



## **Appendix A.6**

Public Information Centre #3

**PIC #3 Summary Report**

Halton Region

**Trafalgar Road (Regional Road 3) Corridor Improvements  
Class EA Study from Cornwall Road to Highway 407  
Public Information Centre #3 Summary Report**

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**Project Number:**

60119993

**Date:**

January, 2014

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## AECOM Signatures

### Report Prepared By:

Corinne Latimer, MCIP, RPP  
Environmental Planner

### Report Reviewed By:

Sheri Harmsworth, P. Eng  
Consultant Project Manager

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## 1. Introduction

In 2002, the Regional Municipality of Halton (Halton Region) initiated a Class EA for improvements to Trafalgar Road from Leighland Avenue/Iroquois Shore Road to Upper Middle Road (Regional Road 38). Since that time, a number of studies were initiated or completed which have resulted in the need to expand the Study Area. These studies include *Trafalgar Road Feasibility Study*, *Midtown Class EA Study* (formerly the Town of Oakville Draft *Midtown Business and Development Plan*), *North Oakville East Secondary Plan* and the *Metrolinx Regional Transportation Plan*. To this end, in 2009, the Study Area was expanded and a Class EA study was re-initiated to include the eight kilometre section of Trafalgar Road from Cornwall Road south of the QEW, northerly to Highway 407. See **Exhibit 1-1**.

**Exhibit 1-1. Study Area**



In order to best address the operational deficiencies along Trafalgar Road, a number of road improvement alternatives have been examined, including the long-term provision for Bus Rapid Transit (BRT). This study provides an opportunity to develop multi-modal transportation improvements along Trafalgar Road which includes enhancement as an attractive corridor for pedestrian and cyclists, and the integration of new and existing land uses.

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

The involvement of the community – residents, stakeholders and those who may be potentially affected by a project – is an integral part of the Class EA process. The purpose of the EA Study consultation process is to provide an opportunity for stakeholder groups and the public to gain an understanding of the study process; contribute to the process for development and selection of alternatives; and provide feedback and advice at important stages in the EA process.

Previous Public Information Centres (PICs) were held to obtain public input on June 16, 2010 and November 24, 2011. Subsequent to PIC#2, Halton Region adopted a phased implementation approach for providing incremental transportation improvements. By incorporating High Occupancy Vehicle (HOV) lanes that can be used by both buses and qualified vehicles including carpools, the Region would be able to promote transit usage while optimizing the use of the widened road. As demand for public transit grows to a threshold level, the HOV lanes can be readily converted to dedicated BRT lanes.

PIC #3 was held on December 4, 2013, which is the subject of this Report.

### 1.1 Purpose of PIC #3

PIC's are an integral part of the overall consultation program for this project and are designed to involve stakeholders early and throughout the study process, to aid in identifying public concerns and to assist in the development of a preferred alternative.

The purpose of the third PIC was to provide an opportunity for residents, businesses, agencies and other interested individuals to view the preliminary design and the implementation strategy for improvements including the provision of curb lane HOV/transit operations in the interim and the long-term transition to BRT by 2031.

The purpose of this report is to provide an overview of the public comments received during PIC#3, up to and includes comments received by Dec. 20<sup>th</sup>, 2013.

## 2. Date, Location and Time

The third PIC was held as follows:

Date: December 4, 2013  
Location: Oakville Town Hall – South Atrium  
Time: 6:30 p.m. until 8:30 p.m. (Drop-In)

## 3. Public and Agency Notification

One of the key objectives of the Class EA process is to provide the public, interested parties and agencies with opportunities for meaningful participation and input to the study. To meet this objective, a comprehensive public and agency notification program is being undertaken that includes providing notices of study initiation, public meetings, and study completion.

A copy of the notice of PIC #3 is provided in **Appendix A**. The notice was posted on the Halton Region website and mailed to the project mailing list on the following dates:

- First Nations – November 14, 2013
- Technical Agencies, including Federal Agencies, Provincial Ministries, Local Municipalities and Utilities – November 15, 2013
- Property owners and public mailing list– November 15, 2013

The notice was also published in the local newspaper, Oakville Beaver on November 22, 2013 and November 29, 2013.

In addition to the PIC, meetings were held on November 14, 2013 with the Town of Oakville and MTO, Metrolinx and GO Transit, and on November 19, 2013 with Conservation Halton, to obtain feedback on the EA process completed

to date as well as the materials to be presented at the PIC. The minutes of these meetings are provided in **Appendix B**.

