



Regional Municipality of Halton

## **New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek**

**Appendix B-3.4: TAC Meeting #4 -  
July 5, 2005**

**Halton**

*A World Class Place To Be.*

**REGIONAL MUNICIPALITY OF HALTON  
NEW BURNHAMTHORPE (REGIONAL ROAD 27)  
TRANSPORTATION CORRIDOR AND  
POTENTIAL FUTURE BRIDGE CROSSING OF  
SIXTEEN MILE CREEK**

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**CLASS EA**

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**TECHNICAL AGENCIES COMMITTEE MEETING #4  
MEETING SUMMARY**

**JULY 5, 2005  
REGION OF HALTON ADMINISTRATIVE OFFICES  
OAKVILLE, ON**

This meeting summary was prepared by TSH. It presents the key discussion points and outcomes from the July 5, 2005 Burnhamthorpe Technical Agencies Committee meeting #4 hosted by The Regional Municipality of Halton and is subject to review by meeting participants. It does not attribute comments to any particular participant. No attempt was made during the meeting to achieve consensus or agreement. If you have any questions or comments regarding the report, please contact:

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## **1. ABOUT THE NEW BURNHAMTHORPE CORRIDOR AND POTENTIAL FUTURE CROSSING OF SIXTEEN MILE CREEK TECHNICAL AGENCIES COMMITTEE MEETING**

The Region of Halton initiated a Class Environmental Assessment for a new transportation corridor in the vicinity of Burnhamthorpe Road (Regional Road 27) to satisfy east-west travel demands in the Town of Oakville in October 2004. This study is being undertaken as a "Municipal Class Environmental Assessment (Class EA)"<sup>1</sup> under Ontario's Environmental Assessment Act and follows the Schedule C provisions as set out in the June 2000 MEA Municipal Class EA document.<sup>2</sup>

The fourth meeting of the Class EA Technical Agencies Committee was hosted by the Regional Municipality of Halton to identify potential opportunities and constraints for alternative design concepts (route locations) on the existing Burnhamthorpe alignment or a on anew alignment.

Fourteen (14) people attended the meeting, including representatives from provincial, municipal and conservation organizations and 407 ETR. The list of participants is included in Appendix A.

## **2. Background Information**

### **2.1 Welcome and Introductions**

Edward Soldo welcomed the TAC members and thanked them for their participation in the meeting. M. Delsey provided an overview of recent consultation events: the Stakeholder Group meeting held on June 1, 2005 and the Public Information Centre held on June 9, 2005.

### **2.2 Supplementary Analysis of Transportation Need**

M. Delsey stated that members of the Stakeholder Group had requested supplementary analysis of Transportation Need. The Project Team has extracted additional origin and destination pattern data from the travel demand forecasting model. This information will be presented at the next Stakeholder Group meeting (July 6, 2005).

### **2.3 Design Concepts**

M. Delsey described the various functional connections to Bronte Road, the connection at Burnhamthorpe Road to Mississauga/Peel Region and identified potential crossing locations of

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<sup>1</sup> A "Class Environmental Assessment" is the term used to describe a provincially legislated process for approval of municipal projects that have similar and predictable impacts, are usually of similar scale and nature and where measures can be taken to reduce or eliminate negative consequences (e.g., mitigative measures). For instance, there are Class EAs for municipal projects such as roads and sewers, Class EAs for forest management activities, and Class EAs for activities undertaken by the Ontario Realty Board for real estate activities. For more information regarding the Municipal Class EA, please reference the Municipal Engineer's Association "Municipal Class Environmental Assessment" Guide.

<sup>2</sup> Projects that adhere to Schedule C requirements are those that have the potential for more significant environmental effects. Schedule C projects require a greater level of detail of study and preparation of an "Environmental Study Report (ESR)" that is available for public review.

Sixteen Mile Creek. He then asked the TAC to identify any opportunities or constraints in the Study Area. The following questions/comments and responses were raised during the discussion of opportunities and constraints:

