APPENDIX E

Public Information Centre No. 2

PUBLIC INFORMATION CENTRE #2
CLASS ENVIRONMENTAL ASSESSMENT STUDY

Derry Road (Regional Road 7) Transportation Corridor Improvements
Milburough Line (Regional Road 24) to McNiven Road,
City of Burlington/Town of Milton
PR-2598A

Study

Halton Region has initiated a Class Environmental Assessment (Class EA) study to consider a wide range of options for road improvements along the Derry Road corridor from Milburough Line (Regional Road 24) to McNiven Road. In order to best address operational deficiencies along Derry Road, a number of road improvement alternatives have been 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

The First Public Information Centre (PIC) was held on November 11th, 2009. Thereafter, the preferred alternative was determined taking into consideration the problem being addressed, alternate solutions, environmental effects and comments that were received from the Local municipalities, regulatory agencies and the public. The preferred alternative includes a number of structural, geometric and roadway cross-section improvements.

A second Public Information Centre has been arranged to review the preliminary preferred alternative and receive public comments. Following the PIC, the preliminary preferred alternative will be reviewed in consideration of comments received to determine whether the preferred alternative can be confirmed or should be modified.

This PIC will provide an opportunity for you to review the preliminary preferred alternative, provide comments and discuss concerns you may have with representatives from Halton Region and R and R Associates Ltd. The second PIC is scheduled for Tuesday, May 4th, 2010.

Public Information Centre #2

Date: Tuesday, May 4, 2010
Time: 6:30pm – Drop-in
7:00pm – Formal Presentation

Place: Kilbride Public School
6611 Panton Street
Burlington, Ontario

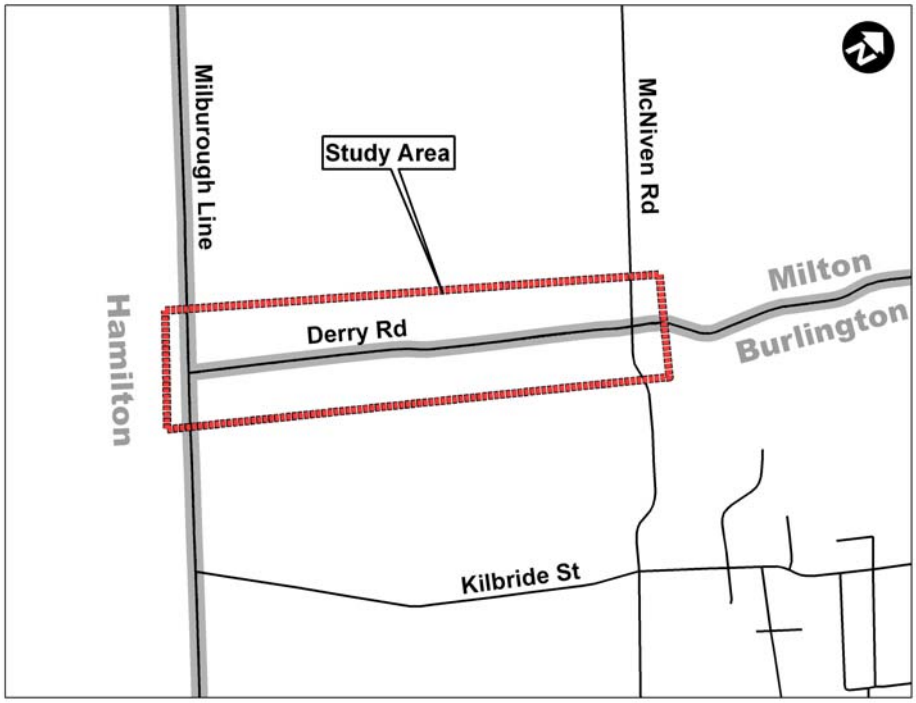
Comments

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 alternative. 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.
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 Ltd.
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

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



This notice first issued April 22, 2010.

Derry Road (Regional Road 7) Transportation Corridor Improvements

Class Environmental Assessment Study

Milburough Line (Regional Road 24) to McNiven Road

City of Burlington and Town of Milton

Public Information Centre No. 2

May 4, 2010

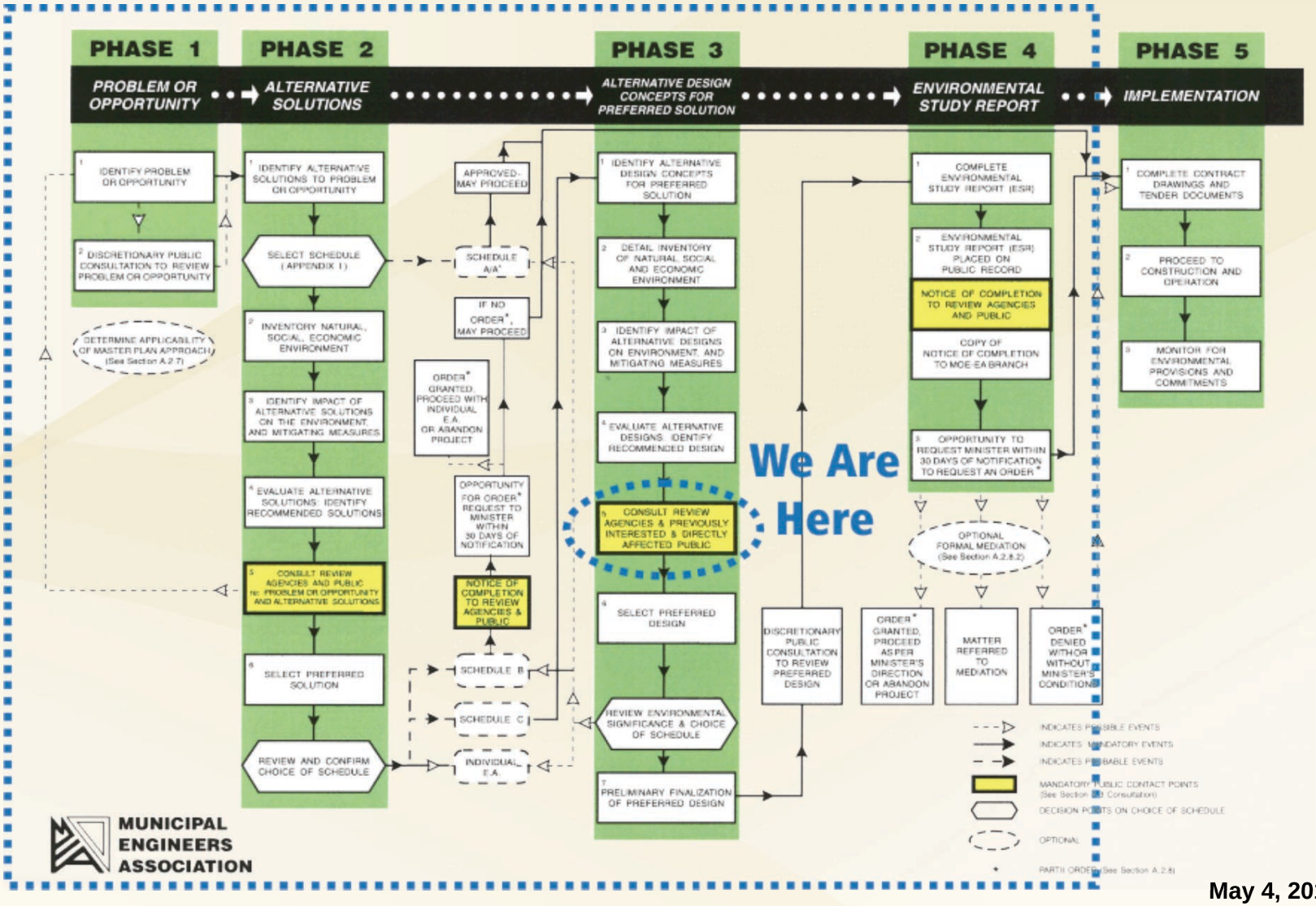
Purpose of Public Information Centre No. 2

- To provide the public with an overview of the study:
  - Process, Background and Timetable;
  - Problem/Opportunity being addressed;
  - Key Considerations and Issues;
  - Recommended Planning Solution;
  - Development and Evaluation of Alternative Design Concepts;
  - Preliminary Plan for the Preferred Alternative Design; and
  - Next Steps.
- Provide a forum and an opportunity for public input into the study

