APPENDIX D

Public Information Centre No. 1

NOTICE OF STUDY COMMENCEMENT / PUBLIC INFORMATION CENTRE #1 CLASS ENVIRONMENTAL ASSESSMENT STUDY

Derry Road (Regional Road 7) Transportation Corridor Improvements
Milburough Line (Regional Road 24) to McNiven Road,
City of Burlington and Town of Milton
PR2598

Study

Halton Region is initiating a Class Environmental Assessment (Class EA) to consider a wide range of options for road improvements along the Derry Road corridor. In order to best address operational deficiencies along the Derry Road corridor, a number of road improvement alternatives will be examined as part of the study including structural and drainage deficiencies, cross-sectional requirements, intersection improvements and over-all traffic operations, as well as the impact of such improvements on the social and natural environments.

Process

This notice signals the commencement of the Class EA, a study which will define the problem, identify and evaluate alternative solutions, and determine a preferred solution in consultation with the Town of Milton, City of Burlington, regulatory agencies, and the public. The study is being conducted in compliance with Schedule C of the Municipal Class Environmental Assessment (October 2000, amended 2007), which is approved under the Ontario Environmental Assessment Act.

Public and review agency consultation is a key element of the Class EA process and input will be sought from parties throughout this study. At this time, it is anticipated that two (2) Public Information Centres (PICs) will be conducted. Upon completion of the study, a comprehensive Environmental Study Report will be prepared and tabled for public review and comment. The document will detail the planning process and the preferred alternative including how the public and agency input was received. A notice of completion will be issued at that stage.

You will be notified through advertisement in the local newspapers and mail outs regarding the PICs. The PICs will provide an opportunity for you to review the alternative solutions, provide comment and discuss concerns you may have with representatives from Halton Region and R and R Associates Ltd. The first PIC is scheduled for Wednesday, November 11, 2009.

Comments

We are interested in hearing any questions or comments you may have concerning this project. You are encouraged to provide your comments so that they may be included in the study. Comments received through the course of the study will be considered prior to finalizing the preferred solution. Please contact either of the following project team members if you wish to be added to the project mailing list, if you have any questions or comments, or wish to obtain more information about the project.

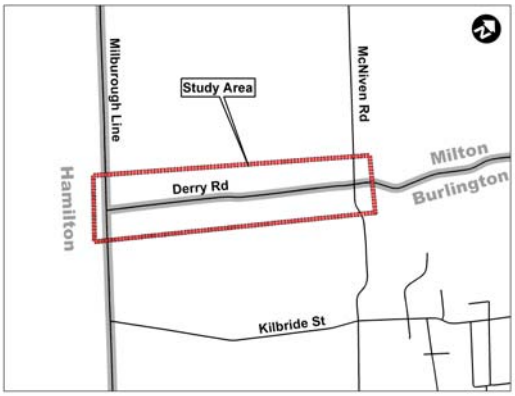
Public Information Centre

Date: Wednesday, November 11, 2009
Time: 6:30pm – Drop-in

7:00pm – Formal Presentation

Place: Kilbride Public School
6611 Panton Street
Burlington, Ontario

The map below shows the approximate limits of the study area.



Information requests or questions may be directed to:

Mr. David Lukezic, MCIP, RPP
Project Manager
Halton Region
Phone: 905-825-6000 ext. 7213
Fax: 905-825-8822
Email: david.lukezic@halton.ca

Mr. Rick Hein, P.Eng., PTOE, AVS
Project Manager
R and R Associates Inc.
600 Ontario Street, P.O. Box 28058
St. Catharines, Ontario L2N 7P8
Phone: 905-937-1708
Fax: 905-937-4384
Email: RHein@RandR-Associates.com

Derry Road (Regional Road 7) Transportation Corridor Improvements

Class Environmental Study

Milburough Line (Regional Road 24) to McNiven Road

Halton Region, City of Burlington and Town of Milton

Public Information Centre No. 1

November 11, 2009

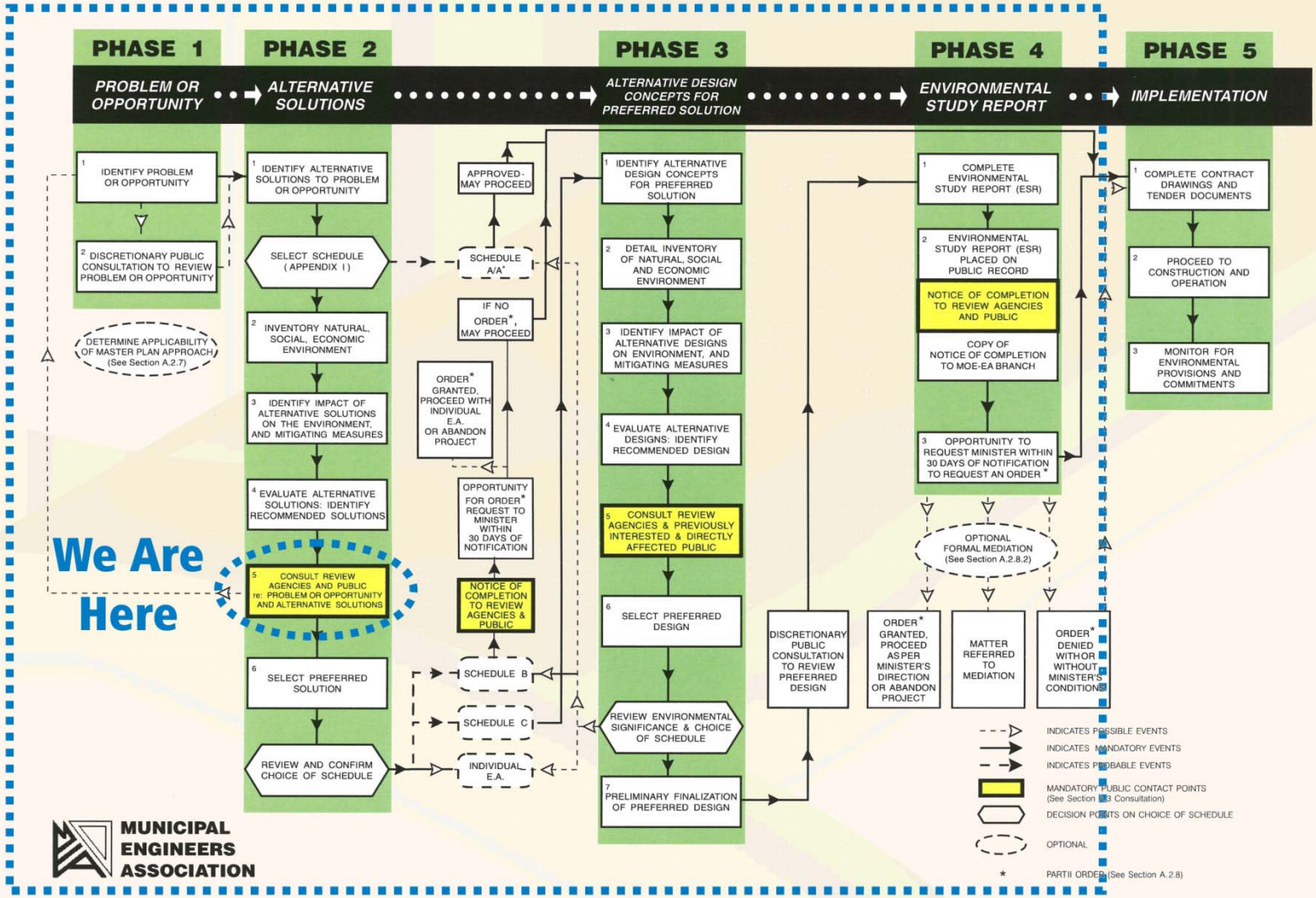
Purpose of Public Information Centre No. 1