Question/Comment	Response
<p>The 407 ETR Corporation is interested in this Study due to the potential for a crossing of Highway 407. MTO would issue an encroachment permit after taking into consideration comments from 407 ETR. Maintaining operation of the highway during construction and impacts to 407 infrastructure are of particular interest.</p>	<p>Comment noted.</p>
<p>407 ETR was puzzled that the long list of alternatives included an option for widening Highway 407. 407 ETR does not envisage a need to widen Highway 407 by 2021 based on forecasts of future use.</p>	<p>Comment noted.</p>
<p>There is a difference between impacts to the facility versus MTO corridor management control, which extends the influence of provincial control on infrastructure improvements and development beyond the actual highway right-of-way..</p>	<p>Comment noted.</p>
<p>What is the status of the North Oakville Secondary Plan in relation to this project?</p>	<p>The Project Team of this Class EA is coordinating the studies with the Town of Oakville and its consultants.</p> <p>There is an Ontario Municipal Board pre-hearing in September regarding the Secondary Planning process for North Oakville. The hearing probably won't be held until 2006. There are a number of issues that remain unresolved between the landowners (NOMI) and the Town, namely: natural heritage system, densities and the role of Burnhamthorpe Road.</p>
<p>Will the EA be stopped if the Secondary Plan is not resolved?</p>	<p>The Class EA will be completed to identify an appropriate route location for the arterial roadway.</p> <p>In the Town's draft Secondary Plan there was a Special Study Area around the creek. Adjustments to the land use in the North Oakville Secondary Plan are likely to occur that could incorporate any alignment of Burnhamthorpe Road.</p>

Has a crossing of Sixteen Mile Creek just north of Dundas Street through the disturbed valley lands of Lions Valley Park been considered?	A crossing of Sixteen Mile Creek at Lions Valley Park has not yet been considered due to potential impacts on the cemetery and nearby churches. This alternative can be examined in more detail.
Why have you identified the Neyagawa and Burnhamthorpe Road as a control point?	This intersection was identified as a constraint because it cannot be moved to the north of its current location due to its proximity to the 407 interchange and proposed transitway station.
Could you build a Sixteen Mile Creek crossing north of Highway 407 at James Snow Parkway and not build a Burnhamthorpe crossing south of Highway 407?	An additional crossing north of Highway 407 is too far removed from the projected land use and population of North Oakville. This alternative will not address travel needs nor support pedestrian and cycling movements in North Oakville.
Will you consider construction access to the bridge construction location in the assessment/evaluation of alternative design concepts?	Yes.
Are there any real estate impacts the TAC should be aware of?	A Burnhamthorpe Road alternative could impact MTO lands or the greenspace protection lands. Other potential impacts include impacts to private property.
Is an alternative permitted to traverse through the greenspace protection lands?	It is undetermined at this time.
In terms of natural heritage system connectivity, a northerly east-west route would be preferred.	Comment noted.
If you went on the south side of the greenspace protection boundary, could you minimize the impacts to the ORC lands?	This can be considered. Minimizing impacts to natural resources will be part of the assessment
The intersection with Bronte Road should be approximately 400 m from the next major intersection (i.e. Bronte Road or Highway 407).	Comment noted.
Where is travel coming to and going from in the Study Area?	Travel is approximately 40% internal to the Study Area. A percentage of the traffic is traveling to Burlington and points west; other traffic is traveling to points in South Oakville.
How much traffic gets taken away from Dundas?	Dundas Street is already operating above capacity and will continue to carry large volumes of traffic as North Oakville develops, even with improvements such as widening of Dundas Street or improvements to Burnhamthorpe Road.
Is a widening of existing Burnhamthorpe Road constrained by the number of driveways?	No.

What would the road look like?	A typical roadway cross section, taken from the Region's TMP was handed out for reference. The roadway will have 2 lanes in each direction, pedestrian facilities and medians at intersections.
Could you put an east-west roadway south of the woodlot on the west side of Sixteen Mile Creek but north of the cemetery to cross nearer to Dundas Street?	This can be considered as a design concept.
Could a connection to an improved Neyagawa and improved Burnhamthorpe Road easterly to the regional border be used?	This would result in a very high volume of left and right turns and would be difficult to operate as a signalized intersection. It is better to have a continuous route to carry higher volumes of traffic.

### 3. Next Steps

- The next Stakeholder Group meeting is scheduled for July 6, 2005 at 6:30 p.m.
- Additional route alternatives would be appreciated by the end of the month.
- The next TAC meeting will be held in September/October to present the long list of route alternatives and the screening process.

**Meeting Adjourned**

**Appendix A**  
**List of Participants**



**TAC**

<b>Name</b>	<b>Agency/Affiliation</b>
Jasbir Madpuri	City of Mississauga
Jane DeVito	Conservation Halton
Ray Guther	Conservation Halton
John Pisapio	Ministry of Natural Resources
William Chan	Oakville Hydro
Craig White	407 ETR
Dave Bloomer	Town of Oakville
Rob Thun	Town of Oakville
Edward Soldo	Halton Region
Chris Duyvestyn	Halton Region
Doug Corbett	Halton Region
Mike Delsey	TSH
Brenda Jamieson	TSH
Colleen Goodchild	TSH