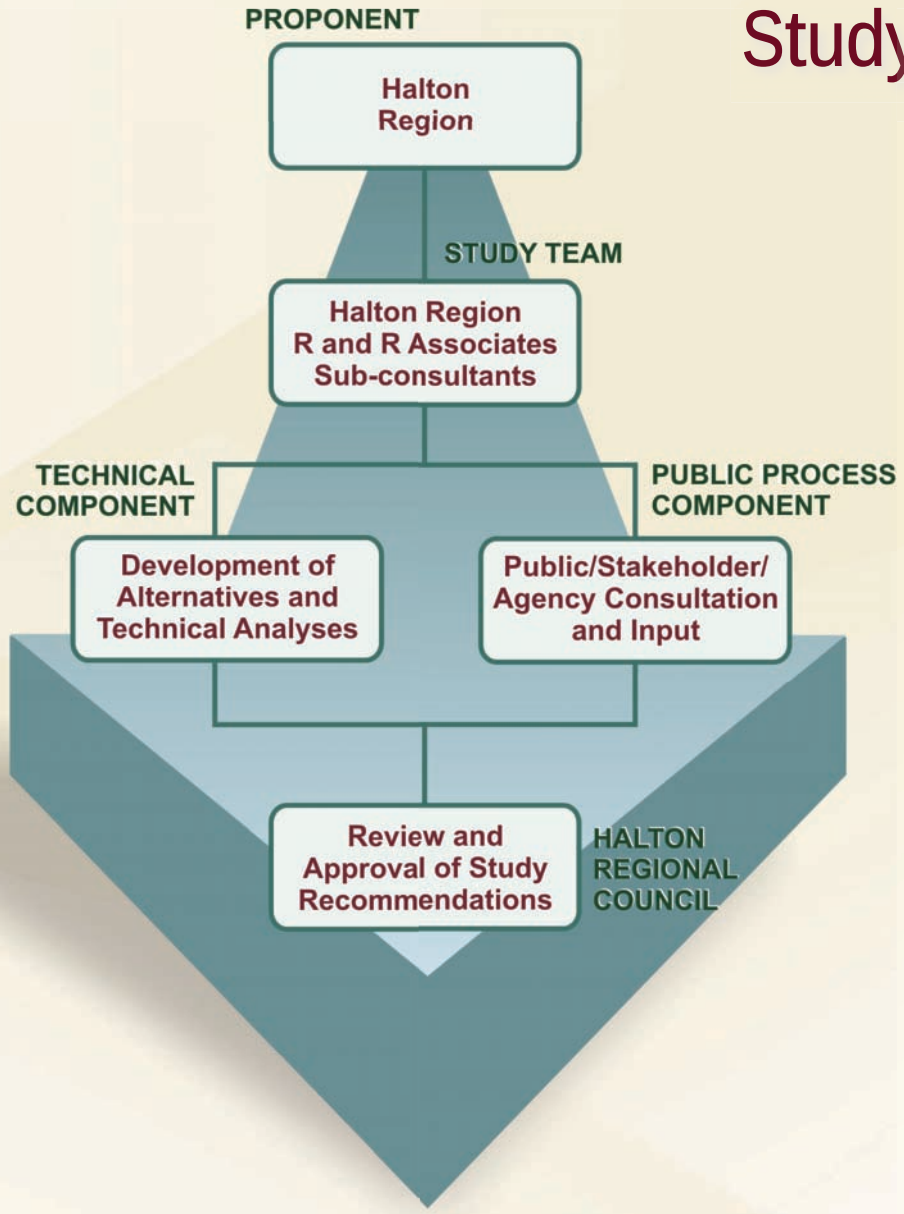
Study Process

- Municipal Class Environmental Assessment Planning and Design Process
  - Schedule ‘C’ Undertaking
  - Includes Phases 1 to 4 (Currently in Phase 3)
    - **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



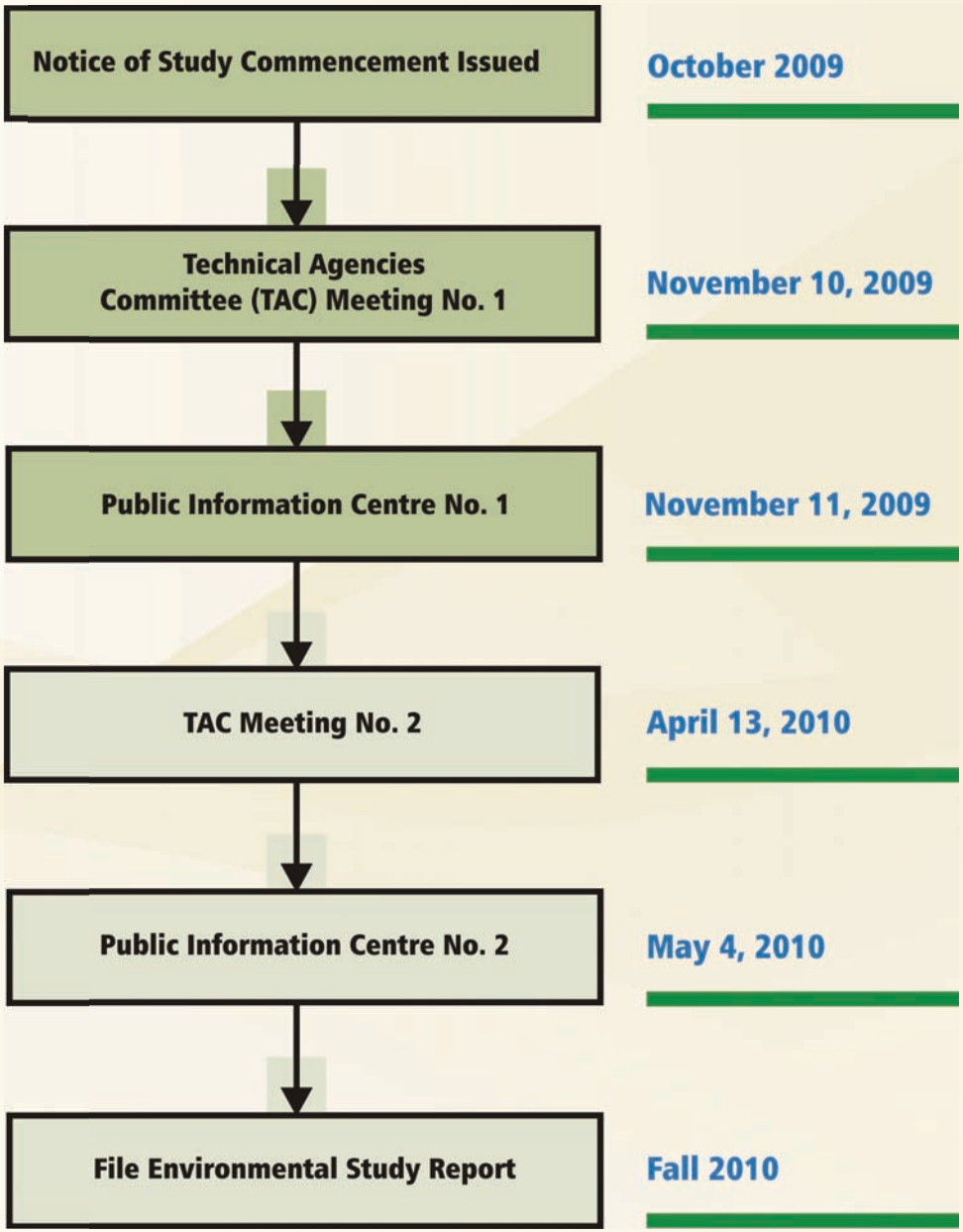
Study Background

- 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



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"

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**

Recommended Planning Solution

- The Recommended Planning Solution—**A Combination of Roadway Improvement and Other Supporting Measures**—includes the following:
  - Provide geometric roadway improvements, where feasible, including adjustments to the horizontal and vertical roadway alignment to meet prevailing standards;
  - Provide improvements to the roadway rural cross-section through adjustments to the travel lane widths, shoulder widths, and side slopes;
  - Improve the pavement structure of the roadway; and
  - Improve roadway and roadside drainage through enhancements to the road grades and profiles, replacement and/or addition of drainage culverts, and provision of proper roadside ditches.

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

Development of Alternative Design Concepts

- Roadway widening alternative design concepts were developed on the basis of the following:
  - Traffic Operations and Safety Review
  - Drainage and Stormwater Management Review
  - Natural Environment Assessment
  - Archaeological and Cultural Heritage Resource Assessment
  - Noise Impact Assessment
  - Geotechnical Investigation
  - Access and Right-of-Way considerations (existing and future)
  - Roadway Cross-section Elements
  - Impacts to Existing/Future Utilities
  - Impacts to Existing Residential/Commercial Properties
  - Coordination with the City of Burlington/Town of Milton
  - Construction Timing and Costs

Alternative Design Concepts

- Roadway improvement design concepts included various alternatives for the widening of the existing two lane cross-section to meet Regional standards. Generally, the improvement alternatives (maintaining a two lane cross-section) included the following:
  - **"Do Nothing"**
  - **Symmetrical widening about the existing roadway centreline**
  - **Symmetrical widening about the existing roadway right-of-way centreline**
- After undertaking a complete and thorough review and evaluation of the various alternatives in light of the study findings listed above, a combination of alternatives were selected to provide the *Preliminary Preferred Alternative Design Concept*.