## 4. Attendance

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

### Halton Region

- Nick Zervos, Project Manager
- Tim Dennis, Director of Transportation Services
- Maureen Van Ravens, Manager of Transportation Planning & Roads Operations
- Melissa Green-Battiston, P.Eng., Supervisor – Transportation Planning
- Matt Krusto, Transportation Co-ordinator – Transportation Planning
- Jeff Reid, Supervisor – Road Operations and Maintenance

### AECOM

- Sheri Harmsworth, P. Eng., Consultant Project Manager
- Corinne Latimer, MCIP RPP, Environmental Planner

Approximately 25 people signed in at the PIC (not including Town of Oakville staff and Councillors). The sign-in register is on file with Halton Region.

## 5. Presentation Materials

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

- |   |                                   |
|---|-----------------------------------|
| • Welcome   | • Bus Stop Design                 |
| • Purpose of the PIC                                  | • Proposed Bus Stops              |
| • Background  | • Traffic Operations – Access     |
| • Other Studies                                       | • About Noise                     |
| • Study Process                                       | • Noise Analysis                  |
| • Existing Conditions                                 | • Mitigation Measures             |
| • Past PICs   | • Construction Phasing            |
| • HOV Transit Lane Strategy                           | • Next Steps                      |
| • Preliminary Plan                                    | • Please Complete a Comment Sheet |
| • Typical Cross Section and Streetscape Opportunities |                                   |

The display panels are included in **Appendix C** (including 11" x 17" size existing conditions plan and preliminary design plan).

## 6. Summary of Comments Received

PIC #3 was well attended by members of the community with specific interest in development and transportation in the Town of Oakville and/or businesses/homes in the study area. During this meeting, the public were encouraged

to submit comments to the project team on the details of the Preliminary Design and Implementation Strategy for the Trafalgar Road Corridor Improvements.

During the Drop-In period, attendees reviewed the panels and asked questions and discussed their issues with Regional Staff and AECOM. Below is a summary of the topics raised by attendees:

- Do not want to see Trafalgar Road widened
- Interested in other projects adjacent to Trafalgar Road
- Interested in noise walls that will be upgraded
- Expected construction timing
- Concern for pedestrians having a long distance to cross Trafalgar Road
- Interest in sidewalks/multi-use pathways
- Questions on operation of HOV lanes, in particular how to complete a right-turn through the HOV lane
- Interest in “Enhanced Bus Stops”

Six comment sheets were submitted at the PIC and six were provided after the PIC in the form of email and letter submissions. The comments are summarized in the table below.

**Exhibit 6-1. Summary of Comments Received**

Theme	Comment
<b>Vision for Trafalgar Road</b>	<ul style="list-style-type: none"> <li>• Interested in a consolidated plan of the Trafalgar Road improvement/intensification, Metrolinx – Oakville GO as mobility hub, Halton Transportation Master Plan</li> </ul>
<b>Transit</b>	<ul style="list-style-type: none"> <li>• Concerned that Oakville does not have ridership for transit</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>• Concerned about increasing traffic as a result of widening</li> <li>• Concerned about traffic between Cornwall and the QEW</li> <li>• Consider green phase traffic lights</li> <li>• Concerned about congestion from Cornwall Road to Marlborough Street</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>• Concerned about speeding</li> <li>• Concerned about pedestrian safety at intersections for elderly.</li> </ul>
<b>Toll Roads</b>	<ul style="list-style-type: none"> <li>• Interested in tolls on Trafalgar Road</li> <li>• Toll roads will reduce traffic</li> </ul>
<b>Noise Assessment</b>	<ul style="list-style-type: none"> <li>• Concerned about noise levels greater than 60 dBA along Trafalgar Road</li> <li>• Would like to see noise wall extend further along Sheridan College frontage</li> <li>• Widening will increase noise levels</li> </ul>
<b>Would like to see other roads widened</b>	<ul style="list-style-type: none"> <li>• Would like Winston Churchill, Bronte Road or Third Line widened instead of Trafalgar Road.</li> <li>• Do not agree with widening of Trafalgar Road</li> <li>• Would like to see Lakeshore Road widened</li> </ul>
<b>Truck Traffic</b>	<ul style="list-style-type: none"> <li>• Concerned about truck traffic</li> <li>• Would like to see restrictions for trucks on Trafalgar Road</li> </ul>
<b>Concerned about Planning in Oakville</b>	<ul style="list-style-type: none"> <li>• Concerned about development in north and west Oakville</li> <li>• Concerned about the growth that has occurred in Oakville since the 1970's</li> </ul>
<b>Walkability</b>	<ul style="list-style-type: none"> <li>• Walking to GO terminal and across the Hwy 403/QEW should be made easier</li> </ul>
<b>Cycling</b>	<ul style="list-style-type: none"> <li>• Can bike lanes be considered as part of pedestrian/mixed use facilities</li> <li>• Bike paths should not allow pedestrians</li> </ul>
<b>HOV Lanes</b>	<ul style="list-style-type: none"> <li>• Concerned about HOV/transit at curbs lanes</li> </ul>
<b>Bus Stops</b>	<ul style="list-style-type: none"> <li>• Concerned about removal of bus stops at Iroquois Shore and Sheridan College</li> </ul>
<b>Vegetation Loss</b>	<ul style="list-style-type: none"> <li>• Concerned about mature trees that will be removed with widening</li> </ul>