- Provide the public an opportunity to review and receive comments on the following:
  - Study Approach
  - Collection of Relevant Background Information
  - Issues and Constraints
  - The Problem and Opportunities being addressed
  - Alternative Planning Solutions
  - Preliminary Criteria for evaluation of the Alternative Solutions
  - Selection of the Preferred Alternative Solution

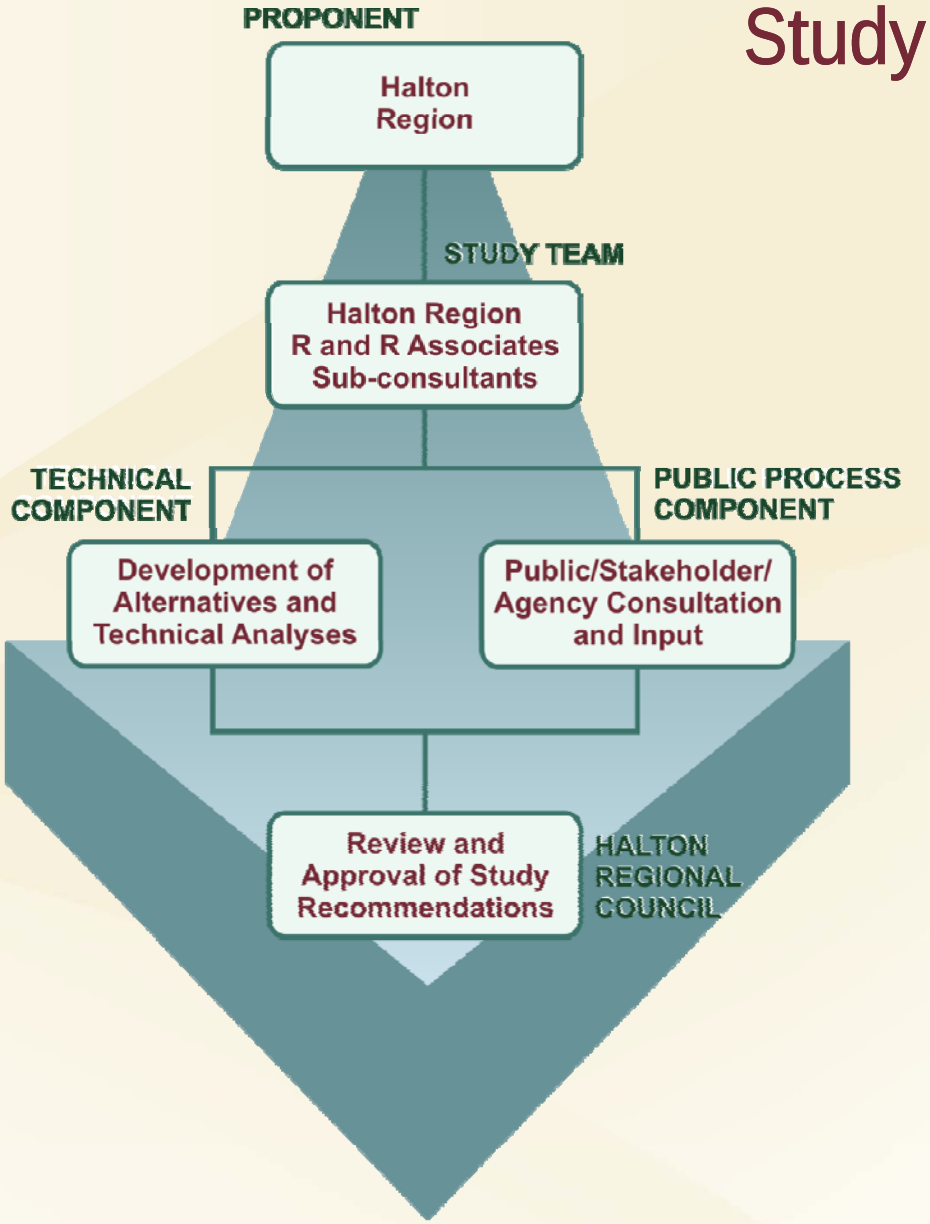
Study Process

- Municipal Class Environmental Assessment Planning and Design Process
  - Schedule ‘C’ Undertaking
  - Includes Phases 1 to 4 (Currently in Phase 2)
    - **Phase 1 - Identify Problems and Opportunities**
    - **Phase 2 - Identify Alternative Solutions**
    - **Phase 3 - Identify Alternative Design Concepts**
    - **Phase 4 - Completion and filing of Environmental Study Report (ESR)**
  - Opportunities for Agency, Stakeholder and Public input

Class EA Planning and Design Process



Study Organization



Need for Roadway Improvements

- Halton Region has initiated this Class EA study to:
  - Meet the requirements under the Environmental Assessment Act for the anticipated road improvements in the study area
  - Address roadway structural/capacity deficiencies and the need for improvements to the roadway geometrics and cross-section