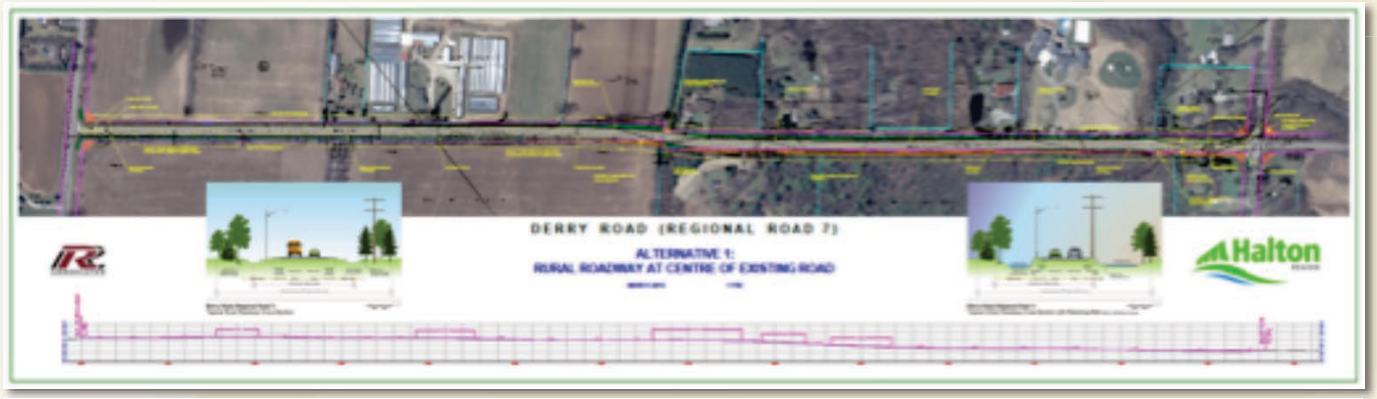
Alternative Design Concepts – Derry Road

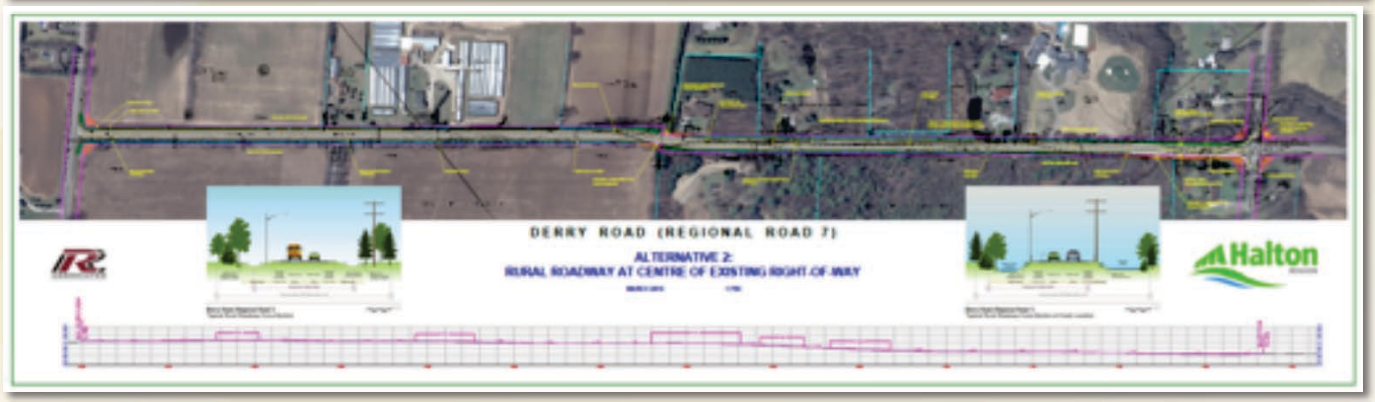
- **"Do Nothing" Alternative** – No improvements or changes would be made to solve the identified problem or opportunity—existing roadway remains in current state
- **Alternative 1** – **Maintain current horizontal roadway alignment**
  - 2-lane rural road cross-section
  - 3.65 metre lanes
  - 2.5 metre partially paved shoulders (1.0 metre is paved; 1.5 metres is granular)
- **Alternative 2** – **Centre roadway alignment within the existing right-of-way limits**
  - Provide horizontal curve radius of 250 metres at the S-bend
  - 2-lane rural road cross-section
  - 3.65 metre lanes
  - 2.5 metre partially paved shoulders (1.0 metre is paved; 1.5 metres is granular)
- **Alternative 3** – **Centre roadway alignment within the existing right-of-way limits**
  - Provide a tangent section to separate the S-bend with 250 metre horizontal curves
  - 2-lane rural road cross-section
  - 3.65 metre lanes
  - 2.5 metre partially paved shoulders (1.0 metre is paved; 1.5 metres is granular)

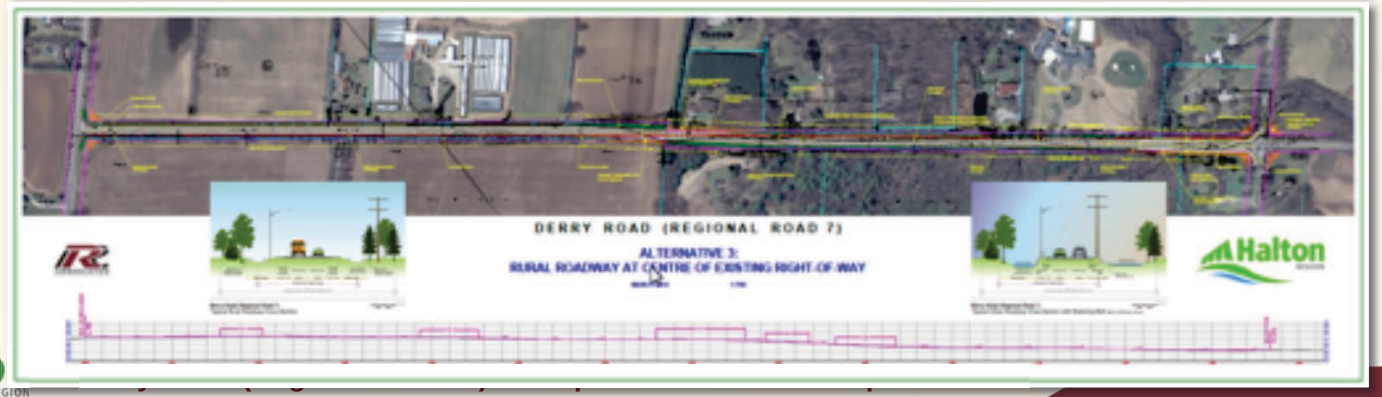
Alternative Design Concepts
Derry Road West of McNiven Road

- **Alternative 1-A**
  - A **rural** 2-lane road cross-section with 3.65 metre lanes and 1.0 metre partially paved shoulders
  - Guiderail protection and granular shoulder side slopes matching into the existing creek location
- **Alternative 1-B**
  - An **urban** 2-lane road cross-section with 3.65 metre lanes and 1.0 metre paved shoulders with curb and gutter
  - Guiderail protection and retaining walls

Discussion of Alternative Design Concepts







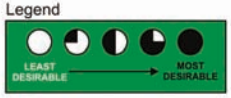
Evaluation of Alternative Design Concepts

- Each alternative design concept was evaluated against the Evaluation Criteria to determine potential environmental impacts for each alternative
- Based on the results of the evaluation, a ***Preliminary Preferred Design*** for implementing the preferred solution was established including the identification of appropriate mitigating measures

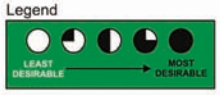
Net Effects Evaluations

1. The alternatives for Derry Road as a whole within the study area were evaluated (i.e. Alternatives 1, 2 and 3 and the "Do Nothing" alternative)
2. The alternatives for Derry Road west of McNiven Road were evaluated (i.e. Alternatives 1-A and 1-B)

Evaluation Matrix – Derry Road Mainline

Evaluation Categories	Evaluation Criteria	ALTERNATIVE DESIGN CONCEPTS (Derry Road Mainline)			
		"Do Nothing" Alternative	**Alternative 1**	**Alternative 2**	**Alternative 3**
		No improvements or changes would be made to solve the identified problem or opportunity—existing roadway remains in current state	Maintain current horizontal roadway alignment with a rural road cross-section including 3.65 metre lanes, 2.5 metre partially paved shoulders	Centre roadway alignment within the existing right-of-way limits and provide 250 metre radii at the S-bends while maintaining a rural road cross-section with 3.65 metre lanes, 2.5 metre partially paved shoulders	Centre roadway alignment within the existing right-of-way limits and provide a tangent section to separate the S-bends while maintaining a rural road cross-section with 3.65 metre lanes, 2.5 metre partially paved shoulders
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				
SUMMARY COMMENTS Legend 		• **Does not meet the objectives of the Problem Statement:** o No improvements to the structural adequacy of the roadway; o No improvements to the roadway geometrics and roadway cross-section (i.e. the current horizontal/vertical alignments and narrow 3.3 metre cross-section without shoulders will remain); o No overall improvements to safety including provisions for active transportation modes; and o No drainage improvements (i.e. current lack of roadside ditches, and in some cases, undersized culverts will remain)	• **Meets the objectives of the Problem Statement:** o Improves the structural adequacy of the roadway; o Improves the roadway geometrics and roadway cross-section (i.e. vertical alignment improvements, 3.65 metre lane widths, and 2.5 metre partially paved shoulders); o Improves the overall safety performance of the roadway including provisions for active transportation modes (wider lanes and shoulders) and shoulder refuge areas for vehicles; o Drainage improvements include defined roadside ditches and larger culverts; o Minor impacts to utilities; o Minimal impacts to the natural environment with no significant changes to the existing drainage pattern; and o Minor impacts anticipated for the Socio-economic and Cultural Environments	• **Meets the objectives of the Problem Statement:** o Improves the structural adequacy of the roadway; o Improves the roadway geometrics and roadway cross-section (i.e. vertical/horizontal alignment improvements, 3.65 metre lane widths, and 2.5 metre partially paved shoulders); o Improves the overall safety performance of the roadway including provisions for active transportation modes (wider lanes and shoulders) and shoulder refuge areas for vehicles; o Drainage improvements include defined roadside ditches and larger culverts; o Some impacts to the natural environment with no significant changes to the existing drainage pattern; o Greater impacts to existing utilities, residential properties, and higher construction cost; and o Greater impacts anticipated for the Natural, Socio-economic and Cultural Environments	• **Meets the objectives of the Problem Statement:** o Improvements to the structural adequacy of the roadway; o Improves the roadway geometrics and roadway cross-section (i.e. vertical/horizontal alignment improvements, 3.65 metre lane widths, and 2.5 metre partially paved shoulders); o Improves the overall safety performance of the roadway including provisions for active transportation modes (wider lanes and shoulders) and shoulder refuge areas for vehicles; o Drainage improvements include defined roadside ditches and larger culverts; o Greater impacts to the natural environment with no significant changes to the existing drainage pattern; o Greatest impacts to existing utilities, residential properties, and higher construction cost; and o Greatest impacts anticipated for the Natural, Socio-economic and Cultural Environments
RECOMMENDATION		Not Recommended	**RECOMMENDED**	Not Recommended	Not Recommended

