan, Patrick
Subject: Trafalgar Road EA - 11194 Trafalgar Road

Categories: Print and File / Update Comment Sheet

[REDACTED],
Thank-you for your follow-up email.

The project team is in the process of finalizing the meeting minutes from our meeting on October 20th and you should be receiving them by the end of the week, including a digital copy of the partial preliminary plan. Our goal was to provide all individual meeting minutes before Public Information Centre (PIC) #3, which is next Wednesday, December 2nd.

I want to assure you that you have not missed any opportunities to comment. At our meeting we discussed a number of items that will be confirmed during the detail design process (i.e. servicing, storm water management plan, landscaping plan, maintenance of laneway, etc.). As with all Regional projects, we understand your water supply is of utmost importance. The Region will ensure you continue to receive a high quality/quantity of water.

At our meeting we also discussed that once the planning phase is approved, the Region's Realty Department will work with you in terms of compensation for the maintenance of the laneway, etc.

Finally, the road improvements along Trafalgar Road will include full-illumination along the corridor and within Stewarttown.

I hope this further clarifies.

Regards,

Jeff

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

Acting Supervisor – Transportation Planning
Infrastructure Planning & Policy | Public Works

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

Halton Region | www.halton.ca



 Please consider the environment before printing this e-mail.

From: [REDACTED]

Sent: Tuesday, November 24, 2015 2:03 PM

To: Reid, Jeffrey; AhmedN@mmm.ca

Subject: concerns

Good Morning

We received the notice of the last meeting (re Trafalgar Rd) and were a bit concerned since we have not heard from you since our private meeting regarding the work being planned for Trafalgar Rd. We thought you were going to get back to us regarding the impact in front of our property ([REDACTED]) before that meeting in December or at least send us a copy of the notes from the meeting so we can make sure nothing got missed? I know that my neighbour to the north had concerns and they heard back from you so we just wondered where you are in the process of our property. We are very concerned and wondering of the process on the road when you raise it up for the drainage and water supply for our place. We mentioned the possibility of getting put on town water and sewage and because of the swamp next door the possibility of a service road on it is a bit worrying as it is so mushy (for lack of a technical term) through there and was wondering how a road would do over the properties it has to come. Our well water could be contaminated with runoff from the road and being in a flood plain now causes us to worry about the possibility of flooding with the road so much higher and all runoff water directed at coming towards our house - we know that you will have to look into that but it is always nice to have updates even if they are that you have not had the time yet to have anything done yet. With the elevation comes the safety concern about traffic on the main road and safety precautions such as a wall or guard rail to avoid any accidents and even a fence to prevent debris being thrown down when the town snow ploughs. When the road is built would there be a possibility of have trees planted more to help with the noise levels than anything? I believe you mentioned that the town will not plow or maintain the road coming down to our house. As I mentioned the land is swampy - what if something goes wrong after the road is built - will the town/region come in to correct the problem? What will happen with the snowplowing - will it definitely be our problem? The town goes by a lot with ploughing Trafalgar Road and if we get a lot thrown down on us and we have to pay for our own ploughing it will be very costly to have someone come back over and over again to clear snow thrown down from Trafalgar throughout the winter months. We also have garbage/ recycling pick-up now at the end of our driveways - will the town come down to still pick-up or what? Also will Trafalgar Road have lights going along it? We have one light at the end of our neighbour (Gillett) driveway that we have to pay for so there is lighting in the valley. I was wondering if there will be new lights along Trafalgar and thus eliminate the cost to us for having the street light that is there now?

We look forward to hearing from you on our concerns and what the progress is in our area.

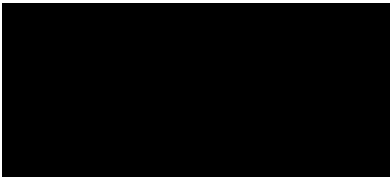
Thanks for taking time to hear us out and help with our homes and the impact it will have on us (keeping in mind it's not too late to leave it as 2 lanes through the village for us!!!!)

[REDACTED]

Stefan Sirianni

From: Katherine Jim
Sent: November-30-15 10:27 AM
To: Stefan Sirianni
Subject: FW: Trafalgar Rd future Widening

Categories: Print and File / Update Comment Sheet



Sirianni, Stefan

Subject: FW: Trafalgar widening - add resident to mailing list (_____)

From: _____
Sent: Wednesday, December 02, 2015 11:19 PM
To: Reid, Jeffrey
Subject: Trafalgar widening

Jeff,

Good to run into you this evening, didn't realize at the time I was talking to the PM. Good to know your opinion was highly informed.

Having only moved to Halton region in March, this was my first formal exposure to the the project. Having reviewed your material it appears your team has done a lot of thinking on this, and I have to agree, it is a good project and it will likely be beneficial to the region. In fact, with the addition of new lights right turns and slower speed limits (as Vision Georgetown happens) this may serve to actually reduce heavy traffic on Trafalgar, redirecting it to 25. Certainly it will slow things down, and that's a good thing given all the residential type services between 17 SR and 20 SR.

Your suggestion that the raised median could have a 'low section' to allow residents is a great compromise for those of us who live on the road, and I agree that it would be impractical to have an opening larger than a single driveway. That said, your suggestion that the region "doesn't like" double entry driveways struck me the wrong way, and I would hope that there is room for negotiation and exception there. I can see how in suburban Oakville it could be deemed unnecessary, but out here in more rural areas, particularly where a full Environmental Assessment is required to make any hard surface changes, I think we could find a suitable exception.

Congratulations on a well put on event. I particularly enjoyed the large scale graphics with the grades. I've just gone to your website and see that many of my concerns around well and septic during construction have been considered. Good to know.

Please add me to your project mailing list.

Regards

Stefan Sirianni

From: Stefan Sirianni
Sent: November-04-15 10:10 AM
Cc: Reid, Jeffrey; Katherine Jim
Subject: Trafalgar Road Environmental Assessment Study – Steeles Avenue to Highway 7 – Stakeholder Group Meeting #4

**Re: Stakeholder Group Meeting #4
Trafalgar Road (Regional Road 3) Environmental Assessment Study – Steeles Avenue (Regional Road 8) to Highway 7
Halton Region**

On behalf of Halton Region, we are writing to invite you to attend the fourth and final 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, November 17, 2015

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

Time: 6:30 p.m. to 8:30 p.m.

The focus of the fourth Stakeholder Group Meeting is to present the preliminary plan of the preferred design alternative for improvements to the Trafalgar Road corridor.

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

Regards,
-Stefan
(Sent on behalf of Katherine Jim)

Stefan Sirianni

Designer, E.I.T.
Transportation – Planning

MMM Group Limited

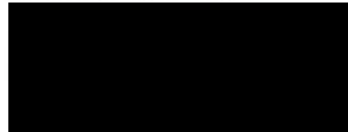
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See Stakeholder Group Mailing List

November 3, 2015



**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 #4 Invitation**

Dear 

On behalf of Halton Region, we are writing to invite you to attend the fourth and final 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, November 17, 2015

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

Time: 6:30 p.m. to 8:30 p.m.

The focus of the fourth Stakeholder Group Meeting is to present the preliminary plan of the preferred design alternative for improvements to the Trafalgar Road corridor.

If you have any questions, please feel free to contact Ms. Katherine Jim, MMM Group, at jimk@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



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

STEELES AVENUE (REGIONAL ROAD 8) TO HIGHWAY 7

**STAKEHOLDER MEETING #4
SUMMARY REPORT**

November 2015



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APPENDIX A – Stakeholder Group Meeting (November 17, 2015) Presentation

APPENDIX B – Preliminary Preferred Plan and Profiles (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, agricultural community, property owners, interest groups, etc., to provide input to the Project Team as the study progresses. It was anticipated that four Stakeholder Group Meetings would be held over the course of the Class EA Study, with the first having occurred on June 19, 2014, the second on November 6, 2014, and the third on June 2, 2015.

The fourth and final Stakeholder Group Meeting was held on Tuesday, November 17, 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 #4 was held as follows:

Date: Tuesday, November 17, 2015
Time: 6:30 p.m. – 8:30 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 #4 were provided to Stakeholder Group representatives on November 4, 2015 via email. Those who did not provide their email contact to the Project Team were provided with an invitation letter dated November 3, 2015.

1.3 PURPOSE OF STAKEHOLDER GROUP MEETING #4

The focus of Stakeholder Group Meeting #4 was to present the preliminary plan of the preferred alternative for improvements to the Trafalgar Road corridor, including a review of the alignment alternatives that were presented at Stakeholder Group Meeting #3 in June 2015. The future study process was also discussed, along with the next steps in the project and construction timeline.

2. SUMMARY OF MEETING HIGHLIGHTS

2.1 ATTENDEES

Stakeholder Group Members: (names listed in no particular order)	
Henry Parasol	Joe Rice
John Nieuwenhoff	Chris Abbott
Dale Holman	Angele Orwinski
Leslie Holman	Glenn Pitura
Laurie Jeffery	Dean De Paoli
Donato Finelli	Will Ross
Antonio Finelli	Bert Arnold (Hornby Glen Golf Course Inc.)
Fausto Finelli	Barb Mansfield
Kyle Stewart (North Halton Golf and Country Club)	George Cook (Halton Hills Christian School)

Other Attendees (Not on Stakeholder Group List):	
Barry Shama	

Halton Region:	
Jeffrey Reid	Patrick Monaghan
Alicia Jakaitis	David Simpson

Town of Halton Hills:	
Daniel Ridgway	

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

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.

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. Members were previously 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 work completed by the Project Team on the Trafalgar Road Class EA Study since public consultation events in June 2015.

2.3 STUDY PRESENTATION – (Slides 3-30)

2.3.1 STUDY UPDATES – (Slides 3-7)

Using presentation slides 3 to 7, Katherine Jim, MMM Project Manager, provided an overview of the following:

- Study Status/Study Schedule
- Filing of the Environmental Study Report (ESR)
- Recap of Stakeholder Group Meeting # 3 (June 2, 2015) and the key comments received
- Summary of key activities completed since Stakeholder Group Meeting #3

Summary of key activities completed since Stakeholder Group Meeting #3

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

- Public Information Centre #2;
- Review and response to comments received from Stakeholder Group, Technical Agencies, and general public;
- Selection of Alternative 1A as preferred;
- Development of preliminary plan of preferred alternative in further detail;
- Meetings with agencies, stakeholders, and property owners.

Filing of the Environmental Study Report (ESR)

- The project documentation and filing will be split into two sections: Steeles Avenue to North of 10 Side Road, and North of 10 Side Road to Highway 7. This is to allow necessary road work south of 10 Side Road to be advanced for Vision Georgetown, while allowing adequate time to complete the remaining design for the section north of 10 Side Road through Stewarttown to Highway 7 which is particularly constrained and more complex.

2.3.2 Trafalgar Road Improvements – Steeles Avenue to North of 10 Side Road – (Slides 8-12)

Preliminary plans for the section of Trafalgar Road between Steeles Avenue and 15 Side Road were presented by Neil Ahmed, MMM Project Manager.

Proposed improvements to the Trafalgar Road corridor through this section involve widening from two to four lanes generally along the existing alignment, with provision for active transportation facilities throughout. Right-of-way (ROW) requirements will be reduced where required to minimize residential or other sensitive land use impacts.

At Hornby Road, the southbound channelized right-turn would be closed (i.e. Hornby would be converted to a cul-de-sac at this location). The existing ‘T’ (3-legged) Hornby Road / Trafalgar Road intersection would become signalized.

2.3.3 Trafalgar Road Improvements – North of 10 Side Road to 15 Side Road – (Slide 13)

Through this section, the proposed cross-section design would be rural along the west (stormwater ditch and paved shoulder) and urban to the east with curb and gutter, boulevard, on-street bike lane, and a multiuse pathway. *[Post-Meeting Note: The cross-section on the slide for this section of Trafalgar Road was incorrectly shown as rural on both sides, with a 47 m ROW. This slide was corrected after the meeting to show a rural design to the east and urban to the west with a 42 m ROW. The revised version is appended to this report.]*

2.3.4 Trafalgar Road Improvements – 15 Side Road to Highway 7 – (Slides 14-30)

Five alignment alternatives were previously developed for the improvements to Trafalgar Road between 15 Side Road and Highway 7. Alternatives 1A, 1B, and 1C considered roadway improvements along the existing Trafalgar Road corridor alignment, while Alternatives 2 and 3 bypassed Stewarttown to the west.