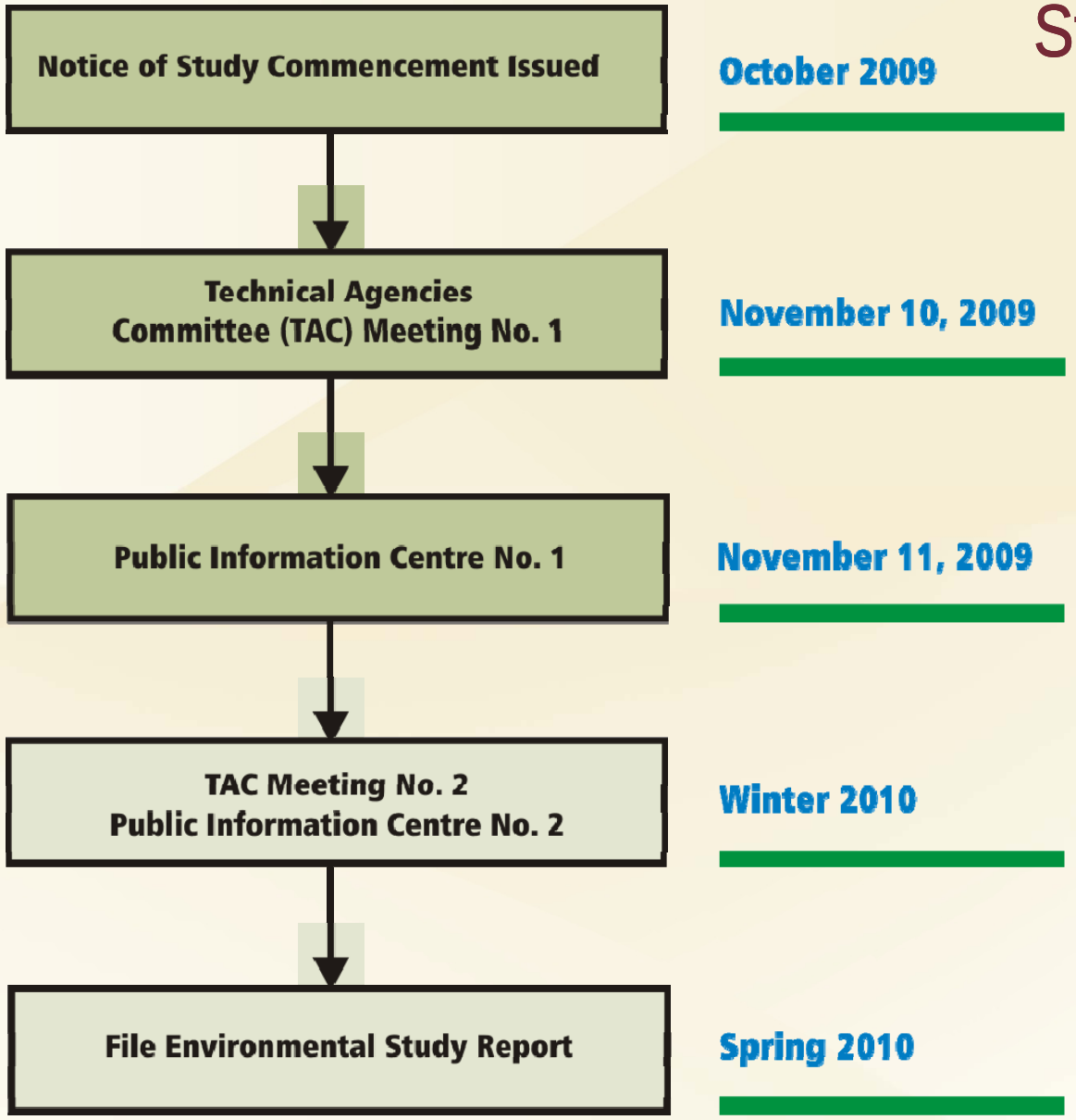
Study Background

- The Study Area extends from Milburough Line to McNiven Road, a distance of approximately 1.4 km in length. Derry Road travels along the Municipal Boundary between the Town of Milton and the City of Burlington.
- The posted speed limit is 60 km/h with STOP controlled intersections at Milburough Line and McNiven Road (All-way STOP)
- The Derry Road Corridor within the study area limits is functionally designated as a Major Arterial roadway with a two-lane rural cross-section, no shoulders and drainage ditches
- The existing right-of-way limit is approximately 20 metres with the ultimate right-of-way designated at 35 metres in the Regional Official Plan

Study Area


STUDY AREA
McNiven Road
Derry Road (Regional Road 7)
Milburough Line

Study Timetable



Key Considerations and Issues

- **Transportation**
  - Integration with Overall Transportation Network
  - Existing Operational Issues
  - Future Corridor Travel Demands
  - Access
  - Roadway Cross-Section Elements
  - Alternate/Active Transportation Modes
  - Safety
- **Structural**
  - Pavement Condition
  - Watercourse Culverts
- **Natural Environment**
  - Provincially Significant Wetlands
  - Woodlands
  - Creek Crossings
  - Drainage and Stormwater Management
  - Provincial Greenbelt Plan

Key Considerations and Issues (Con't.)

- **Adjacent Land Uses**
  - Residential, Commercial and Rural
  - Escarpment Rural Area
  - Greenlands Area
- **Cultural and Social Environment**
  - Built Heritage Features
  - Archaeological Features
  - Noise Impacts
- **Utilities**

Existing Conditions

- Transportation
  - Derry Road carries approximately 3,250 vehicles per day
  - Two-way traffic volumes between Milburough Line and McNiven Road range from 300 to 380 vehicles per hour during the weekday AM and PM peak periods, respectively
  - Commercial and heavy vehicles represent about 3% of the total traffic on Derry Road during a typical weekday and 1% to 2% of the total traffic during the weekday AM and PM peak periods, respectively
  - Currently, traffic operations at both unsignalized intersections operate at good levels of service (LOS ‘A’ to ‘B’) during the weekday AM and PM peak periods

Existing Conditions

- Socio-Economic Environment (Land Use)
  - Areas north of Derry Road are designated “Greenbelt Plan Protected Countryside Area” by the Province of Ontario
  - Halton land use designations adjacent to Derry Road include “Agriculture Rural Area”, “Key Features within Natural Heritage System” and “Remaining Natural Heritage System. Derry Road traverses areas identified as “Mineral Resource Area” and Prime Agricultural Area”
  - The area north of Derry Road lies within the Town of Milton (Nelson Rural District) and is designated “Escarpment Rural Area” and “Greenlands A Area”
  - The area south of Derry Road lies within the City of Burlington and is designated “Greenlands (Escarpment Plan Area)” and “Escarpment Rural Area”

Existing Conditions

- Natural Environment
  - The area adjacent to Derry Road includes active agricultural land, forested areas and a headwater tributary of Bronte Creek
  - The area along the northern portion of Derry Road is part of the Lowville-Bronte Creek Escarpment Valley and Extension and provides connectivity to a much larger natural area
  - There is a variety of natural vegetation and wildlife including a number of tree species, agricultural lands, hedgerows and aquatic life
  - The watercourse supports a coldwater fishery, providing suitable spawning habitat for brook trout, brown trout and rainbow trout
  - Historical records indicate good general water quality with little impairment

Existing Conditions

- ## Cultural Environment
  - A Stage1 Archaeological Assessment is currently underway to identify the potential areas of archeological significance
  - There are several buildings deemed to be cultural heritage resources within the study area located within the City of Burlington, Town of Milton, and the City of Hamilton
- ## Other Features
  - The condition of the pavement was assessed to be in fair condition with localized poor areas
  - Stormwater drainage is primarily accommodated by roadside ditches or drains directly from the road surface to the adjacent lands and through smaller culverts to local tributaries
  - There are a number of existing utilities within the study area including hydro, bell and gas

Problem Statement

"As presently configured, Derry Road (Regional Road 7) has a number of existing structural, geometric and roadway cross-section deficiencies which can be improved to increase overall safety, capacity, and roadside drainage"

Alternative Planning Solutions

As part of Phase 2 of the Class EA process, a range of reasonable and feasible Planning Solutions were considered and screened as alternative ways to address the problem/opportunity statement and the associated deficiencies within the Derry Road corridor

Planning Alternatives Being Considered	Initial Screening of Planning Alternatives
Do Nothing	Carried forward for comparison purposes only
Improve other roadways	Identified in the Halton Transportation Master Plan
Limit future development	Not carried forward
Use of travel demand management measures	Carried forward as part of the overall transportation strategy
Implement localized intersection and/or traffic control improvements	Carried forward as part of the solution
Implement geometric roadway improvements to improve safety (e.g., horizontal and vertical alignments and roadway cross-section elements)	Carried forward as part of the solution
Pavement resurfacing, rehabilitation, repair and/or reconstruction	Carried forward as part of the solution
Improvements to existing drainage culverts and ditches	Carried forward as part of the solution
Combination of roadway improvement alternatives and other supporting measures	Preferred Alternative Planning Solution

Future Conditions

- Transportation
  - Two-way traffic volumes between Milburough Line and McNiven Road are anticipated to range from 430 to 540 vehicles per hour during the 2021 weekday AM and PM peak periods, respectively.

Intersection	AM Peak Hour	PM Peak Hour
Derry Road at Milburough Line		
2021 Weekday	LOS B	LOS C
Derry Road at McNiven Road		
2021 Weekday	LOS B	LOS C

Proposed Evaluation Factors

- **Technical**
  - Capacity and Level of Service
  - Safety
  - Access
  - Active Transportation
  - Geometric Standards
  - Structural
  - Utility Relocations
  - Construction and Property Costs
  - Construction Staging
- **Socio-Economic Environment**
  - Land Use
  - Effects on Official Plans and other Planning Initiatives
  - Effects on Business Access and Operations
  - Effects on Residential and Rural Land Uses
  - Potential Property Requirements
  - Noise and Vibration Effects
  - Aesthetics
  - Emergency Access

Proposed Evaluation Factors (Con't).