Evaluation Matrix – West of McNiven Road

Evaluation Categories	Evaluation Criteria	ALTERNATIVE DESIGN CONCEPTS (West of McNiven Road; Adjacent to Bronte Creek)	
		Alternative 1-A	**Alternative 1-B**
		Provide a wider rural roadway cross-section including 3.65 metre lanes, 1.0 metre partially paved shoulders, guiderail protection, and granular shoulder side slopes matching into the existing creek location	Provide a wider urban roadway cross-section including 3.65 metre lanes, 1.0 metre paved shoulders with curb and gutter, guiderail protection, and retaining walls
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		
SUMMARY COMMENTS Legend 	• **Meets the objectives of the Problem Statement:** ○ Improves the structural adequacy of the roadway; ○ Improves the roadway cross-section (i.e. 3.65 metre lane widths, and 1.0 metre paved shoulders with toe of slope tie-in to creek area); ○ Improves the overall safety performance of the roadway including provisions for active transportation modes (wider lanes and shoulders; ○ Drainage improvements include larger culvert which also allows for improved fish passage; ○ Minor impacts to utilities; ○ Some impacts to the Natural Environment (i.e. creek area) with no significant changes to the existing drainage pattern; and ○ Minor impacts anticipated for the Socio-economic Environment with a small amount of additional property required to accommodate side slopes on south side of Derry Road	• **Meets the objectives of the Problem Statement:** ○ Improves the structural adequacy of the roadway; ○ Improves the roadway cross-section (i.e. 3.65 metre lane widths, and 1.0 metre paved shoulders with curb and gutter and retaining wall adjacent to creek area); ○ Improves the overall safety performance of the roadway including provisions for active transportation modes (wider lanes and shoulders; ○ Drainage improvements include larger culvert which also allows for improved fish passage; ○ Minor impacts to utilities; ○ Less impacts to the Natural Environment (i.e. creek area) with no significant changes to the existing drainage pattern; and ○ Minor impacts anticipated for the Socio-economic Environment with a small amount of additional property required to accommodate retaining wall on south side of Derry Road
RECOMMENDATION		Not Recommended	**RECOMMENDED**

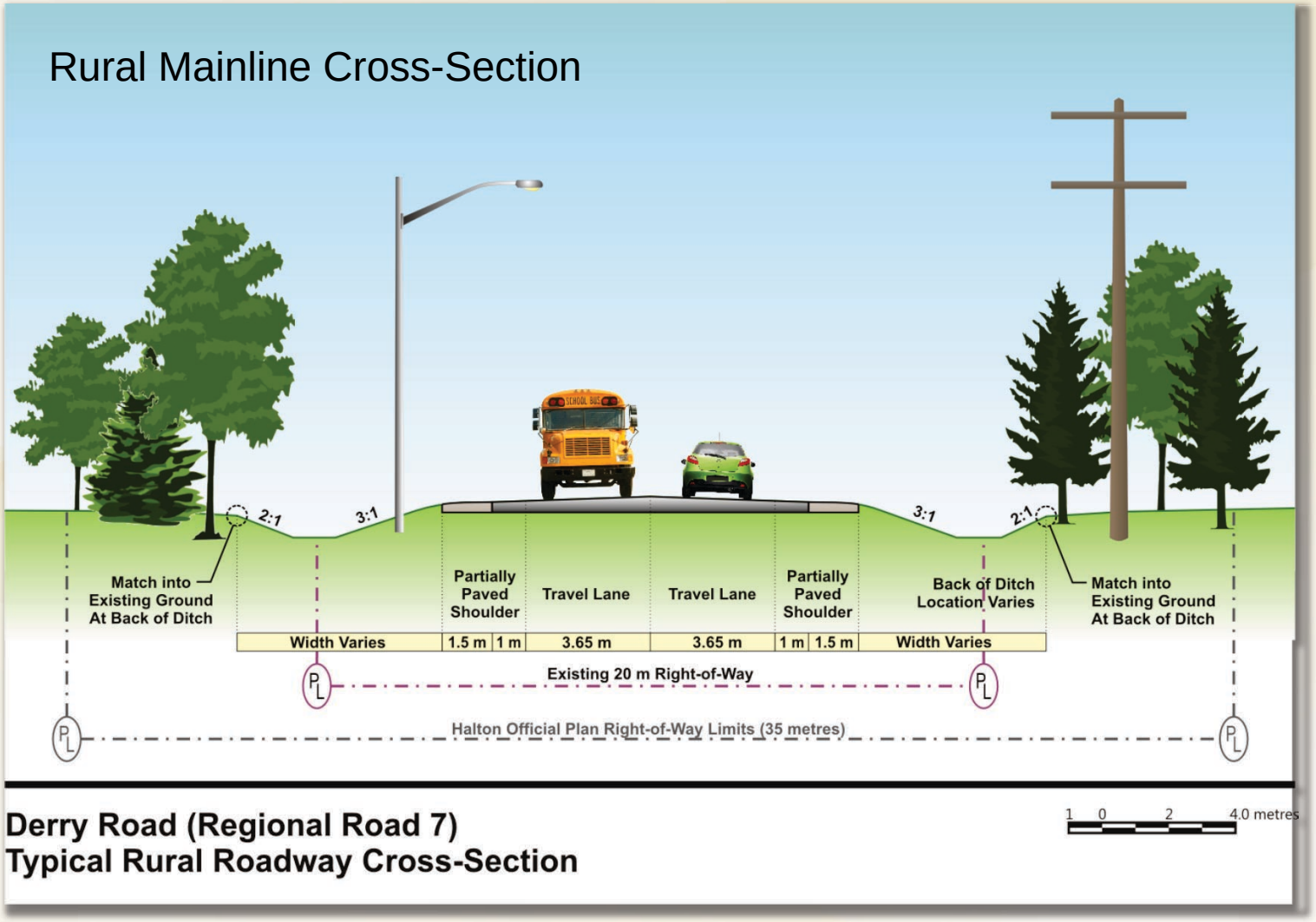
Preliminary Preferred Design – Key Features

- The cross-section of the Preliminary Preferred Design includes the following basic elements:
  - A combination of 2-lane rural and urban (just west of McNiven Road) cross-sections with 3.65 metre travel lanes throughout the length of the study area
  - 2.5 metre partially paved shoulders (1.0 metre paved) with formalized drainage ditches for the majority of the study area and1.0 metre paved shoulders with curb and gutter in the area west of McNiven Road
  - The construction of a retaining wall on both sides of Derry Road west of McNiven Road to minimize the impacts to the Bronte Creek tributary and the adjacent pond area
  - The future horizontal roadway alignment is maintained along the current centreline roadway alignment with vertical alignment improvements to prevailing standards to improve overall sight distance

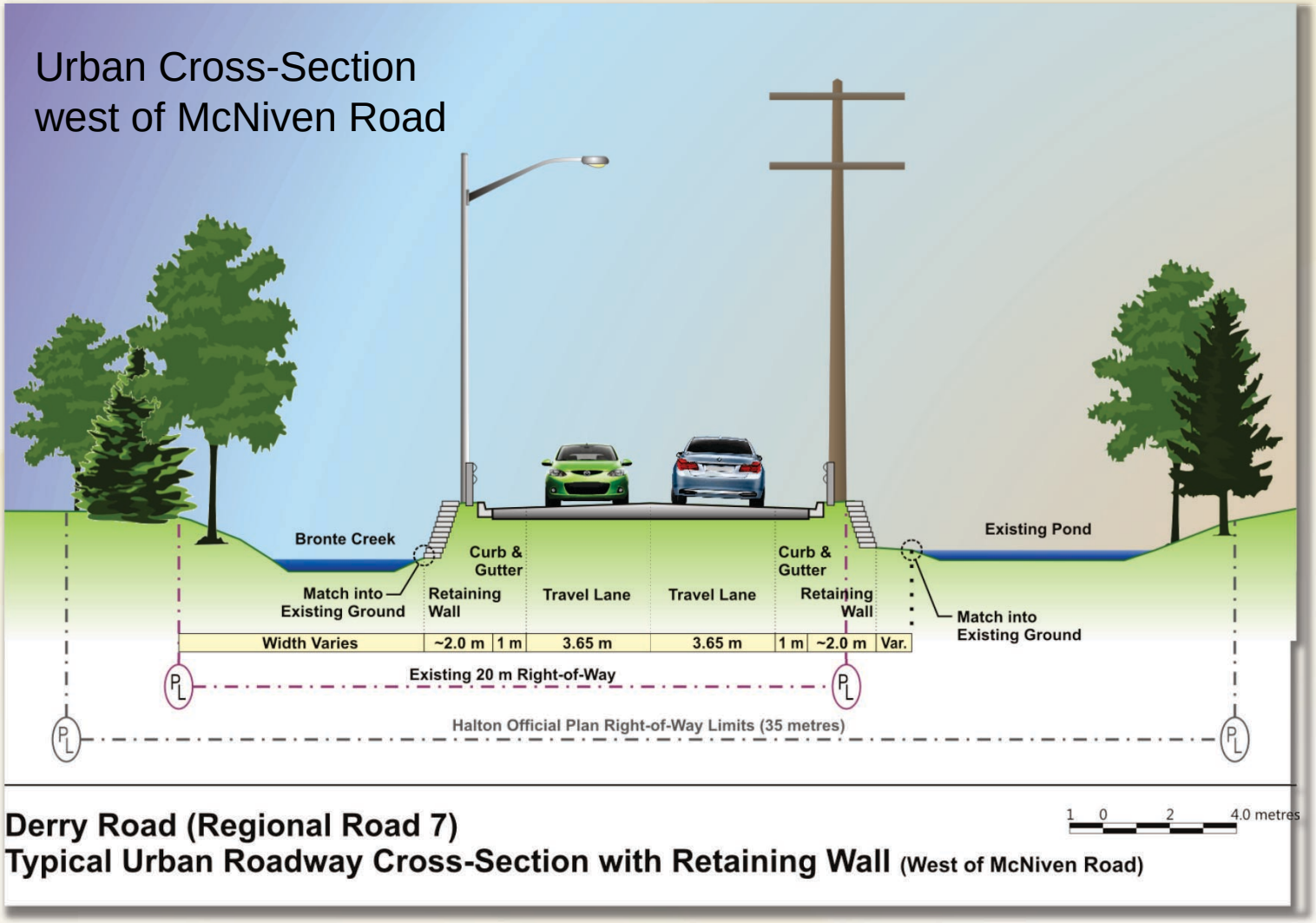
Preliminary Preferred Design – Key Features