Alternatives 1A, 1B, and 1C were identified as preferred alignments over Alternatives 2 and 3 as they would avoid significant impacts to sensitive natural environment areas, support local transportation needs, and provide grade separations at the CN and Metrolinx rail crossings on existing Trafalgar Road. Alternatives 1A, 1B, and 1C are different in the area at 17 Side Road / Maple Avenue and similar north of the CN Rail crossing, with the key distinguishing characteristics of the three sub-alternatives north of 15 Side Road 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 Stewarttown Road (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 Stewarttown Road (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. utilizes 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 Stewarttown Road (north) intersection would become Right-in, Right-out.

Under all Alternative 1 alignments, the Black Creek crossing would be raised by approximately 3 m in order to accommodate Regional storm events.

Alternative 1A was ultimately selected as the preferred design as it would avoid impacts to Trafalgar Sports Park, St. John’s Anglican Church, and Devereaux House while having

limited impacts to the Club at North Halton and providing safer access to Stewarttown Road via a signalized intersection.

2.3.4.1 Overall alignment from 15 Side Road to North of CN Rail Crossing

- This is the most constrained area through the study area.
- Widening to the east was identified as preferred as it would not impact the church in the southeast quadrant of Trafalgar Road / 15 Side Road, and would be less complex from a construction staging perspective at Black Creek.
- Urban (curb and gutter) cross section on both sides, with on-street bike lanes. Multi-use path on the east side and sidewalk on the west side.
- Individual meetings were held with all property owners who would be directly impacted that responded to the Project Team’s meeting request.
- The new Black Creek crossing structure will be to the east. The road profile will be raised approximately 3 m in order to accommodate Regional storm events (currently could potentially overtop by 1 m). In order to prevent back flow upstream, the span of the new structure will be lengthened to approximately 35 m from the existing 9 m.
- New laneway accesses are proposed to four residential properties immediately north of Black Creek (two on each side of the road). The laneways would be constructed within the Region’s right-of-way.
- As a result of the road widening, some property will be required along the westerly edge of the Club at North Halton. Since the road will be closer to Hole #1, mitigation measures will be explored.

Questions / Comments

- The Club at North Halton asked whether the public would be made aware of the fact that netting is proposed along Trafalgar Road at the golf course as they believe it would be unsightly and is something the neighbourhood should be made aware of.
 - MMM noted that netting plans are currently being considered for safety measures. Exact details will be determined at a later time, though the Region believes that a reasonable, safe design with mitigation measures can be determined.
- The Club at North Halton noted for the record that they are not in agreement with the proposed plan, as they feel netting would cause a significant loss of business for them and the netting would pose a danger to the public as golf balls would go through it and into traffic.
 - Glenn Pothier summarized the discussion related to mitigation measures for the golf course by noting that there are clearly different views on the matter, and that the Club would like the community to be aware of the implications. These are important issues, however other topics need to be addressed at the meeting as well. Further individual discussions are to be held with the golf course moving forward outside of the meeting.
- Will accommodations be made to alleviate congestion related to truck traffic at the 15 Side Road intersection?
 - The proposed improvements would help to alleviate traffic concerns along Trafalgar Road by providing grade separations at rail crossings, improved grades in the Black Creek valley, and a signalized intersection at Stewarttown Road north.

Focus Area: Stewarttown Road Intersections

- The existing intersection at Stewarttown Road south would be converted to a cul-de-sac while the Stewarttown Road north intersection would be signalized.
- The community along Stewarttown Road has had a generally positive reaction to this design proposal.

Questions / Comments

- Septic tanks of some residents in this section would be impacted as a result of the proposed plans.
 - Costs associated with resolving any related septic impacts would be covered by Halton Region. This would be explored further in the detail design phase.
- Increased traffic will lead to an increase in noise and decrease in safety.
 - The proposed cross-section, added signal at Stewarttown Road north, and raised profile of the Black Creek Crossing would all help to improve safety through the area. A noise assessment will be completed as part of the EA process; however, owners with an “outdoor Living Area” situated behind their houses would likely not qualify for noise walls.
- The plans for the Stewarttown Road (north and south) intersections would limit access and result in traffic and safety issues.
 - The proposed improvements would result in better overall access conditions by providing residents with safer turning movements. The raised profile of Trafalgar Road limits potential for maintaining access at Stewarttown Road south moving forward.
- MMM reiterated that difficult decisions had to be made in the design process, and owners have been consulted and dialogue will continue as the project progresses to detail design to discuss the plans and any related compensation.

Focus Area: Maple Avenue Intersection and CN Grade Separation

- In order to achieve a reasonable crossing skew at the CN Rail grade separation, the alignment of Trafalgar Road would be shifted to the east at this location. Crossing CN Rail to the east would also allow the underpass to be constructed in advance of the roadway, meaning traffic operations along Trafalgar Road could be maintained throughout construction.
- The roadway, sidewalk, and multiuse path would all pass under the rail line.
- A temporary rail detour would be required to construct the proposed underpass at CN Rail.
- Existing Trafalgar Road would be converted to a cul-de-sac, south of the current at-grade rail crossing. This would provide access for existing or any future developments in this area.
- The 17 Side Road CN Rail crossing would remain at-grade.

Questions / Comments

- Why was the alignment not shifted to the west at this location (i.e. Alternative 1B)?
 - A structural analysis has been completed and it was determined that crossing the rail line at a westerly skew is not desirable due to significant structure costs (i.e. a larger span) and the size of girders required for a larger structure would be

prohibitive. Given these ramifications and the need to maintain traffic during construction this design is not preferred.

2.3.4.2 Overall Alignment North of CN Rail to Highway 7

- Widening through this section of Trafalgar Road north of Devereaux House is largely to the west to minimize impacts to existing land uses on the east side. Meetings with property owners to the west have been held to discuss impacts, including JS Jones Funeral Home.
- Urban (curb and gutter) cross section on the east side and rural (ditch) on the west side with on-street bike lane and paved shoulder, respectively. (Note: section between 17 Side Road and the Trafalgar Sports Park will have an urban cross section on the west side.)
- Multi-use path will be provided on the east side throughout and a sidewalk will be provided on the west side up to the entrance of the Trafalgar Sports Park.

Focus Area: Trafalgar Sports Park and Devereaux House

- The entrance to Trafalgar Sports Park will become a signalized intersection with all-moves access.
- Direct impacts to Devereaux House property would be largely avoided.

Focus Area: Metrolinx Grade Separation and 20 Side Road

- Metrolinx underpass grade separation is proposed.
- Trafalgar Road will be realigned to the west at the Metrolinx crossing in order to maintain road and rail operations in the area during construction of the grade separation. 20 Side Road intersection would be shifted west as a result. The Metrolinx line will be shifted to the north through this section (detour) during construction.
- 20 Side Road intersection is not proposed to be signalized.

Focus Area: Lindsay Court and Highway 7

- Based on consultation with MTO, the Lindsay Court access will be maintained at Trafalgar Road, with access at the long term care facility at Highway 7 being closed. The long term care facility will be accessed only from Lindsay Court.
- Lindsay Court intersection is not proposed to be signalized.
- The channelized southbound right-turn onto Trafalgar Road from Highway 7 would be replaced with an exclusive right turn lane to help reduce vehicle speeds and improve safety through Georgetown.

Questions / Comments

- School buses will still need to pick up students in the area. There are currently issues with drivers passing buses stopped on Trafalgar Road.
 - Halton Region will work with the school board to address this concern during detail design.

Renderings

- Renderings of the proposed Black Creek crossing and grade separations at CN Rail and Metrolinx crossings were shown.

- The retaining wall to the east of Trafalgar Road, south of Black Creek is not shown on the renderings as it is located further in the distance. It will be maintained but shifted to the east slightly by approximately 8 m to accommodate the corridor improvements.

2.4 STAKEHOLDER GROUP DISCUSSION – (Slide 31)

Glenn Pothier emphasized that while opinions on the plans may vary across members, it is important to remember that those who are directly impacted by the proposed plans would be worked-out separately with the Project Team. Therefore, the goal of this Stakeholder Group discussion was to address any new information that had not yet been discussed or addressed. A summary of the discussion is as follows:

- Stakeholder Group Comment / Question
 - Project Team Response
- Protection of farmland is an important issue to consider. Grades adjacent to the roadway need to allow for adequate drainage and accommodate underground piping. Farms would like assurance from the Region that any land re-graded as part of the proposed improvements maintains its cultivation potential (e.g. has enough top soil) during and after construction.
 - The concerns of farmers are of great importance and would aim to ensure impacts to cultivation potential are minimized. The Region's Construction Manager will work closely with farmers and individual owners, both before and throughout construction to address these and other issues that might arise. The Region will continue consulting with environmental groups (CVC, CH, MNRF, and NEC) to ensure these matters are addressed. Once the detail design phase reaches 75% completion, notices will be issued to engage the public and property owners.
- To what extent will stormwater management be addressed in the ESR?
 - A full study will be included in the ESR; this is a requirement of the Town of Halton Hills and CVC.
- Operations for left-turns from 17 Side Road north onto Trafalgar Road should be addressed.
- The plan proposes three additional signalized intersections—does the Project Team anticipate this will slow down traffic?
 - The signal at Trafalgar Sports Park will remain green for traffic on Trafalgar Road until there is a call from the cross-street. Peak hours will also be considered when developing signal times. In general, the proposed fully-urbanized cross-section would help reduce speeds in the community, while proposed illumination would help improve safety.
- How is qualification for sound barriers determined? Would the Club at North Halton be considered for this program?
 - A noise assessment will be completed as part of the study. If a property qualifies under Provincial or Regional standards for Noise Attenuation, then the potential for implementing a noise wall would be explored during detail design. It is typically only private residents that are considered for this program.

- Why was the project split into two ESRs rather than three? If issues arise with the design between 15 Side Road and the CN Rail crossing that result in delays then residents to the north or south of this section would need to wait even longer for the improvements to be made.
 - The character of Trafalgar Road is distinctly different north and south of 10 Side Road (urban and rural in nature, respectively), which is why the ESR will be split into these two sections. Improvements to Trafalgar Road north of 10 Side Road to Highway 7 need to be submitted for approval at the same time as the design through this entire section relies heavily on that for 15 Side Road to the CN Rail crossing.
- When will all other impacted property owners be met with?
 - All directly impacted property owners have either been contacted to arrange meetings or have already been met with. If there are any other property owners who would like to discuss impacts to their property, they may contact Halton Region directly.

2.5 NEXT STEPS – (Slide 32)

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

- The third and final Public Information Centre (PIC) will be held on December 2nd at 6:30pm at Mold Masters SportsPlex in Georgetown. This is when all information will be presented, and would be a good opportunity for Stakeholder Group members to get interest groups out to view and discuss the plans with the Project Team.
- The two ESRs will be filed in early 2016, at which point the public review process would begin.
- Pending approval of the ESR, the **start** of construction timelines would be as follows:
 - Steeles Avenue to 10 Side Road – 2018
 - Grade separations at CN and Metrolinx – 2019
 - Black Creek crossing – 2019/2020
 - 10 Side Road to Highway 7 - 2020

2.6 CLOSING REMARKS/OPEN FORUM

Glenn Pothier thanked the Stakeholder Group for their attendance and valued input throughout the study process. Jeff Reid thanked the members for providing the Project Team with a plethora of information, insights, and perspectives through these meetings.

The plans displayed at the meeting will be shown at PIC #3 on December 2, 2015 while minutes for this Stakeholder Group Meeting will be issued following the PIC. Jeff Reid stressed that once the PIC is complete the project is not over—the Project Team will continue to work with owners and the Stakeholder Group as the project progresses into the detail design phase.

The meeting was formally adjourned (having run from approximately 6:30 p.m. to 8:00 p.m.). The Stakeholder Group then gathered at the boards to informally discuss the plans on display with the Project Team.