## 7. Next Steps

Based on the discussions at the PIC and correspondence with the public following the PIC, the following steps will be taken:

- Conduct property owner/agency meetings, if requested
- Prepare and complete the Environmental Study Report (ESR)
- File the ESR for a 30 day public and agency review period
- Response to any Part II Orders, and once cleared, proceed to Detail Design

# Appendix A

## Notice of Public Information Centre #3



Halton.ca ☎ 311

Please contact us as soon as possible if you have any accessibility needs at Halton Region events or meetings.

### Notice Of Public Information Centre

#### Class Environmental Assessment Study Trafalgar Road (Regional Road 3) Improvements From Cornwall Road to Highway 407, Town of Oakville

##### Study

Halton Region is undertaking a Class Environmental Assessment (Class EA) Study for road improvements along the Trafalgar Road (Regional Road 3) corridor from Cornwall Road to Highway 407, within the Town of Oakville.

In order to best address the operational deficiencies along Trafalgar Road, a number of road improvement alternatives have been examined, including the long-term provision for Bus Rapid Transit (BRT). This study provides an opportunity to develop multi-modal transportation improvements along Trafalgar Road which includes enhancement as an attractive corridor for pedestrians and cyclists, and integrates new and existing land uses.

##### The Process

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

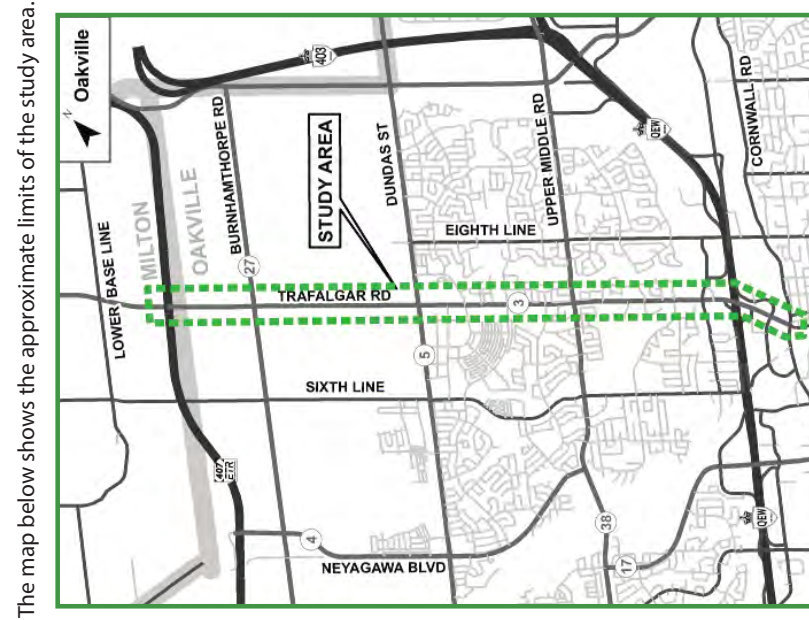
Previous Public Information Centres were held to obtain public input on June 16, 2010 and November 24, 2011.

The final Public Information Centre will be held to present the preferred design and implementation strategy which includes the widening of Trafalgar Road to a six-lane urban cross-section to provide for the long-term transition to BRT by 2031.

#### Public Information Centre #3

Date: Wednesday, December 4, 2013  
Time: Drop-in: 6:30 p.m. – 8:30 p.m.  
Location: Oakville Town Hall – South Atrium  
1225 Trafalgar Road, Oakville

This Notice first issued on November 22, 2013.