- Provision of drainage culvert extensions and a larger culvert (1000 mm pipe) crossing at Derry Road west of McNiven road to improve drainage conditions and to provide improved passage for native fish species
- Minimal impacts to the overall Natural, Socio-Economic and Cultural Environments while meeting upgraded Regional standards

Preliminary Preferred Design – Cross-Sections



Preliminary Preferred Design – Cross-Sections



Noise Assessment

- Noise is a form of energy and is measured in terms of sound pressure, using "Decibels"
- 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
- MOE/MTO noise protocol requires that the predicted future noise level without the proposed road improvement(s) be compared to the future noise level with the proposed road improvement(s) adjacent to a Noise Sensitive Area (NSA)

Noise Assessment

MINISTRY OF TRANSPORTATION/MINISTRY OF ENVIRONMENT NOISE PROTOCOL REQUIREMENTS	
Change in Noise Level	Mitigation Effort
0 – 5 dBA	▪ Consideration of noise mitigation measures not required
> 5 dBA	▪ 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

Noise Assessment

- For purposes of assessing noise as part of a road improvement project, MTO defines a NSA as a noise sensitive land use with an outdoor living area, which includes:
  - Single family houses (typically backyard)
  - Townhouses (typically backyard)
  - Multiple unit buildings such as apartments with outdoor living areas for use by all occupants
  - Hospitals, nursing homes, where the outdoor living areas for the patients
- In addition, the Halton Region Noise Abatement Policy specifies that an equivalent of 60 dBA shall be the criteria for the consideration of retrofit or local improvement noise walls
- Noise mitigation measures, if implemented, should be designed to achieve a minimum attenuation of 5 dBA or return noise levels to former ambient levels as is technically, economically, and administratively feasible.

Noise Assessment – Derry Road

- A Noise Assessment was completed for the Derry Road study corridor in accordance with the MOE/MTO Noise Protocol
- Nine noise receptor locations were used to predict noise levels
- Noise levels were calculated at each receptor location to assess the potential noise impact for the predicted future “do nothing” scenario versus the proposed roadway improvements
- The predicted noise impact for each improvement alternative is less than 1 dBA
- Consideration of noise mitigation measures is not required for the Derry Road study corridor

Next Steps

- Review study findings and the preliminary preferred design in light of comments received and revise/modify as required
- Prepare the Environmental Study Report (ESR)
- Advertise the Notice of Study Completion for the study and File the ESR for a 30-day public review period in fall 2010

Thank You for Attending

Derry Road (Regional Road 7) Transportation Corridor Improvements

Class Environmental Assessment Study

Milburough Line (Regional Road 24) to McNiven Road

City of Burlington and Town of Milton

WELCOME

Public Information Centre No. 2

Tuesday, May 4, 2010
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 Study

How You Can Get Involved

This is the second 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 **May 21, 2010**.

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

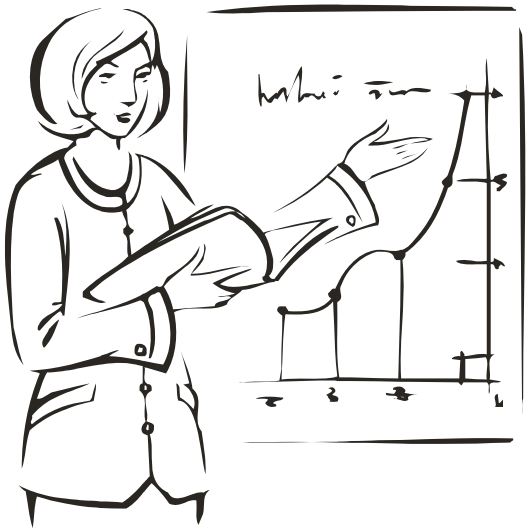
- Halton Region's web site provides updates and current information related to the EA Study process:

http://www.halton.ca/eaprojects

Purpose of PIC No. 2

The purpose of PIC No. 2 is to provide the public with an opportunity to review the following:

- Study Process, Background and Timetable
- Key Considerations and Issues
- Recommended Planning Solution
- Development and Evaluation of Alternative Design Concepts
- Preliminary Plan for the Preferred Alternative Design including mitigating measures
- Next Steps

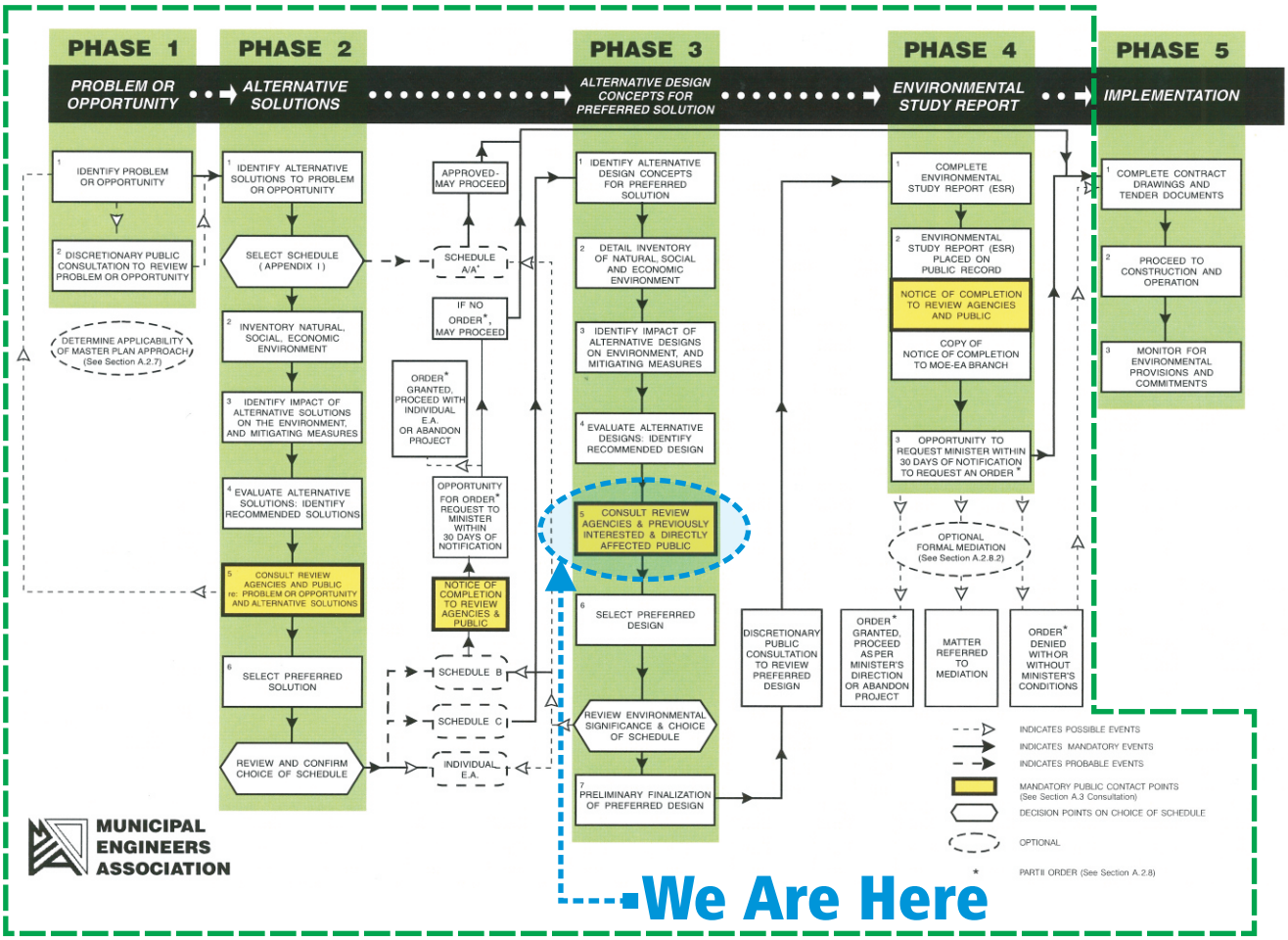


Municipal Class Environmental Assessment

Planning and Design Process

- Schedule 'C' undertaking.
- Includes Phases 1 to 4 (Currently in Phase 3)

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 intermittent 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	April 13, 2010
Public Information Centre No. 2	May 4, 2010
File Environmental Study Report	Fall 2010

Key Considerations and Issues

There are a range of key considerations and issues that are being 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

Problem Statement

The study is being undertaken in response to the problems and deficiencies identified within the Derry Road (Regional Road 7) corridor from Milburough Line to McNiven Road. These deficiencies translate into the Problem Statement as follows:

"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"

Recommended Planing Solution

In order to address the Problem and the deficiencies that were identified within the study area, a range of reasonable and feasible "planning solutions" were identified as alternative ways to solve the Problem.