- **Natural Environment**
  - Effects on Vegetation
  - Effects on Wildlife
  - Effects on Aquatic Ecology
  - Stormwater Management
  - Effects on Groundwater Resources
- **Cultural Environment**
  - Effects on Built Heritage Features
  - Effects on Archaeological Resources

Next Steps

- Review study findings in light of comments received
- Complete environmental inventories
- Develop Alternative design concepts based on the recommended Alternative Solution
- Hold second TAC meeting, meet with the stakeholders as required, and conduct PIC No. 2 in Winter 2010
- Review the preferred alternative design concepts in light of comments received and confirm/modify as required
- Document the study findings in the Environmental Study Report and file the public Notice of Completion for a 30-day Public Review Period in Spring 2010

Thank You for Attending

Derry Road (Regional Road 7) Transportation Corridor Improvements

Class Environmental Study

Milburough Line (Regional Road 24) to McNiven Road

Halton Region, City of Burlington and Town of Milton

WELCOME

Public Information Centre No. 1

Wednesday, November 11, 2009
Kilbride Public School
6611 Panton Street
Burlington, Ontario

Drop-in Session - 6:30 p.m.
Formal Presentation - 7:00 p.m.
Question and answer period follows

Derry Road (Regional Road 7)
Transportation Corridor Improvements

Milburough Line (Regional Road 24) to McNiven Road
Halton Region, City of Burlington and Town of Milton

Class Environmental Assessment

How You Can Get Involved

This is the first Public Information Centre (PIC) of two currently planned for this Environmental Assessment (EA) Study. The PICs provide an opportunity for public comment and input on the study process.

- Please register your name on the sign-in sheet provided.
- Take time to review the displays and ask questions.
- Comment sheets are available if you wish to provide written comments. Please deposit your comment sheets in the Comment Box provided or forward them by mail or e-mail to either contact below by December 4, 2009.

Mr. David Lukezic, MCIP, RPP
Project Manager

Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1
Phone: 905-825-6000 ext. 7213
Fax: 905-825-8822
Email: david.lukezic@halton.ca

Mr. Rick Hein, P.Eng., PTOE, AVS
Project Manager

R and R Associates Inc.
600 Ontario Street, P.O. Box 28058
St. Catharines, ON L2N 7P8
Phone: 905-937-1708
Fax: 905-937-4384
Email: RHein@RandR-Associates.com

- Halton Region's web site provides updates and current information related to the EA Study process:

http://www.halton.ca/ppw/roads/

Purpose of PIC No. 1

1. The purpose of PIC No. 1 is to provide the public with an opportunity to review the following:

- Study Process, Background and Timetable
- Need for Corridor Improvements
- Key Considerations and Issues
- Collection of Background Information
- Alternative Planning Solutions
- Next Steps

2. PIC No. 1 also provides the public with an opportunity to:

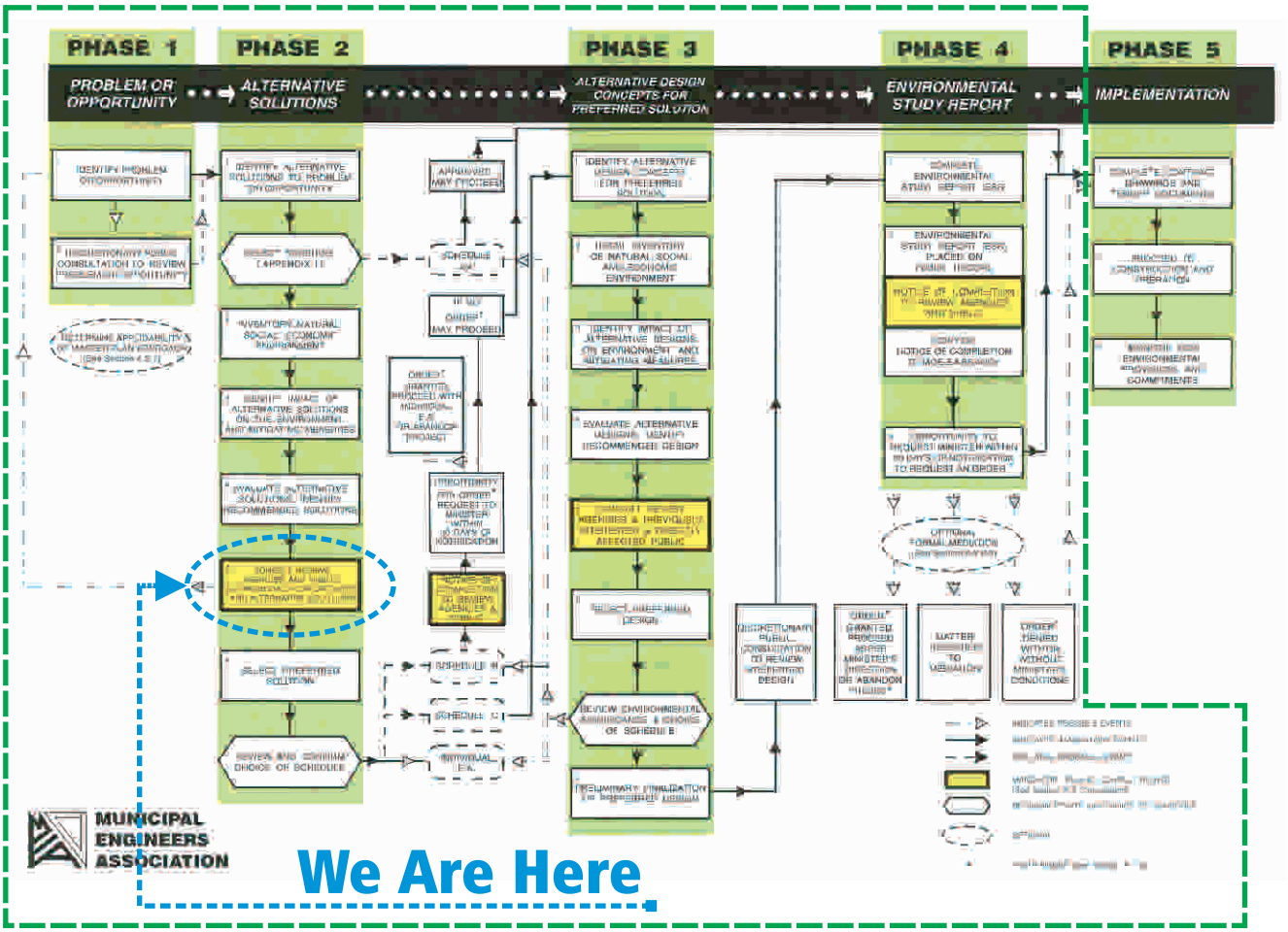
- Provide input relevant to the collection of background information for the study area
- Identify and discuss any issues/concerns
- Comment on alternative planning solutions and associated evaluation criteria

Municipal Class Environmental Assessment

Planning and Design Process

- Schedule 'C' undertaking.
- Includes Phases 1 to 4 (Currently in Phase 2)

Municipal Class EA Planning and Design Process



Study Background

- Halton Region has initiated this Class EA study for Derry Road (Regional Road 7) to meet the requirements under the Environmental Assessment Act for the anticipated road improvements in the study area.

- As part of the Class EA process, the public and agencies will be provided with the opportunity to comment on the study findings throughout the various study phases.

Study Area

- The Study Area extends from Milburough Line to McNiven Road, a distance of about 1.4 km in length. Derry Road travels along the Municipal Boundary between the Town of Milton and the City of Burlington.
- The posted speed limit is 60 km/hr with STOP controlled intersections at Milburough Line and McNiven Road (All-way STOP control).
- The Derry Road corridor within the study area limits is functionally designated as a Major Arterial roadway with a two-lane rural road cross-section, no shoulders and drainage ditches.
- The existing right-of-way limit is about 20 metres with the ultimate right-of-way limit designated at 35 metres in the Regional Official Plan.