APPENDICES

APPENDIX A



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

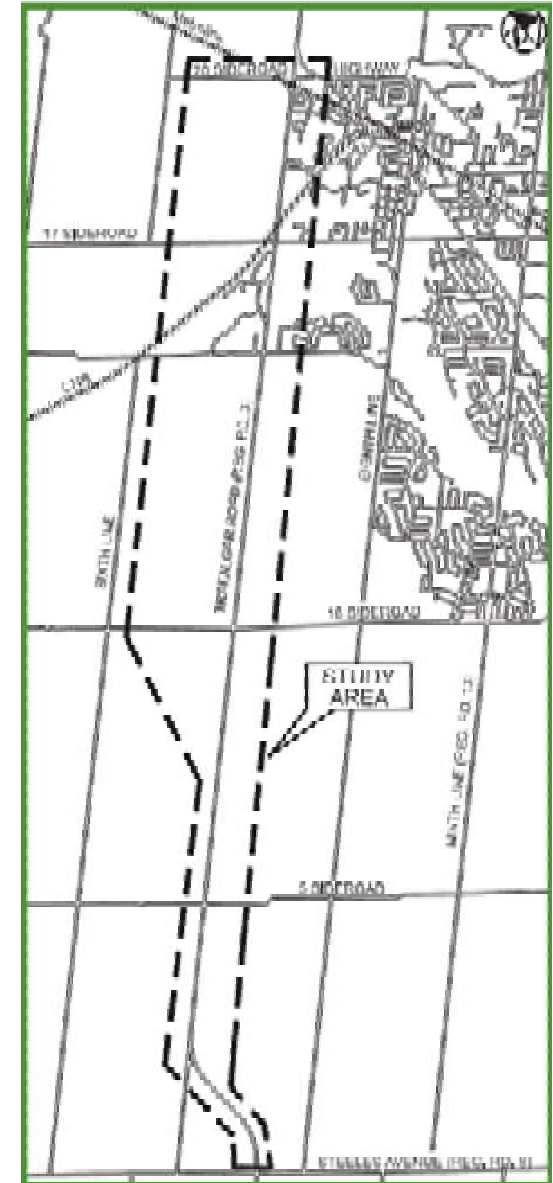
Stakeholder Group Meeting 4
November 17, 2015

PURPOSE OF SG MEETING #4

- Study status and schedule
- Selection of Preferred Design Alternative
- Preliminary Plan of Preferred Design Alternative
- Discussion on future study process
- Next steps in the project and construction timeline

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



FILING OF ESR

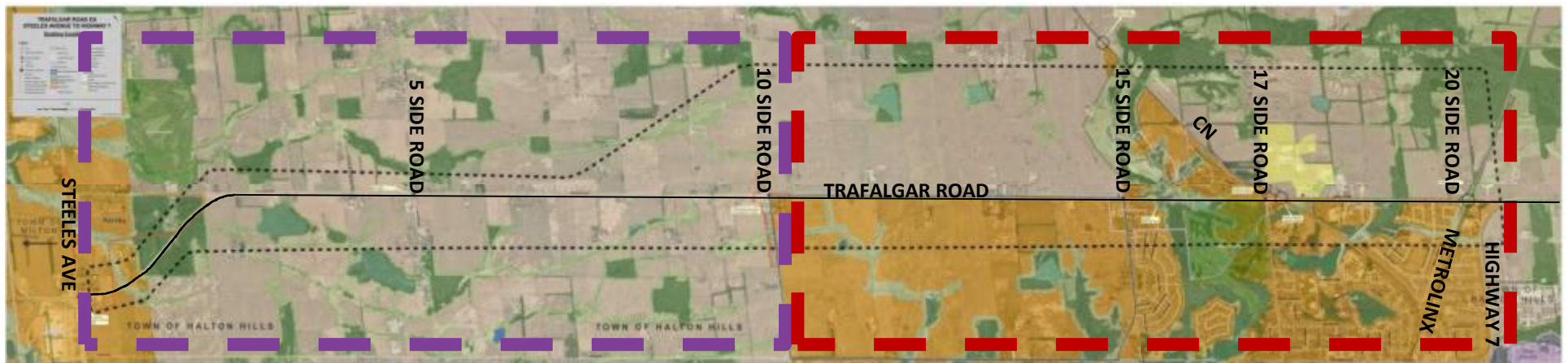
- While the public, stakeholder and agency consultation applies to the entire Trafalgar Road Corridor, the Region anticipates filing the Environmental Study Report (ESR) to the Ministry of the Environment & Climate Change, for approval, in two parts:

Section 1

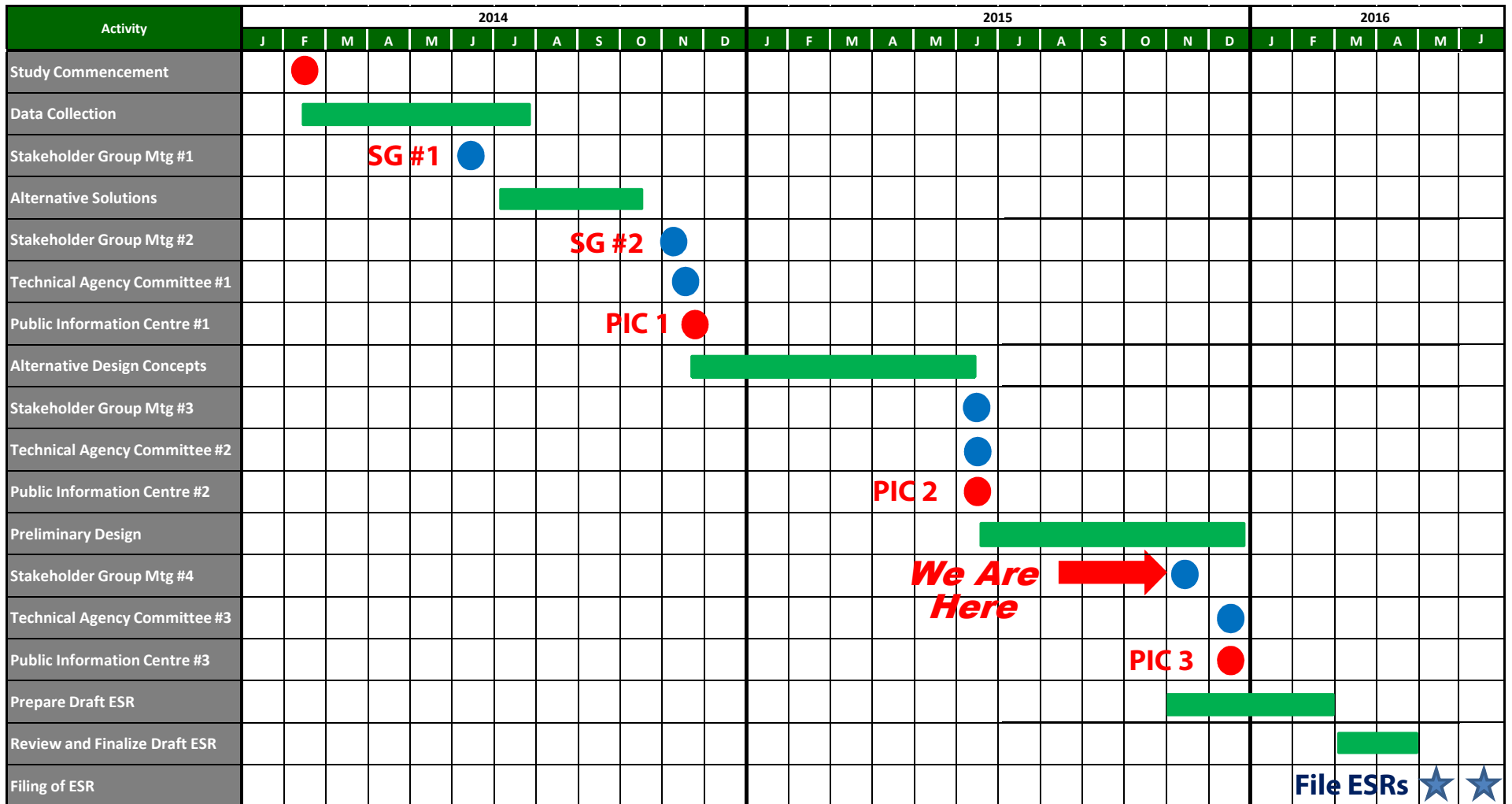
Steeles Avenue (Regional Road 8) to
North of 10 Side Road (Regional Road 10)

Section 2

North of 10 Side Road (Regional Road 10)
to Highway 7



STUDY STATUS / SCHEDULE



SG MEETING #3 (JUNE 2, 2015)

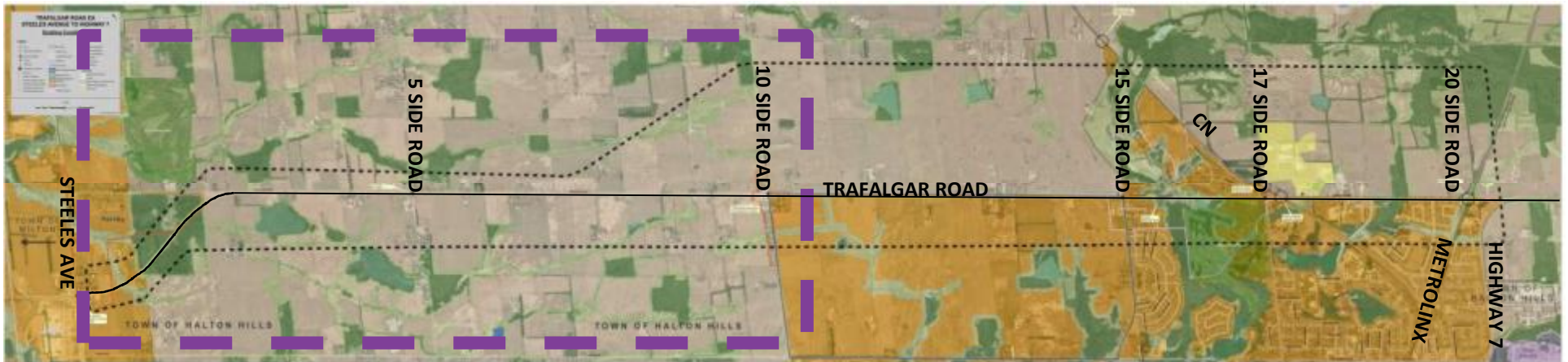
- Reviewed proposed improvements to the Trafalgar Road corridor, including the three conceptual corridors (Alternatives 1, 2 and 3) and the respective alignment alternatives (1A, 1B, 1C within Stewarttown)
- Presented the analysis and evaluation of the alignment alternatives
- Key Group Comments:
 - Alternative 1 would impact the golf course and a high number of residences in the area. Traffic volumes and noise would increase.
 - Alternatives 2 and 3 would have significant impacts to agricultural lands and the natural environment.
 - Widening the existing Trafalgar Road alignment (Alternative 1) would require the least amount of additional land and would be less intrusive to natural and agricultural lands in the surrounding area. It would also provide the community with safer cycling and walking facilities, and eliminate delays at rail crossings.