The Recommended Planning Solution—**A Combination of Roadway Improvement and Other Supporting Measures**—includes the following:

- Provide geometric roadway improvements, where feasible, including adjustments to the horizontal and vertical roadway alignment to meet prevailing standards;
- Provide improvements to the roadway rural cross-section through adjustments to the travel lane widths, shoulder widths, and side slopes;
- Improve the pavement structure of the roadway;
- Improve roadway and roadside drainage through enhancements to the road grades and profiles, replacement and/or addition of drainage culverts, and provision of proper roadside ditches; and
- Provide improvements or modifications to intersection traffic control where necessary to meet future traffic operational demands.

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

Public Information Centre No. 1
Summary of Issues and Comments

The first Public Information Centre was held on Wednesday, November 11, 2009 with nine individuals in attendance

Noted issues based on the comments received both at the PIC and from subsequent correspondence included the following:

- Truck traffic may be using the Derry Road corridor as a possible by-pass route and the effects that higher volumes of truck traffic could have on the structural integrity of the roadway
- Potential drainage issues related to the study area and the Bronte Creek tributary including the accommodation of a possible replacement culvert across the roadway
- Potential property impacts and the expected future road allowance width impacts
- Degree of noise impacts of the proposed roadway improvements
- Regular maintenance within the roadway right-of-way width

Development and Consideration of Design Alternatives

Subsequent to the selection of the *Recommended Planning Solution*, roadway improvement alternative design concepts were developed on the basis of the following:

- Traffic Operations and Safety Review
- Drainage and Stormwater Management Review
- Natural Environment Assessment
- Archaeological and Cultural Heritage Resource Assessment
- Noise Impact Assessment
- Geotechnical Investigation
- Access and Right-of-Way considerations (existing and future)
- Roadway Cross-section Elements
- Impacts to Existing/Future Utilities
- Impacts to Existing Residential/Commercial Properties
- Coordination with the City of Burlington/Town of Milton
- Construction Timing and Costs

Design Alternatives

Roadway improvement design concepts included various alternatives for the improvement of the existing two lane cross-section to meet Regional standards. Generally, the alternatives (maintaining a two lane cross-section) included the following:

- "**Do Nothing**" Alternative
- **Alternative 1** — Symmetrical widening about the existing roadway centreline
- **Alternative 2 and 3** — Symmetrical widening about the existing roadway right-of-way centreline

"Do Nothing" Alternative

- No improvements or changes would be made to solve the identified problem or opportunity—existing roadway remains in current state

Alternative 1

- Maintain current horizontal roadway alignment
- A rural 2-lane road cross-section with 3.65 metre lanes, 2.5 metre partially paved shoulders (1.0 metre is paved; 1.5 metres is granular)

Alternative 2

- Centre roadway alignment within the existing right-of-way limits
- Provide horizontal curve radius of 250 metres at the S-bends
- A rural 2-lane road cross-section with 3.65 metre lanes, 2.5 metre partially paved shoulders (1.0 metre is paved; 1.5 metres is granular)

Alternative 3

- Centre roadway alignment within the existing right-of-way limits
- Provide a tangent section to separate the S-bends, including 250 metre horizontal curves
- A rural 2-lane road cross-section with 3.65 metre lanes, 2.5 metre partially paved shoulders (1.0 metre is paved; 1.5 metres is granular)

Design Alternatives
Derry Road west of McNiven Road

Roadway improvement design concepts (West of McNiven Road and adjacent to Bronte Creek tributary) included various alternatives for the improvement of the existing two lane cross-section to meet Regional standards while minimizing impacts to the adjacent creek and pond areas. The following alternatives were considered and evaluated:

Alternative 1-A

- A rural 2-lane road cross-section with 3.65 metre lanes and 1.0 metre partially paved shoulders
- Guiderail protection and granular shoulder side slopes matching into the existing creek location

Alternative 1-B

- An urban 2-lane road cross-section with 3.65 metre lanes and 1.0 metre paved shoulders with curb and gutter
- Guiderail protection and retaining walls

The various design alternatives are shown on the following display panels.

Derry Road just west of McNiven Road (Roadway and Culvert/Tributary area)

Evaluation of Design Alternatives

Each alternative design concept was evaluated against the Evaluation Criteria to determine potential environmental impacts for each alternative. Based on the results of the evaluation, a preliminary preferred design for implementing the preferred solution was established including the identification of appropriate mitigating measures.

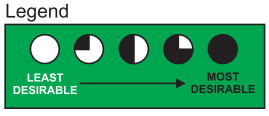
Basic Elements of the Preliminary Preferred Design

The cross-section of the *Preliminary Preferred Design* includes the following attributes:

- A rural 2-lane road cross-section with 3.65 metre travel lanes, 2.5 metre partially paved shoulders (1.0 metre paved)
- Maintaining the existing horizontal roadway alignment along the existing roadway centreline with vertical alignment improvements
- Provision of an urban 2-lane road cross-section for the section of Derry Road west of McNiven Road, adjacent to the Bronte Creek tributary including 3.65 metre travel lanes, 1.0 metre paved shoulders with curb and gutter and retaining walls to minimize impacts the adjacent tributary and pond areas
- Provision of a larger culvert roadway crossing at Derry Road west of McNiven road to accommodate the 25-year storm rainfall event and to provide improved passage for native fish species

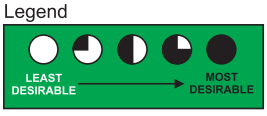
Evaluation of Design Alternatives

Overall Roadway Improvement Design Alternatives

Evaluation Categories	Evaluation Criteria	ALTERNATIVE DESIGN CONCEPTS (Derry Road Mainline)			
		"Do Nothing" Alternative	**Alternative 1**	**Alternative 2**	**Alternative 3**
		No improvements or changes would be made to solve the identified problem or opportunity—existing roadway remains in current state	Maintain current horizontal roadway alignment with a rural road cross-section including 3.65 metre lanes, 2.5 metre partially paved shoulders	Centre roadway alignment within the existing right-of-way limits and provide 250 metre radii at the S-bends while maintaining a rural road cross-section with 3.65 metre lanes, 2.5 metre partially paved shoulders	Centre roadway alignment within the existing right-of-way limits and provide a tangent section to separate the S-bends while maintaining a rural road cross-section with 3.65 metre lanes, 2.5 metre partially paved shoulders
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				
SUMMARY COMMENTS Legend  		• **Does not meet the objectives of the Problem Statement:** ○ No improvements to the structural adequacy of the roadway; ○ No improvements to the roadway geometrics and roadway cross-section (i.e. the current horizontal/vertical alignments and narrow 3.3 metre cross-section without shoulders will remain); ○ No overall improvements to safety including provisions for active transportation modes; and ○ No drainage improvements (i.e. current lack of roadside ditches, and in some cases, undersized culverts will remain)	• **Meets the objectives of the Problem Statement:** ○ Improves the structural adequacy of the roadway; ○ Improves the roadway geometrics and roadway cross-section (i.e. vertical alignment improvements, 3.65 metre lane widths, and 2.5 metre partially paved shoulders); ○ Improves the overall safety performance of the roadway including provisions for active transportation modes (wider lanes and shoulders) and shoulder refuge areas for vehicles; ○ Drainage improvements include defined roadside ditches and larger culverts; ○ Minor impacts to utilities; ○ Minimal impacts to the natural environment with no significant changes to the existing drainage pattern; and ○ Minor impacts anticipated for the Socio-economic and Cultural Environments	• **Meets the objectives of the Problem Statement:** ○ Improves the structural adequacy of the roadway; ○ Improves the roadway geometrics and roadway cross-section (i.e. vertical/horizontal alignment improvements, 3.65 metre lane widths, and 2.5 metre partially paved shoulders); ○ Improves the overall safety performance of the roadway including provisions for active transportation modes (wider lanes and shoulders) and shoulder refuge areas for vehicles; ○ Drainage improvements include defined roadside ditches and larger culverts; ○ Some impacts to the natural environment with no significant changes to the existing drainage pattern; ○ Greater impacts to existing utilities, residential properties, and higher construction cost; and ○ Greater impacts anticipated for the Natural, Socio-economic and Cultural Environments	• **Meets the objectives of the Problem Statement:** ○ Improvements to the structural adequacy of the roadway; ○ Improves the roadway geometrics and roadway cross-section (i.e. vertical/horizontal alignment improvements, 3.65 metre lane widths, and 2.5 metre partially paved shoulders); ○ Improves the overall safety performance of the roadway including provisions for active transportation modes (wider lanes and shoulders) and shoulder refuge areas for vehicles; ○ Drainage improvements include defined roadside ditches and larger culverts; ○ Greater impacts to the natural environment with no significant changes to the existing drainage pattern; ○ Greatest impacts to existing utilities, residential properties, and higher construction cost; and ○ Greatest impacts anticipated for the Natural, Socio-economic and Cultural Environments
RECOMMENDATION		Not Recommended	**RECOMMENDED**	Not Recommended	Not Recommended