Study Timetable

Notice of Study Commencement Issued	October 2009
Technical Agencies Committee (TAC) Meeting No. 1	November 10, 2009
Public Information Centre No. 1	November 11, 2009
TAC Meeting No. 2 Public Information Centre No. 2	Winter 2010
File Environmental Study Report	Spring 2010

The Need for Road Improvements

- Derry Road is a major east-west arterial road traveling along the municipal boundary between the Town of Milton to the north and the City of Burlington to the south. The western terminus of Derry Road meets Milburough Line at the City of Hamilton municipal boundary. Traveling easterly, Derry Road continues toward 407 ETR and into the Regional Municipality of Peel.

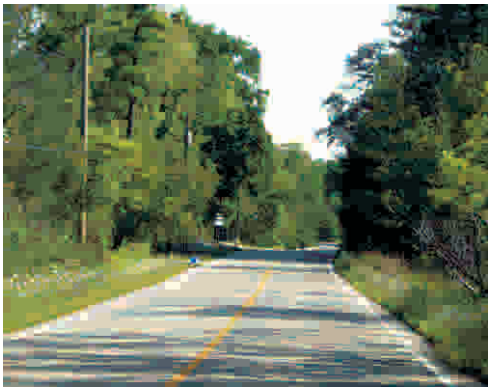
- The need for improvements is also attributed to potential structural and capacity deficiencies and the need to provide improvements to the roadway geometrics and cross-section.

Key Considerations and Issues

There are a range of key considerations and issues that will be addressed through the Class EA process for this study as follows:

Transportation

- Integration with Overall Transportation Network
- Existing Operational Issues
- Future Corridor Travel Demands
- Access Requirements
- Roadway Cross-section Considerations
- Alternate/Active Transportation Modes
- Safety



Structural

- Pavement Conditions
- Watercourse Culverts

Natural Environment

- Provincially Significant Wetlands
- Woodlands
- Creek Crossings
- Drainage and Stormwater Management
- Provincial Greenbelt Plan

Adjacent and Existing/Future Land Uses

- Residential, Commercial, and Rural
- Escarpment Rural Area
- Greenlands Area
- Future Land Use Considerations

Cultural and Social Environment

- Built Heritage Features
- Archaeology Features
- Noise Impacts

Utilities

Existing Conditions: Transportation

- Derry Road carries approximately 3,250 vehicles per day.
- Two-way traffic volumes between Milburough Line and McNiven Road range from 300 to 380 vehicles per hour during the weekday AM and PM peak periods, respectively.
- Commercial and heavy vehicles represent about 3.0% of the total traffic on Derry Road during a typical weekday and 1.0% to 2.0% of the total traffic during the weekday AM and PM peak periods, respectively.
- Currently, traffic operations at both unsignalized intersections will operate at good levels of service (LOS 'A' to 'B') during the weekday AM and PM peak periods.
- The Derry Road intersections and roadway corridor are functioning normally from a safety perspective in comparison to other similar Regional road intersections and corridors. Some opportunities exist to enhance safety within the corridor through the improvement of the roadway geometrics and cross-section.

Existing Conditions: Socio-Economic Environment

Official Plans

- The study area lies within the Halton Region, Town of Milton, and City of Burlington Official Plan Areas.

Land Use

Province of Ontario

For the most part, the areas north of Derry Road beyond the study area are designated by the Province of Ontario as "Greenbelt Plan Protected Countyside Area".

Halton Region

The areas adjacent to the Derry Road study area include natural heritage system features designated as "Agricultural Rural Area", "Key Features within Natural Heritage System", and "Remaining Natural Heritage System". Derry Road traverses through an identified "Mineral Resource Area" and "Prime Agricultural Area".

Town of Milton

The area north of Derry Road, adjacent to the study area, lies within the Town of Milton (Nelson Rural District). Land Use designations north of Derry Road include "Escarpment Rural Area" and "Greenlands A Area".

City of Burlington

The area south of Derry Road, adjacent to the study area, lies within the City of Burlington. The Kilbride Settlement Area is situated southeast of the study area, contained within rural lands. Land Use designations south of Derry Road include "Greenlands (Escarpment Plan Area)" and "Escarpment Rural Area".

Existing Conditions: Natural Environment

- The landscape adjacent to Derry Road, Millburough Line and McNiven Road includes active agricultural land uses along the southern portions of Derry Road with forested areas along the northern portion of the study area and a headwater tributary of Bronte Creek just south of McNiven Road.

- The natural areas along the northern portion of Derry Road are part of the Lowville-Bronte Creek Escarpment Valley and Extension and provides for connectivity to a much larger contiguous natural area.

Terrestrial Vegetation and Wildlife

Derry Road (northern area) - Lowville-Bronte Creek Escarpment Valley and Extension

- Identified as part of the Niagara Escarpment Plan Area.
- The natural vegetation communities include deciduous forest, mixed forest and mixed swamp vegetation communities.
- Cultural plantations and active agricultural lands are adjacent to the southern portions of Derry Road, as well as, scattered street trees and hedgerows.
- The dominant vegetation in this area is cattails, aquatic submergents and willow. The dominate trees in this area are Sugar Maple, Green Ash and Poplar with some American Elm and Black Walnut.
- Southwest along Derry Road, the dominant tree changes to White Pine with Sugar Maple regeneration. Further southwest, mature Red Oaks and Sugar Maples occur 1-3 metres from the roads edge adjacent to agriculture fields.
- The last 200 metres of the study area on the east side are planted Red Oak, White Pine, Maple and Cherry. On the west side small shrub hedgerow is present.
- Fish, tadpoles, and frogs were observed at Kilbride Creek and wetland east of Derry Road. No wildlife was observed.

Existing Conditions:
Natural Environment

Watercourses, Fisheries and Aquatic Habitat

- The Study area encompasses a portion of the Bronte Creek Watershed headwaters.
- The tributary that traverses beneath Derry Road is part of the Kilbride Creek subwatershed area, which travels south through the Lowville-Bronte Creek Escarpment Valley. The sub-straight is cobble and gravel with coarse woody debris over the channel.
- The watercourse drains from the Guelph Junction Woods and Extension located north of the study area which includes wetland areas and groundwater discharge.
- The watercourse supports a coldwater fishery, providing suitable spawning habitat for brook trout, brown trout and rainbow trout.
- Historical records indicate that watercourses in the study area have good general water quality with little impairment.

Existing Conditions: Other Environmental Features

Cultural Environment

- Stage1 Archaeological Assessment is currently underway to identify the potential areas of archeological significance.
- There are several buildings deemed to be cultural heritage resources within the study area located at:
  - 1094 Derry Road; City of Burlington
  - 6731 McNiven Road; City of Burlington;
  - 1521 Milburough Line; City of Hamilton; and
  - 1689 Derry Road; Town of Milton.

Other Features

Existing Pavement Conditions

- The condition of the pavement was assessed to be in fair condition with localized poor areas. The ride quality was considered to be fair with few to intermittent bumps and depressions.

Stormwater Drainage

- Stormwater drainage is primarily accommodated by roadside ditches or drains directly from the road surface to the adjacent lands and through smaller culverts to local tributaries.

Existing Utilities

- There are a number of existing utilities within the study area including hydro, bell and gas.