ACTIVITIES SINCE SG MEETING #3

- Public Information Centre #2 (June 17, 2015)
- Reviewed and responded to comments received from Stakeholder Group, Technical Agencies, and general public
- Selected and developed the Preliminary Plan of the Preferred Alternative
- Meetings with agencies and stakeholders
- Meetings with individually impacted property owners

PRELIMINARY PLAN OF PREFERRED ALTERNATIVE STEELES AVENUE TO NORTH OF 10 SIDE ROAD

- Widening from two to four lanes along existing Trafalgar Road based on “best fit” alignment
- Provision of Active Transportation facilities
 - Paved shoulders or on-road bike lanes
 - Multi-use path on the east side
- Preliminary plan largely remains the same as shown at PIC #2 in June 2015



PRELIMINARY PLAN OF PREFERRED ALTERNATIVE STEELES AVENUE TO NORTH OF 10 SIDE ROAD

Steeles Avenue to Hornby Road



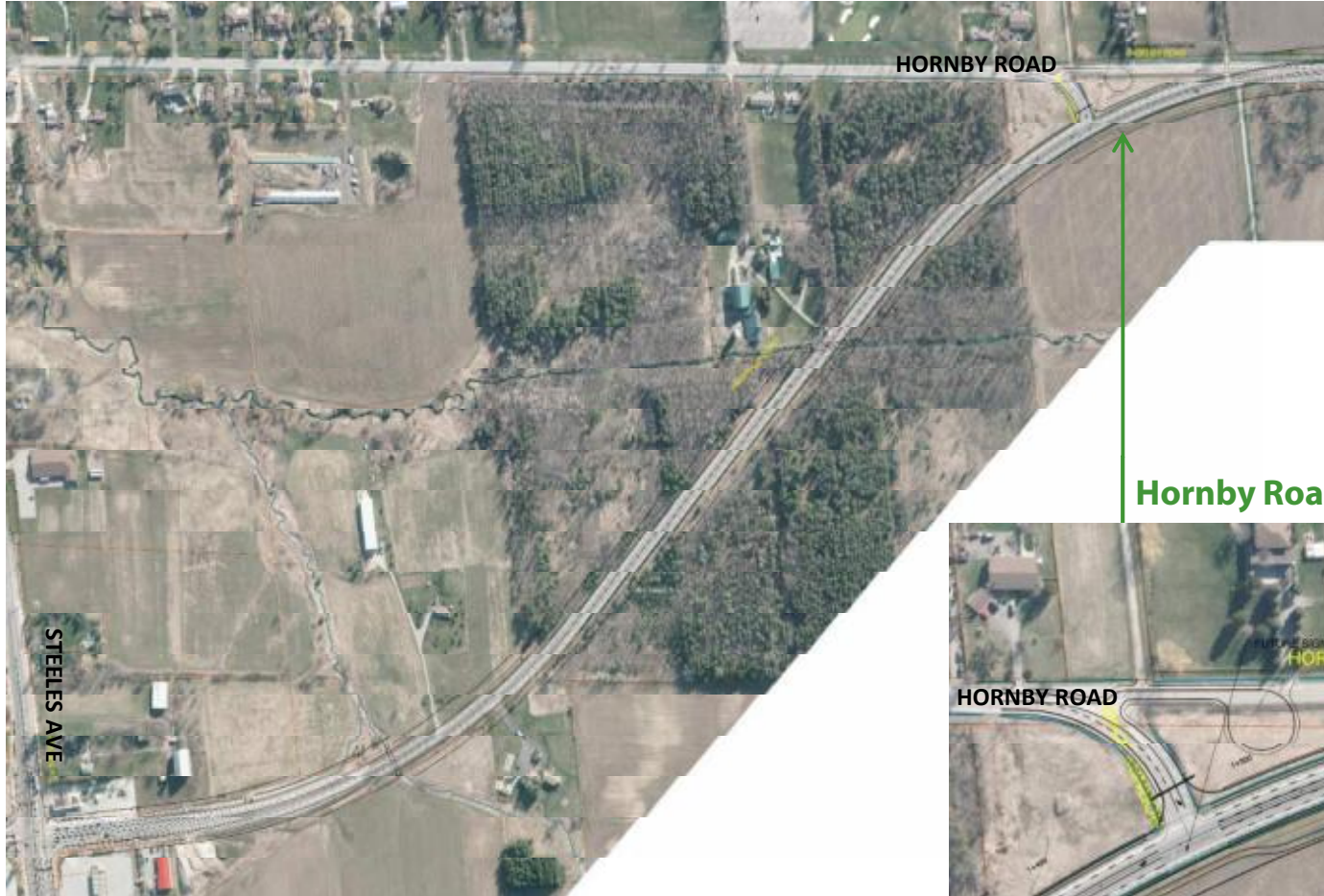
Hornby Road to North of 10 Side Road



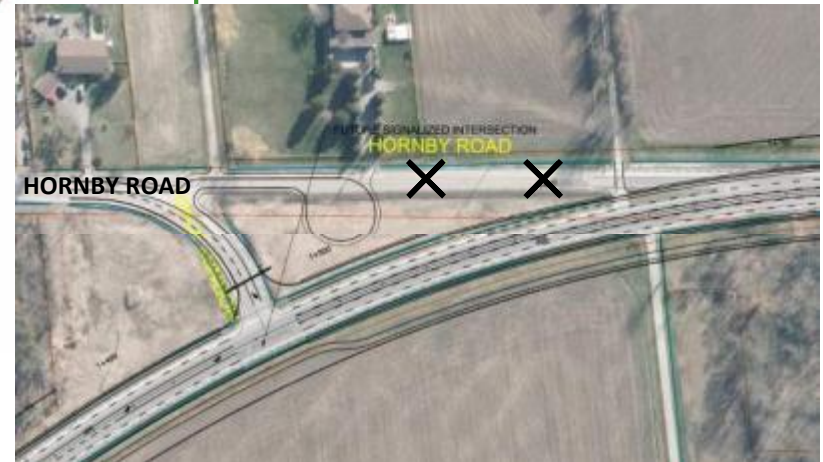
Note: Mitigated cross sections have been developed for constrained areas

PRELIMINARY PLAN OF PREFERRED ALTERNATIVE STEELES AVENUE TO NORTH OF 10 SIDE ROAD

Steeles Avenue to Hornby Road



Hornby Road Intersection

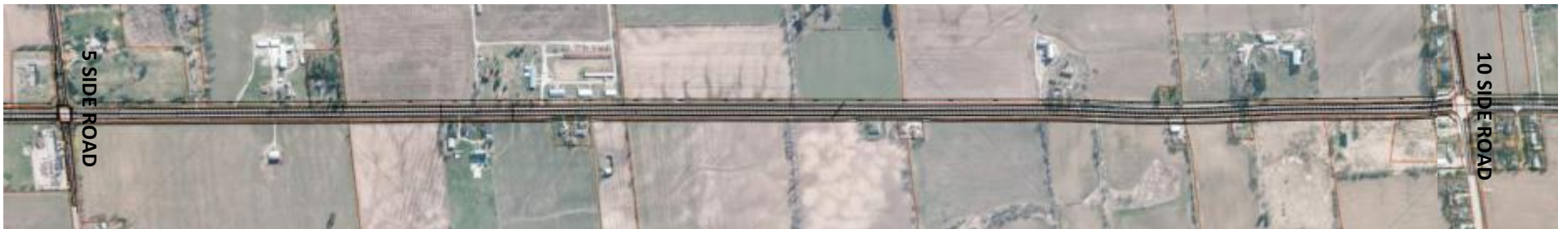


PRELIMINARY PLAN OF PREFERRED ALTERNATIVE STEELES AVENUE TO NORTH OF 10 SIDE ROAD

Hornby Road to 5 Side Road



5 Side Road to North of 10 Side Road



PRELIMINARY PLAN OF PREFERRED ALTERNATIVE FOCUS AREA - 10 SIDE ROAD INTERSECTION

- Three alternative alignments through this intersection were originally explored:
 1. Widening to the east
 2. Widening on both sides
 3. Widening to the west
- Widening to the west was ultimately selected as the preferred alignment, as it would minimize impacts to residential properties / business on the east side



PRELIMINARY PLAN OF PREFERRED ALTERNATIVE

10 SIDE ROAD TO 15 SIDE ROAD

- Widening from two to four lanes along existing Trafalgar Road based on “best fit” alignment
- Provision of Active Transportation facilities
- Paved shoulders or on-road bike lanes
- Multi-use path on east side
- Preliminary plan largely remains the same as shown at PIC #2 in June 2015



Trafalgar Road - 10 Side Road to 15 Side Road



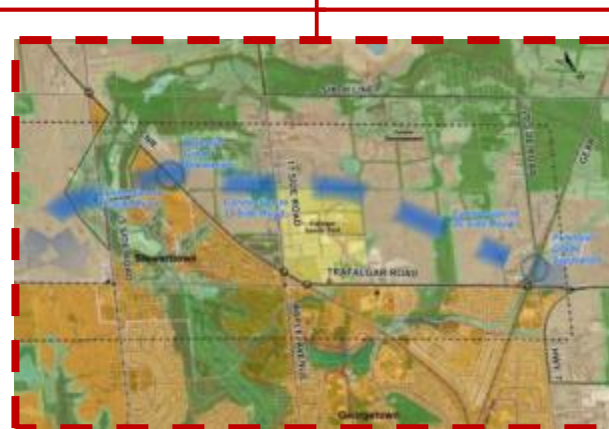
Note: Mitigated cross sections have been developed for constrained areas

SELECTION OF PRELIMINARY PREFERRED PLAN OVERALL ALIGNMENT - 15 SIDE ROAD TO HIGHWAY 7

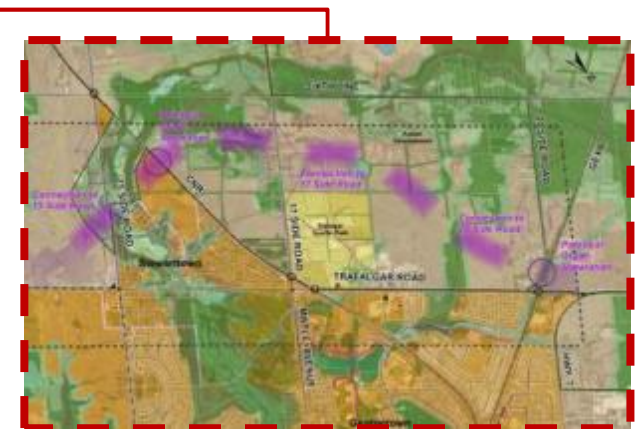
- A total of five alternatives for improvements of Trafalgar Road between 15 Side Road and Highway 7 were presented to the public in June 2015



Alternatives 1A, 1B, & 1C



Alternative 2



Alternative 3

SELECTION OF PRELIMINARY PREFERRED PLAN OVERALL ALIGNMENT - 15 SIDE ROAD TO HIGHWAY 7

- **Alternative 1** was identified as the preferred alignment:
 - Avoids significant impacts to sensitive natural environmental areas
 - Provides grade separated rail crossings along existing Trafalgar Road
 - Supports local transportation needs, provides continuous cycling and pedestrian facilities

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

SELECTION OF PRELIMINARY PREFERRED PLAN

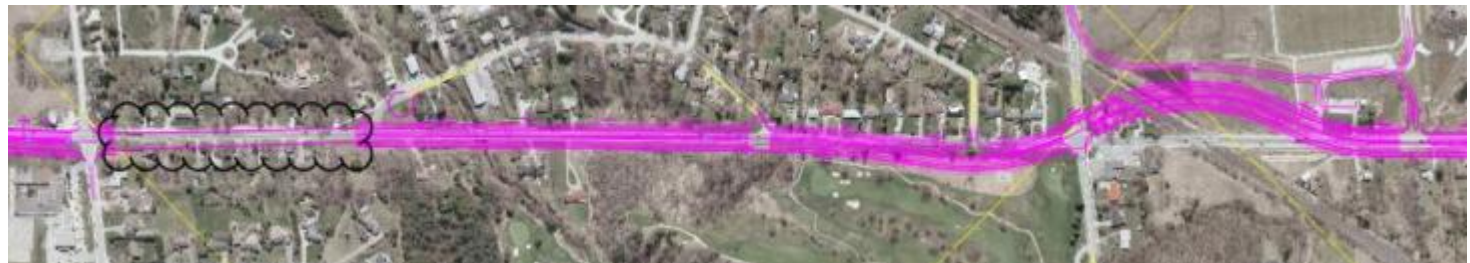
REVIEW OF ALTERNATIVES 1A, 1B, & 1C

- Between 15 Side Road and north of the CN Rail crossing, three alignment alternatives were explored and presented to the public in June 2015.

Alternative 1A



Alternative 1B



Alternative 1C



SELECTION OF PRELIMINARY PREFERRED DESIGN ALTERNATIVE

- **Alternative 1A** has been identified as the preferred design alternative:
 - Avoids impacts to Trafalgar Sports Park
 - Avoids impacts to St. John Anglican Church
 - Avoids impacts to Devereaux House
 - Limited impact to Club at North Halton
 - Signalized intersection at Stewarttown Road (north)

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

PRELIMINARY PLAN OF PREFERRED ALTERNATIVE 15 SIDE ROAD TO NORTH OF CN RAIL CROSSING

15 Side Road to North of CN Rail Crossing



Note: Mitigated cross sections have been developed for constrained areas

PRELIMINARY PLAN OF PREFERRED ALTERNATIVE 15 SIDE ROAD TO NORTH OF CN RAIL CROSSING

- Widening from 2 to 4 lanes, generally to the east of existing Trafalgar Road
- Provision of active transportation facilities – on-road bike lanes, sidewalk and multi-use path
- Proposed grade separated underpass crossing at CN Rail to the east of existing Trafalgar Road



Trafalgar Road – 15 Side Road to north of CN Rail Crossing

PRELIMINARY PLAN OF PREFERRED ALTERNATIVE FOCUS AREA - STEWARTTOWN

- Stewarttown Road (south) would be converted to a cul-de-sac
- Stewarttown Road (north) would become a signalized intersection
- Black Creek Crossing: Proposed profile raise of approximately 3 m to accommodate Regional Storm events and to improve existing road grades.