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

#### Comments

If you are unable to attend the Public Information Centre and would like to provide comments, please forward them by December 20, 2013 to either Project Team member below. For more information on this project, please visit the project website at [www.halton.ca/EAprojects](http://www.halton.ca/EAprojects).

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# Appendix B

## Technical Agencies Meeting Minutes

### Minutes of Meeting

Date of Meeting	November 14, 2013	Start Time	9:30 am	Project Number	60119993
Project Name	Trafalgar Road (Regional Road 3) Corridor Improvements Class EA Study, from Cornwall Road to Highway 407, Town of Oakville				
Location	Bronte Room, 1225 Trafalgar Road, Town of Oakville				
Regarding	Technical Agencies Meeting – Town of Oakville				
Attendees	Lin Rogers - Town of Oakville      Chris Mark - Town of Oakville Tricia Collingwood - Town of Oakville      Matt Krusto - Halton Region Joanne Phoenix - Oakville Transit      Nick Zervos - Halton Region Philip Kelly - Town of Oakville      Maureen Van Ravens - Halton Region Darnell Lambert - Town of Oakville      Melissa Green-Battiston - Halton Region Chris Clapham - Town of Oakville      Sheri Harmsworth - AECOM Doug Corbett - Halton Region      Janelle Wepler - AECOM Kristina Parker - Town of Oakville      Corinne Latimer - AECOM Saher Fazilat - Town of Oakville				
Distribution	Attendees, Richard Renaud - Town of Oakville; Dan Cozzi - Town of Oakville; Bob Wicklund - Halton Region; Mike Delsey - AECOM				
Minutes Prepared By	C. Latimer				

**PLEASE NOTE:** If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Action
<ul style="list-style-type: none"> <li>• <b>Presentation</b></li> <li>• S. Harmsworth provided a project overview, including the key elements of the preliminary design.</li> <li>• T. Collingwood provided an update on the Midtown EA. The preferred alternative and cross-sections will be finalized in the New Year (2014) and the study will be completed in the spring. The Town will be meeting with the Ministry of Transportation (MTO) to finalize their preferred alternative.</li> <li>• J. Phoenix noted that the Sheridan College development may not be happening. This would not affect the preliminary design.</li> <li>• Parking north of Dundas Street was discussed. M. Battiston-Green noted that Halton Region met with the Town following the April 5, 2013 meeting and it was agreed that the preliminary design would not show the parking north of Dundas Street, but that the Environmental Study Report (ESR) would include wording about further discussion.</li> <li>• The November 18, 2013 meeting with Minto was discussed. Minto will be presenting a new option for the East Morrison Creek realignment through the veterinary hospital property.</li> </ul>	



Minutes of Meeting

<ul style="list-style-type: none"> <li>J. Phoenix asked for a clarification for accessibility at the bus bays and whether or not accessibility would be compromised in areas with property constraints. S. Harmsworth noted that at the 'pinch points', accessibility would not be compromised, but some stations/stops would be specialized to accommodate the limited space.</li> <li>J. Weppler reviewed the Stormwater Management strategy.</li> <li>C. Latimer reviewed the Natural Environment slides and it was noted that the February 2013 field review was completed to extend the study area to 120 m on either side of the right of way.</li> </ul>	
<ul style="list-style-type: none"> <li><b>Review of Public Information Centre (PIC) #3 Presentation Panels</b></li> <li>The Town requested an additional panel be added for 'Other Trafalgar Road Studies'; the panel will list Midtown EA, Trafalgar Corridor Planning Study (land use), Metrolinx GO Station Operational Strategy study and the Metrolinx Midtown Oakville Mobility Hub Study, along with contact information for those studies.</li> <li>The Town asked about the timeline for construction phasing. N. Zervos noted that the southern phase 1 would be in either 2016 or 2017 and will be discussed further in the ESR.</li> <li>J. Phoenix noted that the Bus Stop Design panel notes features that would not be implemented. 'Ticket vending machine' and 'lean rails' will be removed from the panel.</li> <li>The preliminary design will include a circle around the East Morrison Creek north of Dundas Street showing that discussion is still ongoing.</li> </ul>	<p>AECOM</p> <p>AECOM</p> <p>AECOM</p> <p>AECOM</p>
<ul style="list-style-type: none"> <li><b>Other Discussion Items</b></li> <li>Minto has put an offer to purchase on the veterinary hospital north of Dundas Street. They are looking at a channel realignment through the vet property with a connection to the main channel. Conservation Halton will be looking at this alternative in more detail to determine if it is feasible. The creek would be shorter in length and the slope, meander belt and spill must also be considered.</li> <li>Halton Region would like to confirm with Minto if they are looking to receive compensation from the Region for realignment of the creek and property taking..</li> </ul>	