Problem Statement and Alternative Planning Solutions

"As presently configured, Derry Road (Regional Road 7) has a number of existing structural, geometric and roadway cross-section deficiencies which can be improved to increase overall safety, capacity, and roadside drainage"

A number of alternative planning solutions have been developed to address the problem as follows:

Planning Alternatives Being Considered	Initial Screening of Planning Alternatives
Do Nothing	Carried forward for comparison purposes only
Improve other roadways	Identified in the Halton Transportation Master Plan
Limit future development	Not carried forward
Use of travel demand management measures	Carried forward as part of the overall transportation strategy
Implement localized intersection and/or traffic control improvements	Carried forward as part of the solution
Implement geometric roadway improvements to improve safety (e.g., horizontal and vertical alignments and roadway cross-section elements)	Carried forward as part of the solution
Pavement resurfacing, rehabilitation, repair and/or reconstruction	Carried forward as part of the solution
Improvements to existing drainage culverts and ditches	Carried forward as part of the solution
Combination of roadway improvement alternatives and other supporting measures	Preferred Alternative Planning Solution

Future Conditions: Transportation

- Two-way traffic volumes between Milburough Line and McNiven Road are anticipated to range from 430 to 540 vehicles per hour during the 2021 weekday AM and PM peak periods, respectively.

- Traffic operations at the Derry Road/Milburough Line intersection are expected to operate at LOS 'B' and LOS 'C' during the 2021 weekday AM and PM peak periods, respectively.

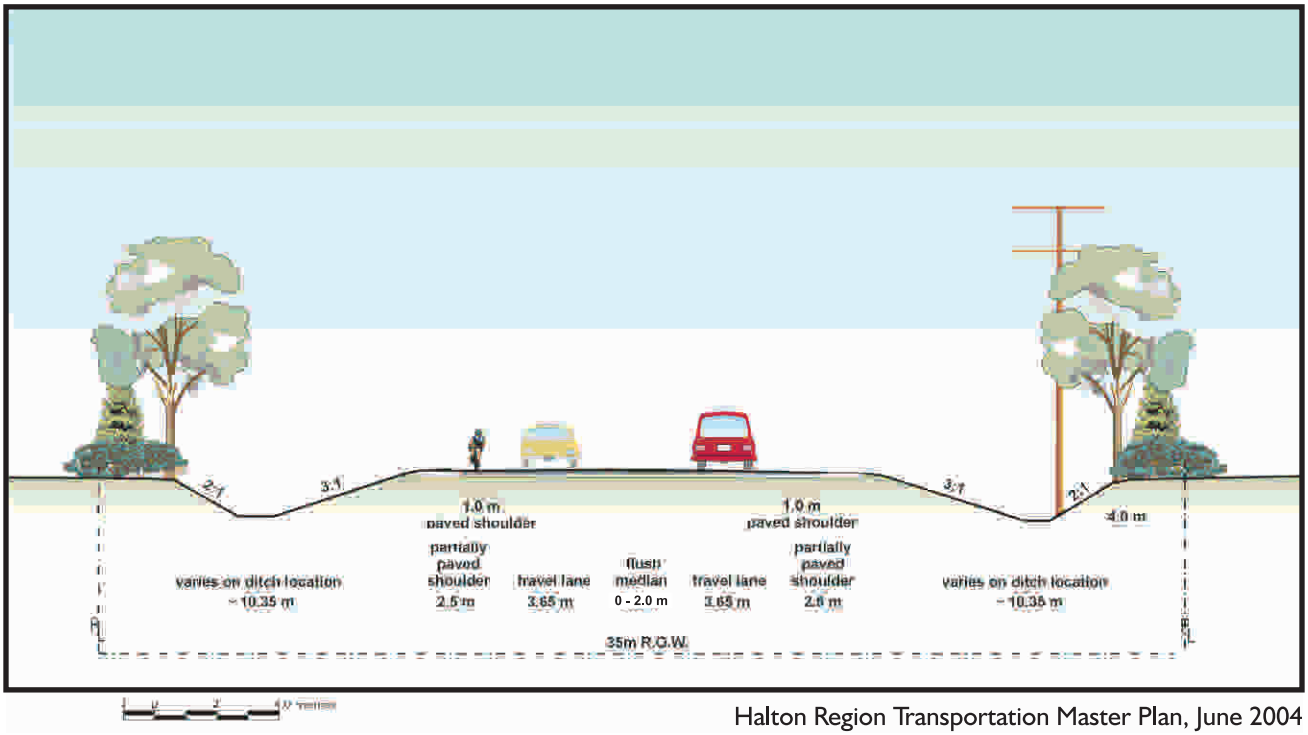
- Traffic operations at the Derry Road/McNiven Road intersection are expected to operate at LOS 'B' and LOS 'C' during the 2021 weekday AM and PM peak periods, respectively.

Derry Road at Milburough Line

Derry Road at McNiven Road

Future Conditions:
Roadway Right-of-Way

2-Lane Rural Road



Halton Region Transportation Master Plan, June 2004

Existing Derry Road Cross-section

Proposed Evaluation Factors

Technical:

Capacity and Level of Service

Safety

Access

Active Transportation (e.g., Pedestrians and Cyclists)

Geometric Standards

Structural (i.e. Pavement)

Utility Relocations

Construction and Property Costs

Construction Staging

Natural Environment:

Effects on Vegetation

Effects on Wildlife

Effects on Aquatic Ecology

Stormwater Management

Effects on Groundwater Resources

Socio-Economic Environment:

Land Use

Effects on Official Plans and other planning initiatives (e.g., Greenbelt Plan and Niagara Escarpment Plan)

Effects on business access/operations

Effects on residential and rural land uses

Potential property requirements

Noise and vibration effects

Aesthetics

Emergency access

Cultural Environment:

Effects on Built Heritage Features

Effects on Archaeological Resources

Next Steps

After PIC No. 1, the Study Team will take into account the information provided by the public and agencies and continue to:

- Review study findings in light of comments received
- Complete environmental inventories
- Develop alternative design concepts based on the recommended Alternative Solution
- Hold second TAC meeting, meet with stakeholders as required, and conduct PIC No. 2 in Winter 2010
- Review the preferred alternative design concept in light of comments received and confirm/modify as required
- Document the study findings in the Environmental Study Report (ESR) and file the public Notice of Completion for a 30-day Public Review Period in Spring 2010

Thank you for attending!

http://www.halton.ca/ppw/roads/

Derry Road (Regional Road 7)
Transportation Corridor Improvements

Milburough Line (Regional Road 24) to McNiven Road
Halton Region, City of Burlington and Town of Milton

Class Environmental Assessment

COMMENT SHEET
Public Information Centre No. 1

The Project Team would appreciate any comments that you might whish to provide related to the materials presented at the first PIC for Derry Road (Regional Road 7) Transportation Corridor Improvements, or in regards to any other issues which you feel are relevant to this study.

Please either deposit your comment sheet(s) in the Comment Box provided, or mail/fax/e-mail your comment sheet to either of the following addresses by **December 4, 2009**.

Mr. David Lukezic, MCIP, RPP
Project Manager
Halton Region
1151 Bronte Road
Oakville, ON L6M 3L1
Phone: 905-825-6000 ext. 7213
Fax: 905-825-8822
Email: david.lukezic@halton.ca

Mr. Rick Hein, P.Eng., PTOE, AVS
Project Manager
R and R Associates Inc.
600 Ontario Street, P.O. Box 28058
St. Catharines, ON L2N 7P8
Phone: 905-937-1708
Fax: 905-937-4384
Email: RHein@RandR-Associates.com

Please check here if a response is not required: ❒

COMMENTS:

Halton Region and R and R Associates thank you for your involvement in this Class Environmental Assessment. Comments and information regarding this study are being collected to assist the Region in meeting the requirements of the Environmental Assessment Act. With the exception of personal information, all comments will be included in the Environmental Study Report and will become part of the public record.