Trafalgar Road – 15 Side Road to 17 Side Road

PRELIMINARY PLAN OF PREFERRED ALTERNATIVE FOCUS AREA - STEWARTTOWN ROAD INTERSECTIONS

- Stewarttown Road (south)-intersection converted to a cul-de-sac.
- Existing Stewarttown Road (north) intersection to be signalized



Stewarttown Road cul-de-sac (south) and signalized intersection (north)

PRELIMINARY PLAN OF PREFERRED ALTERNATIVE

FOCUS AREA – MAPLE AVENUE INTERSECTION AND CN GRADE SEPARATION

- 17 Side Road / Maple Avenue intersection to be east of existing to allow for crossing of CN Rail (via a proposed grade separated underpass)
- Existing Trafalgar Road converted to a cul-de-sac south of CN Rail
- 17 Side Road to remain open, existing at-grade crossing to remain



Trafalgar Road – 17 Side Road and CN Rail Crossing

PRELIMINARY PLAN OF PREFERRED ALTERNATIVE FOCUS AREA – TRAFALGAR SPORTS PARK & DEVEREAUX HOUSE

- Trafalgar Sports Park entrance to be a signalized intersection
- Minimal impacts to Devereaux House property



Trafalgar Road – Devereaux House and Trafalgar Sports Park

PRELIMINARY PLAN OF PREFERRED ALTERNATIVE NORTH OF CN RAIL CROSSING TO HIGHWAY 7

North of CN Rail Crossing to Highway 7



Note: Mitigated cross sections have been developed for constrained areas

PRELIMINARY PLAN OF PREFERRED ALTERNATIVE NORTH OF CN RAIL CROSSING TO HIGHWAY 7

- Widening from 2 to 4 lanes, generally to the west of existing Trafalgar Road
- Provision of active transportation facilities – on-road bike lane / paved shoulder, sidewalk (CN crossing to Trafalgar Sports Park) on west side and multi-use path on east side (to Highway 7)
- Proposed grade separated underpass crossing at Metrolinx railway to the west of existing Trafalgar Road



Trafalgar Road – north of CN Rail Crossing to Highway 7

PRELIMINARY PLAN OF PREFERRED ALTERNATIVE FOCUS AREA - 20 SIDE ROAD & METROLINX GRADE SEPARATION

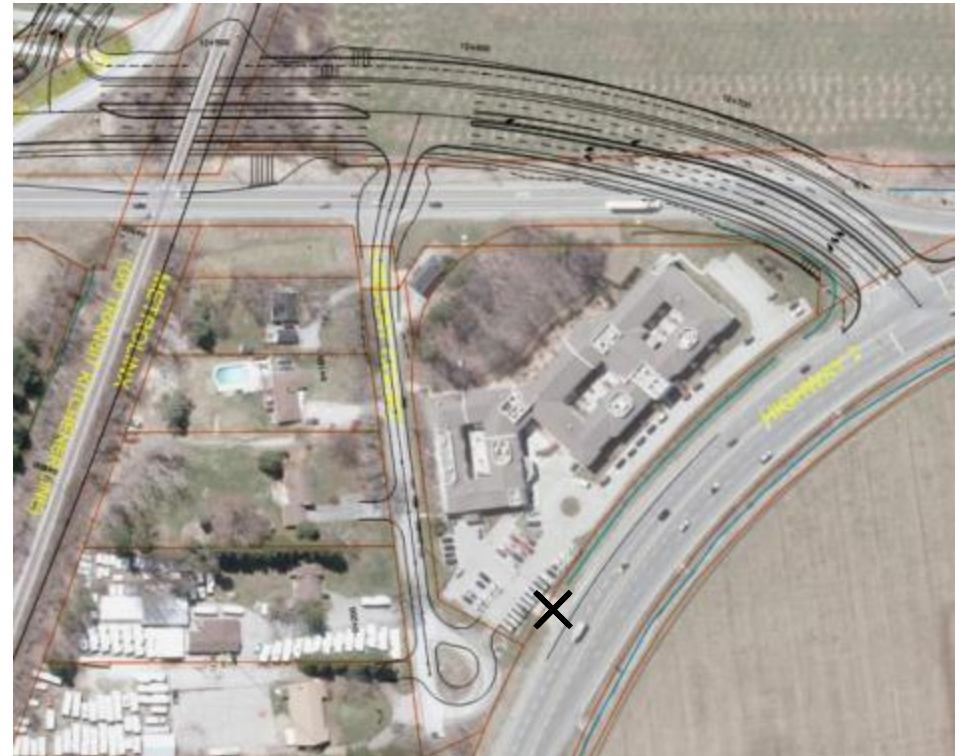
- Road under Metrolinx crossing (underpass) to west of existing crossing
- Access to 20 Side Road to be realigned



Trafalgar Road – 20 Side Road and Metrolinx Crossing

PRELIMINARY PLAN OF PREFERRED ALTERNATIVE FOCUS AREA - LINDSAY COURT AND HIGHWAY 7

- Lindsay Court now proposed to be converted to a cul-de-sac at Highway 7 with an improved connection at Trafalgar Road (update from PIC #2)
- Long-term care facility access will be from Lindsay Court
- Channelized southbound right-turn lane from Highway 7 will be removed and become an exclusive right turn lane



Trafalgar Road – Lindsay Court Access

PRELIMINARY PLAN OF PREFERRED ALTERNATIVE GRADE SEPARATIONS

- CN Rail and Metrolinx crossings will be grade separated via the construction of underpasses
- Highly complex construction staging process required to maintain traffic flow on Trafalgar Road and rail line operations



Existing At-Grade Metrolinx Crossing



Example of Underpass Crossing

PHOTO RENDERING – BLACK CREEK CROSSING



Trafalgar Road at Black Creek Crossing - Looking South

PHOTO RENDERING – CN RAIL CROSSING



Trafalgar Road at CN Rail Crossing – Looking South

Discussion

- *What issues do you anticipate as the project moves forward to the construction stage?*
- *What are your ideas for addressing future issues or concerns you anticipate may arise moving forward with the project? (e.g. construction, staging, timing, etc.)*
- *Is there any new information you would like to share about the preliminary plan?*



NEXT STEPS

- Public Information Centre #3
 - **Date:** December 2, 2015, 6:30 pm to 8:30 pm
 - **Location:** Mold Masters SportsPlex, Georgetown
- Filing of the “South” ESR and “North” ESR
 - Spring 2016
- Schedule for Start of Construction
 - 2018: Steeles Avenue to North of 10 Side Road
 - 2019: Grade separations at CNR and Metrolinx crossings
 - 2020: North of 10 Side Road to Highway 7

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 #3 - December 2, 2015". Please note that apart from minor updates, the plans used for PIC #3 were largely the same as those shown at Stakeholder Group Meeting #4 on November 17, 2015.



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

STEELES AVENUE (REGIONAL ROAD 8) TO HIGHWAY 7

**PUBLIC INFORMATION CENTRE #3 – December 2, 2015
SUMMARY REPORT**

December 2015



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

Appendix A – Notice of Public Information Centre (December 2, 2015)

Appendix B – PIC Display Panels (December 2, 2015)

Appendix C – PIC Comments (December 2, 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 third Public Information Centre held on December 2, 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 #3 was to present the Preliminary Plan of the preferred alternative for improvements to the Trafalgar Road corridor, and to discuss the next steps in the study.

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



3. LOCATION, DATE, TIME

The PIC was held as follows:

Date: Wednesday, December 2, 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 #3 was placed in the Georgetown Independent and Acton Tanner on Wednesday, November 18, 2015 and Wednesday, November 25, 2015.

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

The Region mailed Notice of PIC #3 to the following Aboriginal groups / organizations on November 16, 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 #3 to the following on November 18, 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, Infrastructure Planning & Policy
- David Simpson, P.Eng., Manager, Infrastructure Planning
- Patrick Monaghan, C.E.T., Transportation Planner
- Alicia Jakaitis, Acting Senior Transportation Planner
- Adam Millington, Senior Realty Officer
- Melissa Fialho, Senior Realty Officer

MMM

- Neil Ahmed, P.Eng., Consultant Project Manager
- Katherine Jim, P.Eng., Project Engineer
- Stefan Sirianni, E.I.T., Designer

Mayor Rick Bonnette of Halton Hills, Halton Regional Councillor Jane Fogal (Wards 3 and 4), Halton Hills Councillor Moya Johnson (Ward 3), Halton Hills Councillor David Kentner (Ward 3), Halton Hills Councillor Bryan Lewis (Ward 2), and Town of Milton Councillor Colin Best (Wards 2 and 3) also attended the PIC.

A total of 100 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 Organization and Study Status / Schedule
- PIC #2 Summary (June 17, 2015)
- Preliminary Plan of Preferred Alternative:
Steeles Avenue to North of 10 Side Road – 1:1000 Scale
- Preliminary Plan of Preferred Alternative: Focus Area – 10 Side Road Intersection;
North of 10 Side Road to 15 Side Road
- Selection of Preferred Alternative: 15 Side Road to Highway 7
- Selection of Preferred Alternative: Review of Alternatives 1A, 1B, & 1C
- Preliminary Plan of Preferred Alternative:
North of 10 Side Road to Highway 7 – 1:1000 Scale
- Preliminary Plan of Preferred Alternative: 15 Side Road to North of CN Rail
Crossing; Focus Area – Stewarttown Road Intersections
- Preliminary Plan of Preferred Alternative: The Club at North Halton
- Preliminary Plan of Preferred Alternative: Focus Area – 17 Side Road Intersection
and CN Grade Separation; Focus Area – Trafalgar Sports Park & Devereaux House
- Preliminary Plan of Preferred Alternative: North of CN Rail Crossing to Highway 7
- Preliminary Plan of Preferred Alternative: Focus Area – 20 Side Road & Metrolinx
Grade Separation; Focus Area – Lindsay Court and Highway 7
- Proposed Rail Grade Separation: CN Rail Crossing
- Proposed Black Creek Crossing
- Proposed Rail Grade Separation: Metrolinx Crossing
- About Noise
- Noise Analysis
- Mitigation Measures
- Filing of ESR
- Next Steps

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, December 18, 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 questions and comments with Regional Staff and the Consultants. Twenty (20) comment sheets were submitted at the PIC, along with three (3) verbal comments. Five (5) written comments were submitted following the PIC in the form of emails and letters, as well as two (2) comments via phone call by December 18, 2015. All comments received are included in Appendix C. A summary of some key comments received is provided below:

- The preferred alternative looks great and will best meet the needs of the town.
- The consideration given to preserving the natural environment is really appreciated.
- Cuts in the raised median should be considered at more locations to provide residents with all-moves access to and from their properties.
- Increased traffic volumes will lead to an increase noise levels and a decrease in safety. Concerned this will impact residents in the vicinity of the corridor and respective property values.
- Visibility of businesses located on Stewarttown Road South (the proposed cul-de-sac) is a concern. The raised profile and limited access may impact operations.
- All traffic on Stewarttown Road South would need to access Trafalgar Road via the signalized intersection at Stewarttown Road North. The load capacity of the bridge on Stewarttown Road will need to be considered in case heavy vehicles need to access businesses in this area.
- Safe cycling and pedestrian access to Trafalgar Sports Park (at the intersection) from the multiuse pathway across Trafalgar Road should be considered. A lot of children and families will be utilizing this crossing, so a grade separated crossing should be considered at this intersection.
- A connection of Halton Hills Drive over the Metrolinx crossing was previously discussed in the area. With the grade separations proposed as part of this project, the Halton Hills Drive connection would no longer be necessary.
- Will a traffic study at Stewarttown Road North been completed as part of the ESR?

- A multiuse pathway will be great for the community—very excited for it to be built.
- There is no point in implementing a multiuse pathway—no one will use it.
- An acceleration lane should be considered on Trafalgar Road for truck traffic turning onto Trafalgar Road from Maple Avenue. This would allow trucks to merge into traffic without causing delays.
- Improvements to drainage and stormwater infrastructure along the corridor are a major area of concern.
- Erosion and drainage issues, particularly as they pertain to farmland, will need to be addressed.