Evaluation of Design Alternatives

Improvement Design Alternatives West of McNiven Road

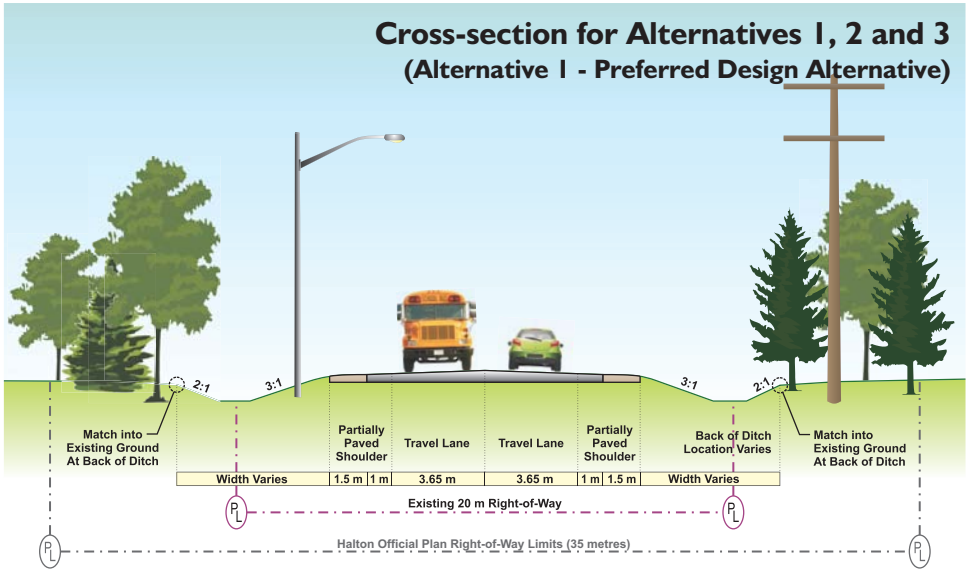
Evaluation Categories	Evaluation Criteria	ALTERNATIVE DESIGN CONCEPTS (West of McNiven Road; Adjacent to Bronte Creek)	
		Alternative 1-A	**Alternative 1-B**
		Provide a wider rural roadway cross-section including 3.65 metre lanes, 1.0 metre partially paved shoulders, guiderail protection, and granular shoulder side slopes matching into the existing creek location	Provide a wider urban roadway cross-section including 3.65 metre lanes, 1.0 metre paved shoulders with curb and gutter, guiderail protection, and retaining walls
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		
SUMMARY COMMENTS Legend 		• **Meets the objectives of the Problem Statement:** ○ Improves the structural adequacy of the roadway; ○ Improves the roadway cross-section (i.e. 3.65 metre lane widths, and 1.0 metre paved shoulders with toe of slope tie-in to creek area); ○ Improves the overall safety performance of the roadway including provisions for active transportation modes (wider lanes and shoulders; ○ Drainage improvements include larger culvert which also allows for improved fish passage; ○ Minor impacts to utilities; ○ Some impacts to the Natural Environment (i.e. creek area) with no significant changes to the existing drainage pattern; and ○ Minor impacts anticipated for the Socio-economic Environment with a small amount of additional property required to accommodate side slopes on south side of Derry Road	• **Meets the objectives of the Problem Statement:** ○ Improves the structural adequacy of the roadway; ○ Improves the roadway cross-section (i.e. 3.65 metre lane widths, and 1.0 metre paved shoulders with curb and gutter and retaining wall adjacent to creek area); ○ Improves the overall safety performance of the roadway including provisions for active transportation modes (wider lanes and shoulders; ○ Drainage improvements include larger culvert which also allows for improved fish passage; ○ Minor impacts to utilities; ○ Less impacts to the Natural Environment (i.e. creek area) with no significant changes to the existing drainage pattern; and ○ Minor impacts anticipated for the Socio-economic Environment with a small amount of additional property required to accommodate retaining wall on south side of Derry Road
RECOMMENDATION		Not Recommended	**RECOMMENDED**

Preferred Design Alternative
Roadway Improvements

The Preferred Design Alternative includes a combination of Alternatives 1 and 1-B as determined through the evaluation process. Key features of the *Preferred Design Alternative* includes the following:

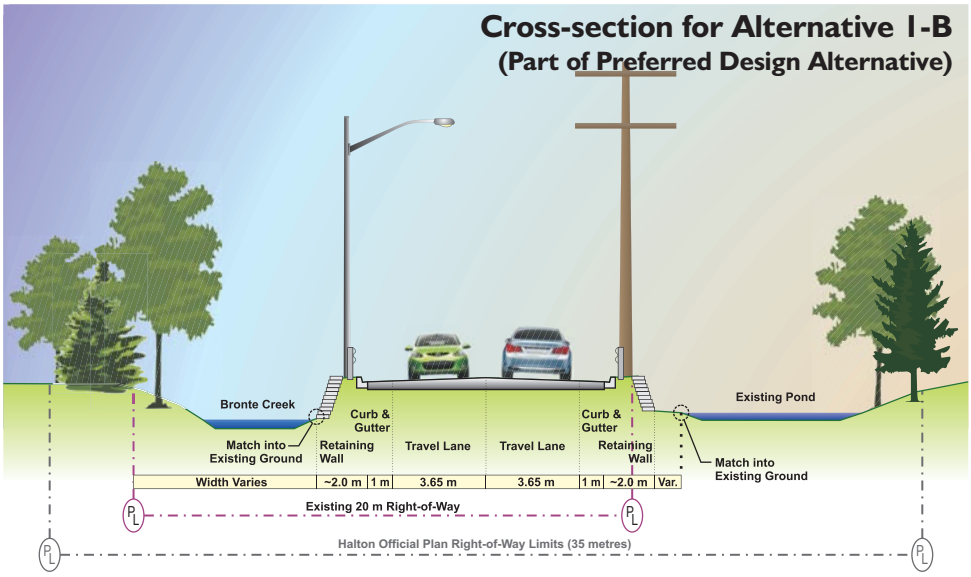
- A combination of 2-lane rural and urban (just west of McNiven Road) cross-sections with 3.65 metre travel lanes throughout the length of the study area
- 2.5 metre partially paved shoulders (1.0 metre paved) with formalized drainage ditches for the majority of the study area and 1.0 metre paved shoulders with curb and gutter in the area west of McNiven Road
- The construction of a retaining wall on both sides of Derry Road west of McNiven Road to minimize the impacts to the Bronte Creek tributary and the adjacent pond area
- The future horizontal roadway alignment is maintained along the current centreline roadway alignment with vertical alignment improvements to prevailing standards to improve overall sight distance
- Provision of drainage culvert extensions and a larger culvert (1000 mm pipe) crossing at Derry Road west of McNiven road to improve drainage conditions and to provide improved passage for native fish species
- Minimal impacts to the overall Natural, Socio-Economic and Cultural Environments while meeting upgraded Regional standards

Preferred Design Alternative
Typical Roadway Cross-sections



Derry Road (Regional Road 7)
Typical Rural Roadway Cross-Section

1 0 2 4.0 metres



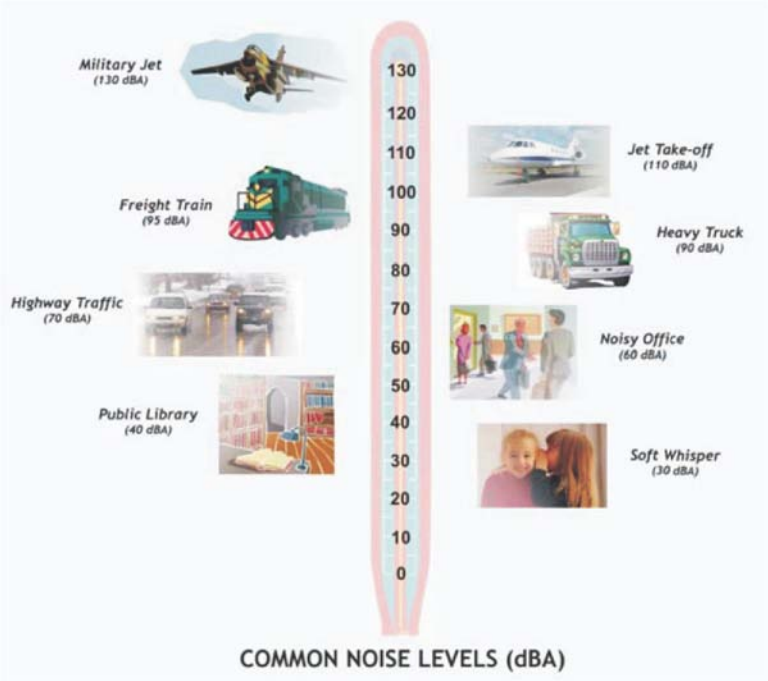
Derry Road (Regional Road 7)
Typical Urban Roadway Cross-Section with Retaining Wall (West of McNiven Road)

1 0 2 4.0 metres

Noise

Defining How "Noise" is Measured

- 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 measured on a linear basis, but rather is measured on a logarithmic scale. For example:
    - 1 dBA increase is not normally perceivable
    - 2-3 dBA increase is just perceivable
    - 10 dBA increase is twice as loud
    - 20 dBA increase is four times as loud
- A doubling of traffic volume typically produces an increase in sound level of about 3 dBA.