Preferred method of correspondence: **Regular Mail:** ❒ **E-mail:** ❒

NAME: _____

ADDRESS: _____

POSTAL CODE: _____

E-MAIL: _____

PIC Attendance Record

Derry Road (Regional Road 7) Transportation Corridor Improvements
Milburough Line (Regional Road 24) to McNiven Road
City of Burlington and Town of Milton

Public Information Centre No. 1

November 11, 2009 at 6:30 p.m.
Kilbride Public School, 6611 Panton Street, Burlington, Ontario

PIC Attendance Record

Derry Road (Regional Road 7) Transportation Corridor Improvements
Milburough Line (Regional Road 24) to McNiven Road
City of Burlington and Town of Milton

Public Information Centre No. 1
November 11, 2009 at 6:30 p.m.
Kilbride Public School, 6611 Panton Street, Burlington, Ontario

Name	Mailing Address	Telephone & E-mail
NELLA HIRST	P.O BOX 1070, BURLINGTON	416 527 1101
BOJAN SIFRER	5483 CEDAR SPRINGS RD	905 331 2946
JAYNE MUNRO	1094 Derry Rd.	(9) 319-3001
DEBI & DAVE SALIBA	975 Derry Rd.	905 875-4285
JOE + HELEN ELLERSDORFER	1215 DERRY RD	905-878-2712

Personal information on this form is collected pursuant to the Planning Act, R.S.O. 1990, c. P.13, the Municipal Act, 2001, S.O. 2001, c.25 and will be used for future contact in relation to the Derry Road (Regional Road 7) Transportation Corridor Improvements. Questions about the collection of your information should be addressed to Mr. David Lukezic, MCIP, RPP, Project Manager, Halton Region, 1151 Bronte Road, Oakville, ON L6M 3L1.

PIC Attendance Record

Derry Road (Regional Road 7) Transportation Corridor Improvements
Milburough Line (Regional Road 24) to McNiven Road
City of Burlington and Town of Milton

Public Information Centre No. 1
November 11, 2009 at 6:30 p.m.
Kilbride Public School, 6611 Panton Street, Burlington, Ontario

Name	Mailing Address	Telephone & E-mail
LEN & ELLEN LIONS	6780 McNIVEN RD RR3 CAMPBELLVILLE L0P 1B0	905-335-1805
GERALDINE HESKETH	6781 McNIVEN RD KILBRIDE L0P 1G0	905 335 4577
Susan & Gord Kaylor	1200 Derry Rd RR#3 Campbellville ON	905-331-0859
Mandy Watson	7010 McNiven Rd.	905 693 8775

Personal information on this form is collected pursuant to the Planning Act, R.S.O. 1990, c. P.13, the Municipal Act, 2001, S.O. 2001, c.25 and will be used for future contact in relation to the Derry Road (Regional Road 7) Transportation Corridor Improvements. Questions about the collection of your information should be addressed to Mr. David Lukezic, MCIP, RPP, Project Manager, Halton Region, 1151 Bronte Road, Oakville, ON L6M 3L1.

From: Gord Kaylor [mailto:deersprings@xplornet.com]
Sent: Friday, December 04, 2009 2:23 PM
To: Lukezic, David
Subject: Derry Rd. Transportation Corridor Improvements

Susan Kramer
1200 Derry Rd. RR#3
Campbellville ON
L0P 1B0
deersprings@xplornet.com

"Calling noise a nuisance is like calling smog an inconvenience."
Dr. William Stewart, former surgeon general of the United States.

Dear Sir,

Two questions the stake holders appeared to have during the Public Information meeting on Wednesday November 11, 2009, were one: Why is the money being wasted to improve a road that was so recently improved and two: the traffic on the road is already negatively affecting our quality of life. Will anything be done to reduce the noise level that is already present and will probably increase with road improvements?

First: You questioned in the meeting whether I would tell my neighbours when I remodel my basement. No I wouldn't but any person buying the property would want to know when the work was done particularly if it affected the structure of the building in any way. Ontario took over the control of this part of Derry Rd. from Burlington, would it not have been prudent to find out when the latest improvements were made and what exactly had been done?

Second: Burlington improved this section of Derry Rd. in order to reduce the traffic through Kilbride. Traffic calming measures were put in place on Kilbride Street so that the trucks and cars would be more likely to detour onto Derry Rd. Since then the number of trucks and cars increased dramatically in part because Derry Rd. went from a 1.5 lane country road to a 2 lane road. Safer, so that cars and trucks could increase could increase their speed making it a better choice. They could also pass slower vehicles. Trucks were also no longer supposed to travel on the northern part of Cedar Springs road.

I believe that the results of any sound study would be dependent on the weather, the date and the time. When the quarry is able to load trucks and the gravel is being used for construction the number of trucks increases dramatically as Cedar Springs is no longer an alternative. This causes a lot of noise as they can be heard already from quite far away. They are going from possibly a dead stop uphill and accelerating the entire way.

I would like a response to this e-mail to confirm that it was received. I would also like a copy of the sound study with details on time, date and location. Noise affects us all even if we think that we are able to ignore it. It also affects nature as does the exhaust from cars and trucks. Will there be any measures taken to mitigate the impact of noise? I noticed that the impact of noise appears last in the list of key considerations and that transportation is at the top. Where is

Derry Rd. supposed to lead? Has Carlisle been taken into consideration? What alternate transportation modes are foreseen?

Susan Kramer

PS: It’s amazing how the photos of Derry Rd. show only the road and no cars or trucks.

December 18, 2009

1200 Derry Road, RR 3
Campbellville, Ontario L0P 1B0

Attention: **Mrs. Susan Kramer**

Re: **Derry Road (Regional Road 7) Transportation Corridor Improvements**
Milburough Line (Regional Road 24) to McNiven Road
Class Environmental Assessment Study
City of Burlington and Town of Milton, Regional Municipality of Halton

Dear Ms. Kramer:

Thank you for your e-mail correspondence of December 4, 2009 relating to the Derry Road (Regional Road 7) Transportation Corridor Improvements Class Environmental Assessment (Class EA Study). We have reviewed your comments and have the following responses to your questions:

Need for Roadway Improvements

The purpose of this Class EA study is to undertake an assessment of the need for transportation corridor improvements (to 2021) for the Derry Road (Regional Road 7) corridor, within the limits of the study area. The study will identify a preferred solution that will address these needs in accordance with the Municipal Class Environmental Assessment process (October 2000, as amended 2007).

The need for roadway improvements within the Derry Road corridor was first identified in the Region's Development Charge Transportation Background Study Update (2007) – Final Report, completed by Dillon Consulting (December 2007). This report identified the need to complete a Class Environmental Assessment Study to review transportation requirements for the corridor. Specifically, the need for improvements included potential structural deficiencies and the need to provide improvements to the roadway geometrics.

The City of Burlington rehabilitated Derry Road from Milburough Line to Twiss Road approximately ten years ago, upgrading the roadway to City standards with 3.30 metre lane widths with variable shoulders (0.2 to 0.5 metres wide). In 2006, the Region completed full-depth road repairs and slope stabilization for a problematic section of Derry Road from McNiven Road to approximately 120 metres west, to address ongoing issues adjacent to a tributary of Bronte Creek. As a roadway under the jurisdiction of Halton Region the need to address structural improvements related to the roadway geometrics, cross-section, drainage, and safety have been identified as noted.

Noise Analysis

For a new or widened road, an assessment of potential noise impacts is required. The assessment is done in accordance with the Ontario Ministry of Transportation (MTO) / Ministry of the Environment (MOE) Noise Protocol.