APPENDICES

**APPENDIX A
NOTICE OF
PUBLIC INFORMATION CENTRE
(December 2, 2015)**

Notice of Public Information Centre #3

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 is undertaking a Municipal Class Environmental Assessment (Class EA) study to further improve public safety and undertake road improvements along the Trafalgar Road (Regional Road 3) corridor from Steeles Avenue (Regional Road 8) to Highway 7, within the Town of Halton Hills.

To best address road safety and travel demand along Trafalgar Road, a number of road improvement alternatives have been examined as part of this study, including intersection improvements, active transportation and overall traffic operations to 2031. The impact of road improvements on social, cultural, economic and natural environments have been evaluated and assessed during the study.

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*.

Previous Public Information Centres (PIC's) were held on November 20, 2014 and June 17, 2015 to obtain public input.

A final Public Information Centre will be held to present the design concepts, evaluation of alternatives and the recommended preliminary preferred design. The final Public Information Centre has been arranged for:

Date: Wednesday, December 2, 2015
 Time: Drop-in: 6:30 – 8:30 p.m.
 Location: Gordon Alcott Heritage Hall, Mold-Masters SportsPlex, 221 Guelph Street, Georgetown

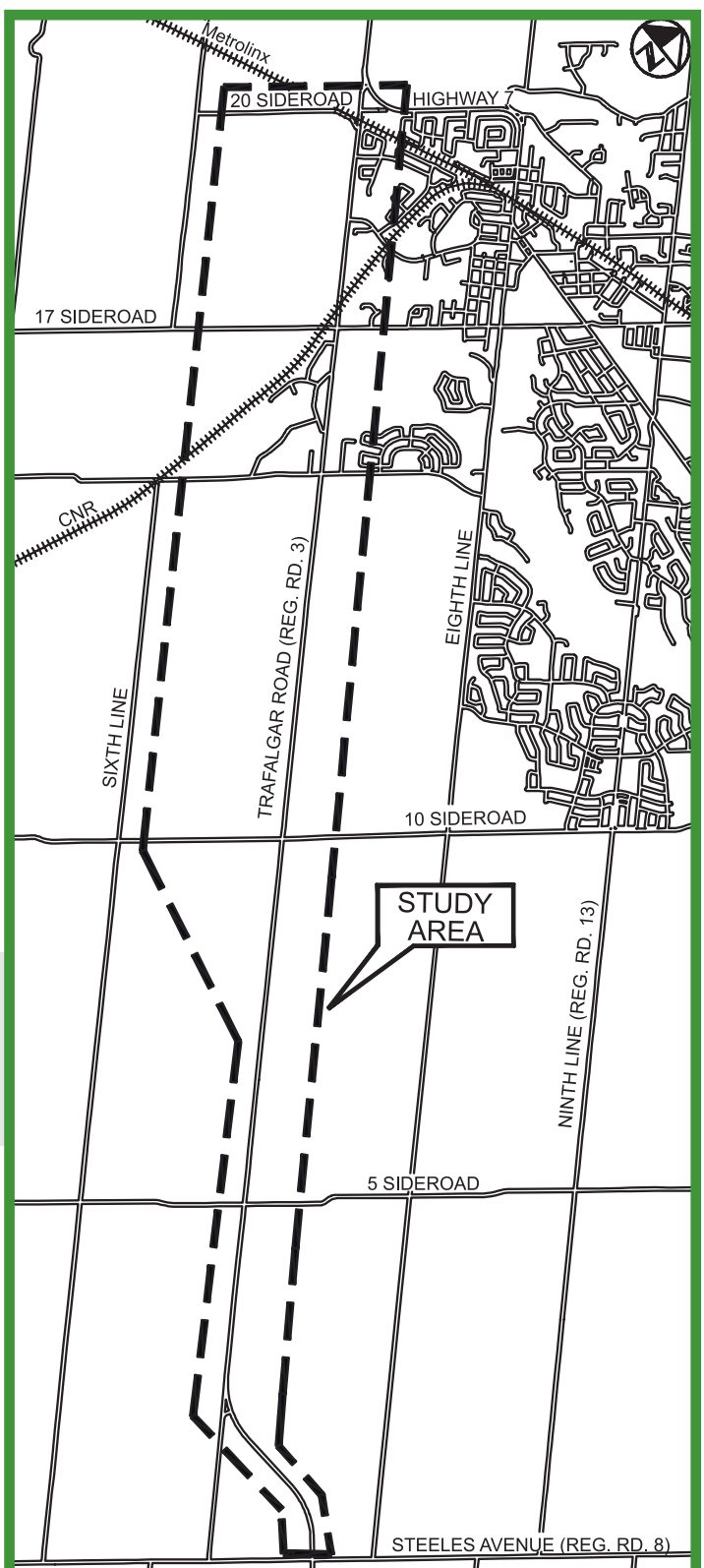
Comments

If you are unable to attend the Public Information Centre and would like to provide comments, please forward them by Friday, December 18, 2015 to either Project Team member. For more information on this project, please visit the project website at halton.ca/EAprojects.

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The map shows the approximate limits of the study area.



APPENDIX B PIC DISPLAY PANELS (December 2, 2015)

Note: Due to size-restrictions, the Preliminary Plan of the Preferred Alternative for Steeles Avenue to North of 10 Side Road and North of 10 Side Road to Highway 7, as presented at PIC #3, can be viewed at Halton Region's website: Halton.ca/EAs under "Trafalgar Road Corridor Study" and the heading "Public Information Centre #3 - December 2, 2015"

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

Welcome

Public Information Centre #3

December 2, 2015

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

Please Sign In



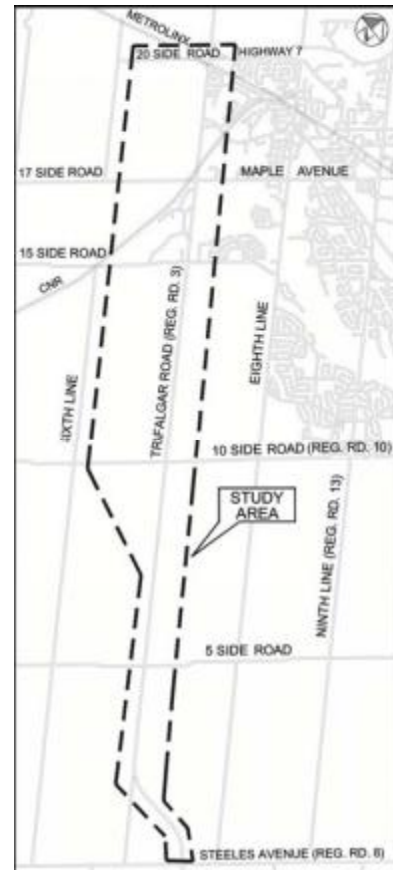
Halton.ca (311)



STUDY AREA

Halton Region is carrying out a Class Environmental Assessment (Class EA) Study to further improve public safety and undertake road 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
- Crossed by Black Creek water course



PURPOSE OF THE PIC

- To present:
 - activities since PIC #2 (June 17, 2015)
 - analysis and evaluation of alignment alternatives (Alternatives 1A, 1B and 1C)
 - identification of technically preferred alternative
 - proposed improvements on Trafalgar Road corridor to address road safety and travel demand
- 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, December 18, 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.

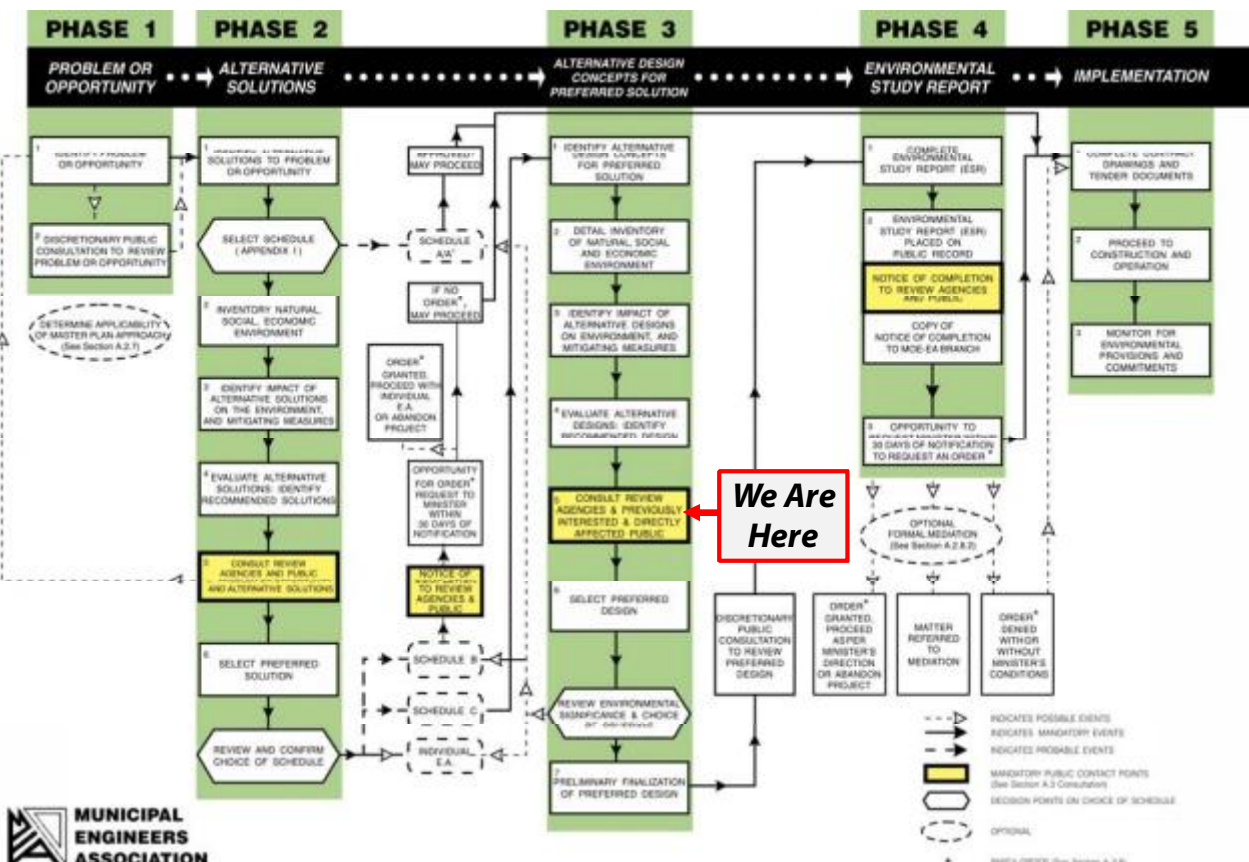
- Trafalgar Road Class Environmental Assessment (EA) – 10 Side Road to Highway 7 – Initiated in 2003, discontinued in 2009
 - Alternatives were considered for widening along existing right-of-way (ROW) and realignment to the west
 - The Trafalgar Road EA was cancelled in 2009 due to several on-going planning studies such as GTA West, HPBATS and other Regional planning studies (e.g. Transportation Master Plan and Sustainable Halton)
 - These studies would potentially impact the future traffic volumes on Trafalgar Road and change the transportation needs for Halton Hills
- Trafalgar Road Short Term Intersection and Operations Review – 2011 (Steeles Avenue to 17 Side Road)
 - Recommendations included strategies for speed management and traffic operation and safety improvements (Completed) including:
 - 5 Side Road intersection widening 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 Class EA Study is being planned as a Schedule 'C' project, which will complete Phases 1 to 4 outlined below.