COMMON NOISE LEVELS (dBA)

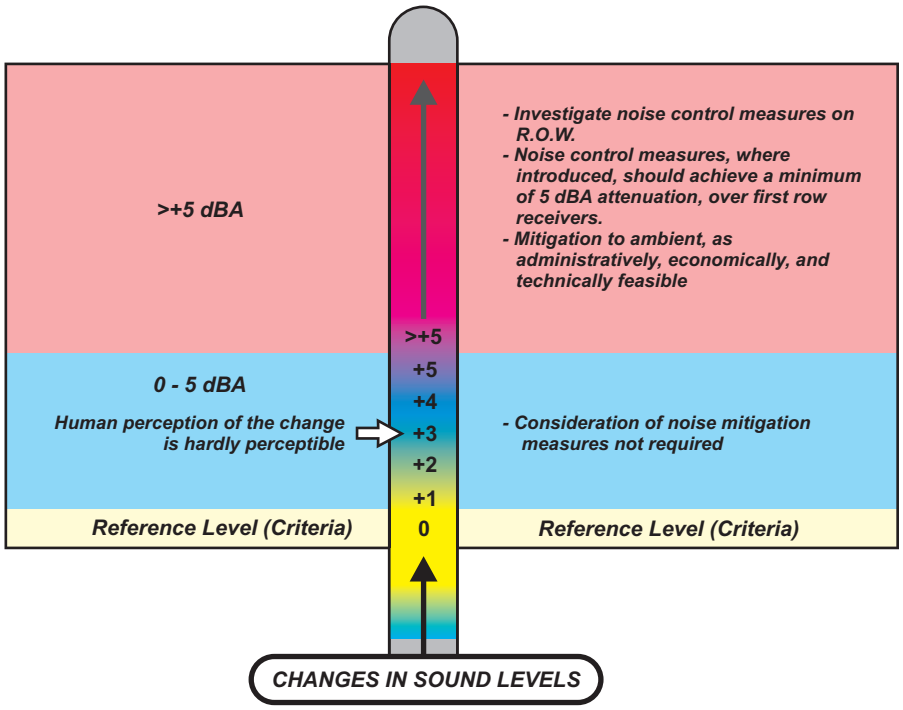
- Roadway noise levels generally depend on:
    - Vehicle type (truck, car);
    - Operating Speed;
    - Road profile;
    - Distance from receiver; and
    - Type of ground between the road and the receiver.
- Roadway noise, like most noise, varies throughout the day. Therefore, the noise descriptor 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 (MOE) 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.

Noise Assessment

Noise Assessment Guidelines

MOE requires that the predicted future noise level without the proposed road improvement(s) be compared to the future noise level with the proposed road improvement(s) adjacent to a Noise Sensitive Area (NSA). If a future increase in noise level of greater than 5 dBA is predicted, the MOE/Ministry of Transportation (MTO) Noise Protocol requires that noise mitigation measures be investigated within the right-of-way.

MINISTRY OF TRANSPORTATION/MINISTRY OF ENVIRONMENT
NOISE PROTOCOL REQUIREMENTS



For purposes of assessing noise as part of a road improvement project, MTO defines a NSA as a noise sensitive land use with an outdoor living area, which includes:

- Single family houses (typically backyard);
- Townhouses (typically backyard);
- Multiple unit buildings such as apartments with outdoor living areas for use by all occupants; and
- Hospitals, nursing homes, where the outdoor living areas for the patients.

In addition, the *Halton Region Noise Abatement Policy* specifies that an equivalent of 60 dBA shall be the criteria for the consideration of retrofit or local improvement noise walls. Residents at receiver locations where absolute noise levels are greater than 60 dBA may apply for noise walls under the Region's retrofit program which is **separate** from the Class EA process for the proposed roadway improvements for Derry Road.

Noise mitigation measures, if implemented, should be designed to achieve a minimum attenuation of 5 dBA or return noise levels to former ambient levels as is technically, economically, and administratively feasible.

Noise Assessment

Noise Assessment for Derry Road

- A Noise Assessment was completed for the Derry Road study corridor in accordance with the MOE/MTO Noise Protocol
- Nine noise receptor locations were used to predict noise levels
- Noise levels were calculated at each receptor location to assess the potential noise impact for the predicted future “do nothing” scenario versus the proposed roadway improvements
- The predicted noise impact for each improvement alternative is less than 1 dBA
- Consideration of noise mitigation measures is **not** required for the Derry Road study corridor

Next Steps

After PIC No. 2, the Study Team will take into account the information provided by the public and agencies and continue to:

- Review study findings and the preliminary preferred design in light of comments received and revise/modify as required
- Prepare the Environmental Study Report (ESR)
- Advertise the Notice of Study Completion for the study and File the ESR for a 30-day public review period

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. 2

The Project Team would appreciate any comments that you might whish to provide related to the materials presented at the second 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 **May 21, 2010**.

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. 2

Tuesday, May 4, 2010 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. 2
Tuesday, May 4, 2010 at 6:30 p.m.
Kilbride Public School, 6611 Panton Street, Burlington, Ontario

Name	Mailing Address	Telephone & E-mail
PIERS JAMES	P.O. Box 936 KILBRIDE ON L0P 1G0 (res. @ 1275 DERRY RD.)	905-636-9965 ptiebellnet.ca
ANDREW MCLEAN	PO 499 MCNIVEN 6515 ~~KILBRIDE~~ ROAD. KILBRIDE COUNE 2110 Derry Rd	amclean996@rogeco.co
COLIN BOSC	REG. COUNCILLOR	
A. Goroka + R. Lefarczyk.	1178 Derry Rd. RR3 Campbellville, Ont. L0P 1B0	905-636-9886 ALEXANDRAGORSKA@HOTMAIL.COM
Helen Ellendorfer	1215 DERRY RD CAMPBELLVILLE L0P 1B0	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. 2
Tuesday, May 4, 2010 at 6:30 p.m.
Kilbride Public School, 6611 Panton Street, Burlington, Ontario

Name	Mailing Address	Telephone & E-mail
GEORGE MILLER	1243 PERRY RD. W. R.R.#3 CAMPBELLVILLE L0P1B	905 876-1472
GERALDINE HESKETH	6781 McNIVEN RD KILBRIDE L7P 2K0.	905 335 4577
LEN & ELLEN ZIONS	6780 McNIVEN RD KILBRIDE L7P 0K6.	905-335-1805
Councillor John Taylor	c/o Region of Halton	905-335-7600 #7459 taylorj@burlington.ca
JAYNE MUNRO	1094 Derry Rd.	905-319-3001

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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. 2
Tuesday, May 4, 2010 at 6:30 p.m.
Kilbride Public School, 6611 Panton Street, Burlington, Ontario

Name	Mailing Address	Telephone & E-mail
GORDON KISLOR	1200 DERRY RD BURLINGTON L7P 0E2	

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.

TITLE:	Derry Road Transportation Corridor Improvements Class Environmental Assessment Milborough Town Line to McNiven Road
FILE:	RR-09-019
TIME/DATE:	May 4, 2010 at 6:30 p.m.
LOCATION:	Kilbride Public School, 6611 Panton Street, Burlington, Ontario
PURPOSE:	Public Information Centre No. 2
ATTENDEES:	David Lukezic (DL) – Halton Region Jeff Reid (JR) – Halton Region Melissa Green-Battiston (MGB) – Halton Region Maureen Van Ravens (MVR) – Halton Region Rick Hein (RH) – R and R Associates Darrell Smith (DS) – R and R Associates Rick Goertz (RG) – R and R Associates

No.	Description

1. The second scheduled Public Information Centre (PIC) for the Derry Road Transportation Corridor Improvements Class Environmental Assessment Study was held on May 4, 2010. The PIC was held as a drop-in style format beginning at 6:30 p.m. A formal presentation with a question and answer period began at 7:00 p.m. with Halton staff and R and R Associates staff available to answer questions. The following summarizes the concerns conveyed by the PIC attendees and the follow up comment responses provided by the Project Team staff:

2a. **Concern:** *Why is the work starting on this portion of Derry Road?*

Follow-up Comments: This section of road was identified as deficient in the Transportation Master Plan and scheduled for rehabilitation to Region of Halton Standards.

b. **Concern:** W*hy was an onsite noise study not completed?*

Follow-up Comments: It is Ministry of Transportation Protocol to use computer simulation for noise for this level of study.

c. **Concern:** *Will the Region complete field measurements of the noise to evaluate the potential problems on this section of Derry Road?*

Follow-up Comments: Regional Councillor Taylor offered that the Region will complete field measurements of the noise levels and present the findings at another Public Information Centre. The PIC will be held as soon as possible. Permission to enter will be required from the residents to place noise receptors.

No.	Description

d. **Concern:** *Will the Region consider just addressing the drainage issue adjacent to McNiven Road and leave the remaining portion of the road untouched?*

Follow-up Comments: The Region will await the outcome of the Environmental Assessment to determine a course of action.

The formal presentation was completed at 9:00pm. The PIC was adjourned at 9:00 PM.

These meeting notes were prepared by Darrell Smith and are based on an interpretation of the information 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.