In order to determine a potential noise impact, the Protocol requires that a comparison be made between projected noise levels for the "do nothing" alternative 10 years after the completion of construction and the projected noise levels with the proposed undertaking in place. The significance of the noise impact is then calculated by comparing these two sound levels. The assessment is done at the outdoor living area (typically backyards) of each Noise Sensitive Area (NSA).

If noise mitigation is provided (i.e. noise increase greater than 5 dBA), noise control measures are to be designed to achieve levels as close to, or lower than, the objective of 55 dBA or pre-construction ambient noise levels as is technically, economically or administratively feasible. Noise control measures, where applied, should be cost effective and achieve a minimum attenuation of 5 dBA.

Once the preferred design concept has been identified, a detailed noise analysis will be undertaken. The noise analysis will be presented at the second Public Information Centre (PIC) currently scheduled for Winter 2010.

Heavy Vehicles and Major Arterial Roadway Classifications

The volume of commercial and heavy vehicles on Derry Road, as noted at the PIC, represents approximately three percent of the total traffic during a typical weekday (24-hour) period. Presently, there is a truck load restriction on the roadway, limiting trucks to five tonnes per axle from March 1 to April 30 each year. Load restrictions apply on Regional Roads when conditions are not appropriate to support heavy loads. Derry Road is classified as a major arterial as identified in the Region's Official Plan and its function is to serve all types of traffic, including trucks.

If you have any questions regarding this letter please do not hesitate to contact me.

Regards,

David Lukezic, MCIP, RPP
Transportation Planner
Public Works
Transportation Services
Regional Municipality of Halton
Ph: (905) 825-6000 ext.7213
Fax: (905) 825-8822
david.lukezic@halton.ca

TITLE:	Derry Road Transportation Corridor Improvements Class Environmental Assessment
FILE:	RR-09-019
TIME/DATE:	November 11, 2009 at 6:30 p.m.
LOCATION:	Kilbride Public School, 6611 Panton Street, Burlington, Ontario
PURPOSE:	Public Information Centre No. 1
ATTENDEES:	JR – Halton Region DL – Halton Region RH – R and R Associates DS – R and R Associates RG – R and R Associates

Item No.	Description

The first of two scheduled Public Information Centres for the Derry Road Transportation Corridor Improvements Class Environmental Assessment Study was held on November 11, 2009 with a Drop-in Session beginning at 6:30 p.m. and a formal Presentation at 7:00 p.m. RH conducted the formal presentation, responding to questions from the public attending the meeting throughout and subsequent to the presentation. The following summarizes the discussions during the presentation phase of the PIC:

1. **Question:** Why did the Halton Region decide to upgrade this section of road?
JR: This portion of Derry Road was previously under the City of Burlington jurisdiction. This road became a regional road on January 1, 2004. The Region identified this road section due to narrow/lack of paved shoulders and the watercourse feature west of McNiven Road.

2. **Question:** Who decided that this road was a major arterial road and you realize that the truck traffic is destroying the road?
JR: This road connects from the boundary of the City of Hamilton to the Region of Peel and intersects with Highway 407. All Regional Roads, including Derry Road are classified as main arterial roadways as outlined in the Region's Official Plan.
RH: The study team appreciates the public bringing forward information about the truck issue. Obviously, truck enforcement is an issue and the Project Team will take truck traffic into consideration as the study proceeds.

3. **Question:** The road was reconstructed 10 years ago. Were the safety issues not addressed at that time?
RH: The road was reconstructed by the City of Burlington to their standards, which are not the same standards as those required for Regional roads. As part of this Class EA, the Project Team will be reviewing safety issues within the corridor along with a range of other issues such as roadway geometrics and cross-section standards to ensure the roadway meets Regional requirements.

4. **Question:** What is the width of the Regional road allowance for this road?

Item No.	Description
	RH: The road allowance width for this section of Derry Road is 35 metres based on the Halton Transportation Master Plan. The existing road allowance varies from approximately 20 to 26 metres. **JR**: The 35 metre road allowance is a theoretical width. The actual property requirements will depend on the design of the road.
5.	**Question:** Who maintains the road allowance? **JR:** The Region follows the provincial minimum maintenance standards for Regional roads. If there is a maintenance issue, the public should be contacting the Region to let them know.
6.	**Question:** Why did the surveyors collect information up to the homes on private property? **DS**: The road allowance cannot be designed without considering the impact on adjacent properties. Therefore, the survey information is collected on private properties to ensure that the proposed road design will have minimum or no impact to those properties.
7.	**Question:** What is the budget for this project? **JR**: The budget is approximately $2.6 million which is a benchmark estimate. The budget will be refined through this EA process.
8.	**Question:** We think the truck volumes are too low. **RH**: The volume of trucks shown in the presentation is the number observed on the day the traffic counts were completed. The number represents average truck volumes on an average day during a typical week.
9.	**Question:** Where is the truck traffic originating? **DL**: A traffic origin-destination study was not part of this project. **RH:** The origin of the truck traffic is not the issue; the issue is that the trucks are using the road. As stated before, this is an enforcement issue.
10.	**Question:** What is a [Transportation] Master Plan? **RH**: A Transportation Master Plan reviews all the Region roads and forecasts anticipated growth such as population and employment within the Region to determine required improvements. From the Transportation Master Plan, a list of projects is developed and prioritized. Then an environmental assessment is completed for each project where required.
11.	**Question**: How was this study impacted by the Niagara – N-GTA corridor? **JR**: This will be considered in the Transportation Master Plan Update commencing shortly, as it was not part of the previous Transportation Master Plan (completed in 2004). **DL**: The N-GTA Corridor EA is being undertaken by MTO and the alignment of the corridor has not been determined at this time.
12.	**Question**: Why was the public not informed when this road became a Regional road? **RH**: This was an Ontario Provincial initiative and therefore would require a province wide notification. There were ads placed in newspapers to inform the

Item No.	Description
	general public.
13.	**Question:** Will any noise impacts be investigated? **RH**: A noise evaluation is being completed. The noise assessment will include the placement of noise receptors or sensors within the study area to determine the noise levels and potential impacts. Depending on the noise levels, different options can be considered for mitigating the impacts.
14.	**Question**: Why is the section of Derry Road between Twiss Road and McNiven Road not a priority? **RH**: Roadway sections are identified in order of priority through the Transportation Master Planning process. Other sections of Derry Road are anticipated to be identified for improvement in the future.
15.	**Question**: How can you address this section of the road by the culvert when the space is so limited? **RH**: A variety of options will be considered at this location including retaining walls and culverts to minimize any impacts.
16.	**Question:** The drainage was addressed by the City of Burlington. Why are you looking at it again? **RH:** The drainage must be looked at on an area-wide basis, including roadside ditches and stormwater management requirements. The previous road reconstruction may have only addressed local drainage issues.
17.	**Question:** If the road is safer, won't more people use it? **RH:** The road traffic will increase over time irregardless due to increasing background traffic over time; making it safer will not increase traffic volumes. The road capacity will remain the same as the roadway will remain a two-lane road with the same volume carrying capacity.
18.	**Question:** Are any Council members coming to the meeting? **JR:** Councilor Taylor previously sent regrets that he would be unable to attend the meeting.

The meeting was adjourned at 8:55 p.m.

These meeting notes were prepared by Darrell Smith and are based on an interpretation of the business discussed during the meeting. If there are any errors or omissions, please contact Darrell Smith at *DSmith@RandR-Associates.com* to clarify.

Darrell Smith, P.Eng.
R and R Associates Inc.