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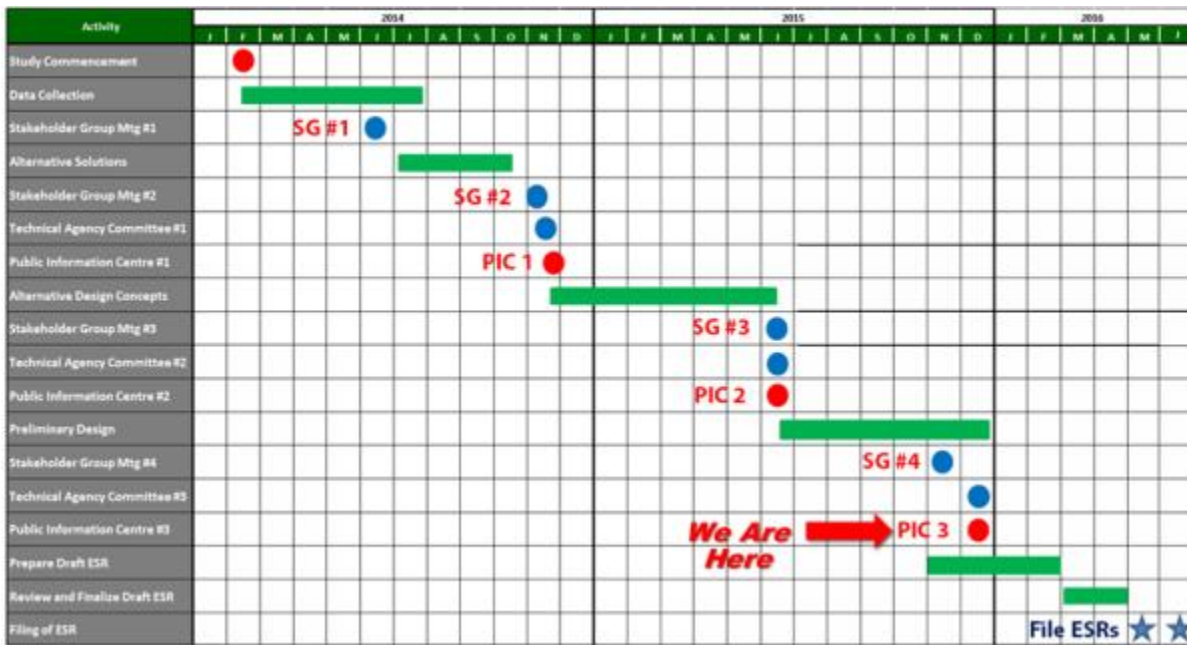
Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7



STUDY ORGANIZATION



SCHEDULE



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

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PUBLIC INFORMATION CENTRE #2 SUMMARY (June 17, 2015)

The following were presented at PIC #2:

- PIC #1 (November 20, 2014) Summary
- Approach to Developing Alternatives
- Typical Cross Sections and Functional Plans
 - Steeles Avenue to 15 Side Road – “Best Fit” Alignment
 - 15 Side Road to Highway 7 – Alternatives 1A, 1B, 1C (widening along existing Trafalgar Road), as well as Alternatives 2 and 3 (bypass options)
- Analysis and Evaluation of Alternatives, including factors in Socio-Economic Environment, Natural Environment, Cultural Environment, Transportation, as well as Cost and Constructability
- Identification of Alternatives 1A, 1B, and 1C being preferred over Alternatives 2 and 3
- Lindsay Court Access



PUBLIC INFORMATION CENTRE #2 SUMMARY (June 17, 2015)

Key PIC #2 Comments:

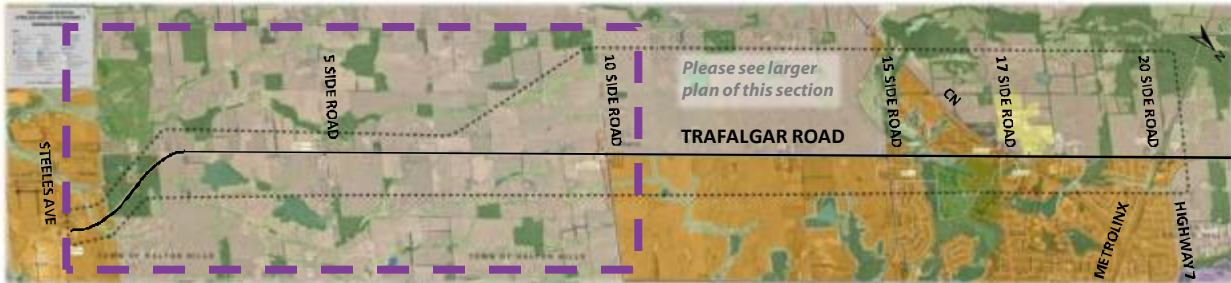
- General understanding of why Alternative 1 is selected as the preliminary preferred alternative – preserve agricultural land and the natural environment, and less costly
- Some preferred Alternative 2 or 3 (bypass options) – less impact to residential properties and will have residual capacity for future travel demand
- General questions regarding overpass vs. underpass
- Concerns regarding safety and speeding with Trafalgar Road at 4 lanes
- Concerns regarding construction staging and traffic impact during construction

Activities since PIC #2:

- Reviewed and responded to comments received from Stakeholder Group, Technical Agencies, and general public
- Modified alignment alternatives based on comments received
- Selected and developed the Technically Preferred Alternative
- Met with agencies and stakeholders and some individually impacted property owners



PRELIMINARY PLAN OF PREFERRED ALTERNATIVE STEELES AVENUE TO NORTH OF 10 SIDE ROAD



- Widening from two to four lanes along existing Trafalgar Road based on “best fit” alignment
- Provision of Active Transportation facilities
 - Paved shoulders or on-road bike lanes
 - Multi-use path on east side
- Design largely remains the same as shown at PIC #2 (June 2015)



* Mitigated cross sections have been developed for constrained areas within project limits

Cross Section - Steeles Avenue to Hornby Road



* Mitigated cross sections have been developed for constrained areas within project limits

Cross Section - Hornby Road to North of 10 Side Road



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

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Class Environmental Assessment Study
 Trailblazer Road (Regional Road 3)
 Transportation Corridor Improvements
 Steeles Avenue (Regional Road 8) to Highway 7
 Preliminary Preferred Plan
 Steeles Avenue to Hornby Road
 December 2, 2015

LEGEND

	WETLANDS
	STRAIGHT-CURVE PROPERTY
	SHADES (WOODS)
	2-5% SLOPE TO DRAINAGE
	40% UNDEVELOPED WOODLAND
	40%
	40%



NOT TO SCALE
 NORTH

City of Lincoln, Nebraska
Transportation Committee
Public Hearing
February 1, 2017



PRELIMINARY PLAN OF PREFERRED ALTERNATIVE

FOCUS AREA – 10 SIDE ROAD INTERSECTION

- Three alternative alignments through this intersection were explored
 1) Widening to the east, 2) Widening on both sides, 3) Widening to the west
- Widening to the west selected as the preferred, as it would minimize impacts to residential properties



NORTH OF 10 SIDE ROAD TO 15 SIDE ROAD

- Widening from two to four lanes along existing Trafalgar Road based on “best fit” alignment
- Provision of Active Transportation facilities
 - Paved shoulders or on-road bike lanes
 - Multi-use path on east side
- Preliminary plan largely remains the same as shown at PIC #2 in June 2015



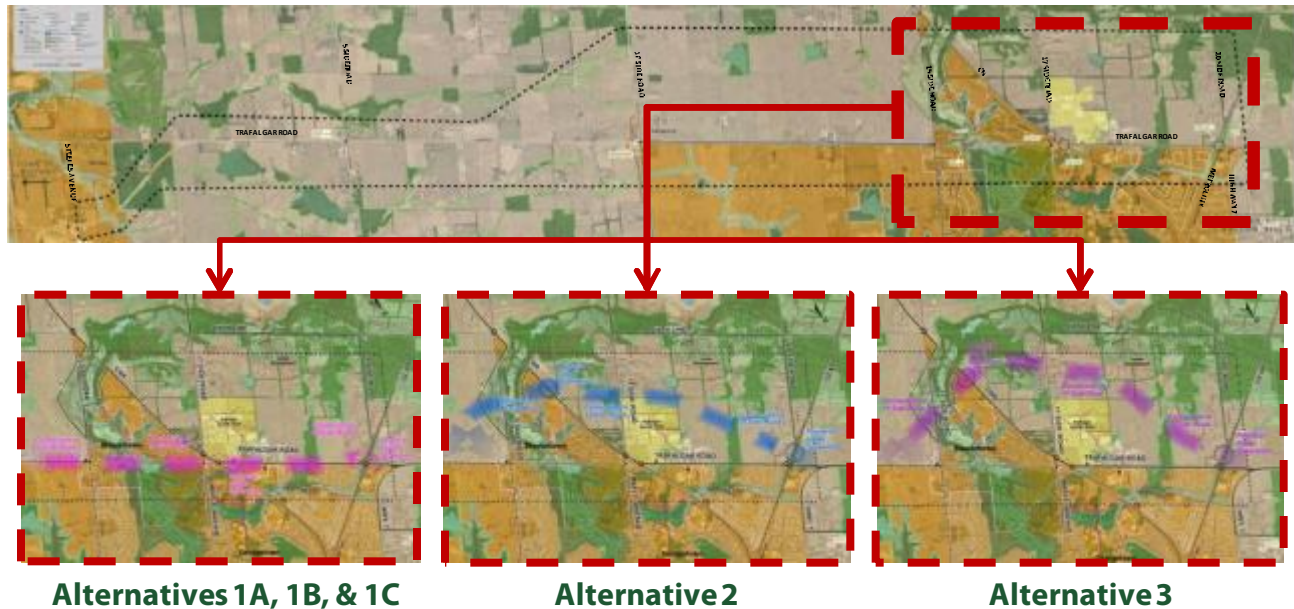
* Mitigated cross sections have been developed for constrained areas within project limits

Cross Section - North of 10 Side Road to 15 Side Road

SELECTION OF PREFERRED ALTERNATIVE

15 SIDE ROAD TO HIGHWAY 7

- A total of five alternatives for improvements of Trafalgar Road between 15 Side Road and Highway 7 were presented to the public in June 2015



Alternative 1 was identified as the preferred alignment:

- Avoids significant impacts to sensitive natural environmental areas
- Provides grade separated rail crossings along existing Trafalgar Road
- Supports local transportation needs, provides safer cycling and pedestrian facilities

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

*As presented at
PIC #2 (June 2015)*

SELECTION OF PREFERRED ALTERNATIVE

REVIEW OF ALTERNATIVES 1A, 1B, & 1C

- Between 15 Side Road and north of the CN Rail crossing, three alignment alternatives were explored and presented to the public in June 2015. These had varying social and natural environment impacts.



Alternative 1A



Alternative 1B



Alternative 1C

- Alternative 1A** has been identified as the preferred design alternative:
 - Avoids impacts to Trafalgar Sports Complex
 - Avoids impacts to St. John Anglican Church
 - Minimizes impacts to Devereaux House property
 - Limits impact to Club at North Halton
 - Suitable construction staging and geometric design

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

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

PRELIMINARY PLAN OF PREFERRED ALTERNATIVE

15 SIDE ROAD TO NORTH OF CN RAIL CROSSING

- Widening from two to four lanes, generally to the east of existing Trafalgar Road
- Provision of Active Transportation Facilities
 - On road bike lanes
 - Sidewalk and multi-use path



* Mitigated cross sections have been developed for constrained areas within project limits

Cross Section - 15 Side Road to North of CN Rail Crossing

FOCUS AREA – STEWARTTOWN ROAD INTERSECTIONS

- Black Creek Crossing: Proposed profile raise of approximately 3 m to accommodate Regional Storm flooding events and to improve existing road grades
- Stewarttown Road (south) would be closed and converted to a cul-de-sac
- Stewarttown Road (north) would become a signalized intersection



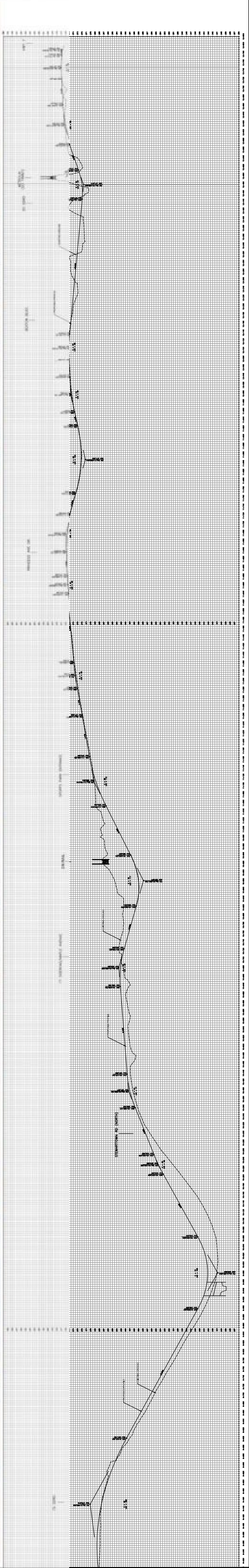
Stewarttown Road cul-de-sac (south) and signalized intersection (north)



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

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PRELIMINARY PLAN OF PREFERRED ALTERNATIVE

THE CLUB AT NORTH HALTON

- Proposed widening and active transportation facilities will encroach on Club lands
- Mitigation is proposed to provide safe buffer between golf course and proposed road corridor
- Due to close proximity of proposed road corridor and Hole #1, netting is proposed as a means of providing safe buffer
- Netting avoids need for significant course changes and is common at several area golf courses adjacent to roads



Examples of Safety Netting



Mississauga Golf & Country Club



Lakeview Golf Course



Chedoke Golf Course

PRELIMINARY PLAN OF PREFERRED ALTERNATIVE

FOCUS AREA – 17 SIDE ROAD INTERSECTION AND CN GRADE SEPARATION

- Proposed 17 Side Road / Maple Avenue intersection would be east of existing to accommodate crossing of CN Rail via a proposed grade separated underpass (i.e. road under rail)
- Existing Trafalgar Road converted to a cul-de-sac south of CN Rail
- 17 Side Road to remain open, existing at-grade crossing to remain
- Thompson Drive to extend to 17 Side Road



Trafalgar Road – 17 Side Road and CN Grade Separation



Example of Underpass Crossing

FOCUS AREA – TRAFALGAR SPORTS PARK & DEVEREAUX HOUSE

- Trafalgar Sports Park entrance to become a signalized intersection (improved access)
- Minimal impacts to Devereaux House property



PRELIMINARY PLAN OF PREFERRED ALTERNATIVE NORTH OF CN RAIL CROSSING TO HIGHWAY 7

- Widening from two to four lanes, generally to the west of existing Trafalgar Road
- Provision of Active Transportation Facilities
 - On-road bike lane and paved shoulder
 - Multi-use path on east side
 - Sidewalk between 17 Side Road and Trafalgar Sports Park on west side
- Proposed grade separated underpass crossing at Metrolinx rail line to the west of existing Trafalgar Road



* Mitigated cross sections have been developed for constrained areas within project limits

Cross Section – North of CN Rail Crossing to Highway 7



Trafalgar Road - North of CN Rail Crossing to Highway 7

PRELIMINARY PLAN OF PREFERRED ALTERNATIVE FOCUS AREA – 20 SIDE ROAD & METROLINX GRADE SEPARATION

- Road under Metrolinx rail line (underpass) to west of existing crossing
- Access to 20 Side Road to be realigned



Trafalgar Road - 20 Side Road and Metrolinx Crossing

FOCUS AREA – LINDSAY COURT AND HIGHWAY 7

- Lindsay Court proposed to be closed at Highway 7 with an improved connection at Trafalgar Road (Changed from PIC #2)
- Long-term care facility access to Highway 7 will be closed and accessed only via Lindsay Court
- Channelized southbound right-turn lane at Highway 7 would be removed to improve safety and reduce vehicle speeds



Trafalgar Road - Lindsay Court Access

PROPOSED RAIL GRADE SEPARATION CN RAIL CROSSING

- CN Rail crossing will be grade separated via the construction of underpass – road under rail
- Detailed construction staging process required to maintain traffic flow on Trafalgar Road and rail operations



Existing Trafalgar Road at CN Rail Crossing looking south



- * Rendering of Trafalgar Road at CN Rail Crossing looking south
- * * Photo Rendering Reflects Mature Vegetation

PROPOSED BLACK CREEK CROSSING

- Road profile on Trafalgar Road will be raised at Black Creek to address flooding issues during Regional storm events
- Detailed construction staging process required to maintain traffic flow on Trafalgar Road



Existing Trafalgar Road at Black Creek Crossing looking south



* Rendering of Trafalgar Road at Black Creek Crossing looking south

** Photo Rendering Reflects Mature Vegetation

PROPOSED RAIL GRADE SEPARATION METROLINX CROSSING

- Metrolinx crossing will be grade separated via the construction of underpass – road under rail
- Detailed construction staging process required to maintain traffic flow on Trafalgar Road and rail operations



Existing Trafalgar Road at Metrolinx Crossing looking north



* Rendering of Trafalgar Road at Metrolinx Crossing looking north

** Photo Rendering Reflects Mature Vegetation

ABOUT NOISE

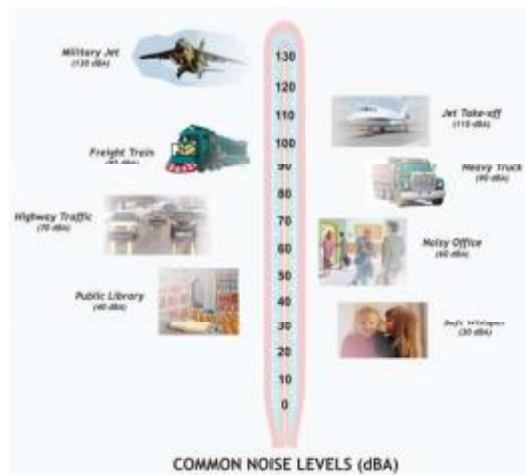
Noise is a form of energy. Noise is measured in terms of sound pressure, using "Decibels".

Noise may be measured on an "A" weighted scale (dBA) to best represent the way in which the human ear perceives noise.

The decibel scale is not linear; it is logarithmic:

1 dBA increase	=	not normally perceivable
2-3 dBA increase	=	just perceivable
10 dBA increase	=	twice as loud
20 dBA increase	=	four times as loud

A doubling of traffic volume typically produces an increase in sound level of about 3 dBA.



Roadway noise levels generally depend on:

- Vehicle type (truck, car)
- Operating Speed
- Road profile
- Distance from receiver
- Type of ground between the road and the receiver

Roadway noise, like most noise, varies throughout the day.

ABOUT NOISE

Ministry of Transportation (MTO) / Ministry of the Environment and Climate Change (MOECC) Noise Protocol

- The noise descriptor used in Ontario to assess noise is the equivalent sound level, Leq. Leq is identified as the continuous sound level which has the same energy as a time varying noise level over a specified time period.
- The Ministry of the Environment and Climate Change (MOECC) uses the 16-hour period between 7 AM and 11 PM for the assessment of municipal roadway noise. The noise at any one instant may be higher or lower than the 16 hour average.

MTO/MOECC Noise Protocol requirement: compare future noise level with and without the proposed road improvement adjacent to a Noise Sensitive Area (NSA).

- For purposes of assessing noise as part of road expansion projects, a NSA is defined as a noise sensitive land use with an outdoor living area, which includes: single family houses (typically back yard), townhouses (typically back yard), multiple unit buildings such as apartments with outdoor living areas for use by all occupants, as well as hospital, nursing homes, where the outdoor living areas for the patients.

MTO / MOECC PROTOCOL REQUIREMENTS

Change in Noise Level	Mitigation Effort
0 – 5 dBA	Consideration of noise mitigation measures not required
> 5 dBA	<ul style="list-style-type: none">• Investigate noise control measures on right-of-way• Noise control measures where introduced, should achieve a minimum of 5 dBA attenuation, over first row receivers• Mitigate to ambient, as administratively, economically, and technically feasible

Halton Region Requirements

- Halton Region has its own Noise Abatement Policy which was “developed based on the principle that existing Noise Sensitive Areas (NSA’s) that are exposed to high noise levels due to their proximity to a Regional noise source, such as a Regional Road, should receive consideration for retrofitting of noise attenuation measures.”



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

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NOISE ANALYSIS

- Noise modelling was carried out to compare the potential increase in noise level as a result of the proposed Trafalgar Road improvements.
- Noise modelling was carried out for receiver locations (noise sensitive areas) identified throughout the Trafalgar Road corridor between Steeles Avenue and Highway 7; these are private residential houses located adjacent to or in close proximity to Trafalgar Road.
- Findings from the noise analysis indicated that as a result of the proposed Trafalgar Road improvements the receiver locations are not expected to experience an increase in noise level greater than 5 dBA.

Therefore, the consideration of noise mitigation is not warranted under the MTO / MOECC Noise Protocol

MITIGATION MEASURES

Mitigation of negative effects is provided within the project to avoid or minimize natural or community impacts where possible.

The following table provides a general outline of the proposed mitigation measures.

Socio-Economic Environment	
Property Requirement	<ul style="list-style-type: none"> Secure required right-of-way through development process within areas of active development. Where properties are required, negotiate with property owners at fair market value. Continue to work with property owners during detailed design to confirm mitigation measures.
Noise	<ul style="list-style-type: none"> During construction on Trafalgar Road, the contractor will abide by the municipal noise control by-laws. The contractor will be required to keep idling of construction equipment to a minimum and to maintain equipment in good working order to reduce noise from construction activities.
Air Quality	<ul style="list-style-type: none"> An air quality assessment is being carried out as part of the EA Study.
Cultural Environment	
Archaeology	<ul style="list-style-type: none"> Provisions will be provided in the contract on how to address any archaeological finds during construction. A Stage 2, 3 and 4 Archaeological Assessment will be carried out as required. A Cemetery Investigation will be carried out where required.
Built Heritage	<ul style="list-style-type: none"> The alignment has been designed to minimize impact to heritage features such as Deveraux House. Retaining walls are provided where required to minimize impact to built heritage features. Provisions will be made to minimize impact any disruption to cultural landscapes during construction
Natural Environment	
General	<ul style="list-style-type: none"> Limit encroachment of natural vegetation through design and construction methods. Application of standard environmental best management practices during construction for all works. Develop and implement comprehensive erosion and sediment control plan to protect aquatic and terrestrial resources. Environmental inspector to ensure all mitigation is completed as designed and functioning properly.

MITIGATION MEASURES (cont'd)

Natural Environment

Aquatic

- Implement DFO “Measures to Avoid Harm”.
- Adhere to in-water works timing windows and undertake in-channel works in the dry, where possible.
- Proposed clear span structure over Black Creek is beneficial to the sensitive Salmonid species and habitat present.
- Implement appropriate ‘temporary flow passage’ measures in accordance with relevant permits (e.g. Permits to Take Water) to isolate temporary instream construction zones and maintain clean flow downstream. Where no flow is present: contingency flow management measures will be in place in the event of a storm and associated runoff.
- Undertake in-channel works in the dry, where possible.
- If temporary dewatering is required, implement appropriate energy dissipation and settling/filtration measures for discharge to prevent erosion and sediment release to watercourses.
- Rescue fish from construction zones in accordance with MNRF collector’s license.

Vegetation

- Minimize removal of vegetation and re-stabilize and re-vegetate disturbed areas following construction.
- Minor vegetation removals required along the right-of-way, affected vegetation is predominantly common, disturbance tolerant species.
- Woodland and wetland vegetation is to be retained, where feasible.

Wildlife

- Works to be completed in accordance with the Migratory Birds Conservation Act, Endangered Species Act, and other applicable legislations.
- Vegetation clearing and culvert removal activities to avoid breeding bird period to avoid direct impacts to wildlife anticipated to use these areas.
- Wildlife incidentally encountered during construction will not be knowingly harmed, when encountered activity is to be stopped and adequate time allowed for the species to leave the work area.
- Culvert design to consider wildlife movement, in particular at locations identified as candidate movement corridors (e.g. Black Creek Valley).
- Installation of wildlife exclusion fencing during construction, where appropriate, to prevent movement of wildlife into the construction zone.
- Survey any trees identified for removal as part of the detailed design for potential suitable bat habitat (i.e. cavity) prior to removal.

FILING OF ESR

- While the public, stakeholder and agency consultation applies to the entire Trafalgar Road Corridor, the Region anticipates filing an Environmental Study Report (ESR) to the Ministry of the Environment and Climate Change, for approval, in two parts:

Section 2

North of 10 Side Road
(Regional Road 10)
to Highway 7

Section 1

Steeles Avenue
(Regional Road 8) to
North of 10 Side Road
(Regional Road 10)



NEXT STEPS

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

- Review and respond to comments received
- Filing of the “South” ESR and “North” ESR for public review
 - Spring 2016
- Tentative schedule for Start of Construction
 - 2018: Steeles Avenue to North of 10 Side Road
 - 2019: Grade separations at CN and Metrolinx crossings
 - 2020: North of 10 Side Road to Highway 7

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

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:

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Fax: 905-823-8503
Email: ahmedn@mmm.ca

Please provide all comments by Friday, December 18, 2015.

Thank You For Attending!



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

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