Date of Meeting	November 14, 2013	Start Time	11:00 am	Project Number	60119993
Project Name	Trafalgar Road (Regional Road 3) Corridor Improvements Class EA Study, from Cornwall Road to Highway 407, Town of Oakville				
Location	Bronte Room, 1225 Trafalgar Road, Town of Oakville				
Regarding	Technical Agencies Meeting – MTO/Metrolinx				
Attendees	Lin Rogers - Town of Oakville	Dragan Mrkela - 407 ETR			
	Tricia Collingwood - Town of Oakville	Doug Corbett - Halton Region			
	Philip Kelly - Town of Oakville	Matt Krusto - Halton Region			
	Chris Clapham - Town of Oakville	Nick Zervos - Halton Region			
	Kristina Parker - Town of Oakville	Maureen Van Ravens - Halton Region			
	Joanne Phoenix – Oakville Transit	Melissa Green-Battiston - Halton			
	Malcolm Mackay - GO Transit (Planning)	Region Sheri Harmsworth - AECOM			
	Tania Gautam - GO Transit (EPA)	Janelle Weppler - AECOM			
	Joseph La -, MTO	Corinne Latimer - AECOM			
Distribution	Sherwin Gumbs - GO Transit; Elana Horowitz – Metrolinx; Andreas Houlios – GO Transit; Darnell Lambert – Town of Oakville; Dan Cozzi – Town of Oakville; Mike Delsey, AECOM				
Minutes Prepared By	C. Latimer				

**PLEASE NOTE:** If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Action
<p><b>Presentation &amp; Public Information Centre (PIC) #3 Display Panels</b></p> <ul style="list-style-type: none"> <li>S. Harmsworth provided a project overview, including key elements of the preliminary design and an overview of the PIC#3 display panels.</li> <li>J. Lai asked about the timeline for construction phasing. N. Zervos noted that the Region would be looking at either 2016 or 2017 for construction of the southerly phase 1. The funding is in place, but the Environmental Study Report (ESR) needs to be filed and detailed design needs to be completed before the construction dates are confirmed. In addition, property is in place for Phase 1 of construction, but Phases 2 and 3 will require property purchase.</li> <li>M. Mackay noted that the Metrolinx Operational study between Leighland Avenue and Cornwall Road is set to wrap up in December 2013/January 2014. MMM is currently addressing comments received. A meeting will be coordinated by Halton Region with S. Gumbs and A. Horowitz to discuss the two Metrolinx studies.</li> </ul>	Halton Region

<ul style="list-style-type: none"><li>• T. Gautam asked what is being coordinated south of Leighland Avenue. T. Collingwood noted that the Midtown EA is currently addressing the area south of Leighland Avenue and a PIC is tentatively scheduled for February 2014. N. Zervos noted that the Region's Trafalgar Road Class EA Study decided to move forward because the Midtown EA study has been delayed. All parties are interested in the Cross Avenue area, but the Trafalgar Road Class EA Study has not included this in the study.</li><li>• D. Mrkela noted that 407 ETR would like to see the preliminary design for the north end of the Study Area to review the GO Station. N. Zervos to request B. Wicklund provide this information to D. Mrkela as the New North Oakville Transit Corridor detailed design project is at the 30% design stage.</li></ul>	Halton Region
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# Trafalgar Road Class EA Technical Agencies Meeting

MTO/Metrolinx  
November 14, 2013



## Study Area



## Agenda (MTO/Metrolinx)

- Introduction/Project History
- Preliminary Design
  - Plans South of Leighland Avenue
  - GO Transit Station South of Highway 407
  - BRT Stops along the Corridor
  - GO Station south of Highway 407
- Construction Phases
- PIC#3 – Review Panels
- Next Steps
- Questions?



## Background

- 2008 – Metrolinx Regional Transportation Plan – The Big Move identified Trafalgar Road as a higher order transit corridor
- 2011 – Halton Region Transportation Master Plan (2031) – The Road to Change identified Trafalgar Road to be maintained as 4 general traffic lanes plus 2 lanes for Transit/High Occupancy Vehicles (HOV) by 2031



Trafalgar Road Study Area



## Background

- 2011 – Project Team investigated the feasibility of dedicated Bus Rapid Transit (BRT) lanes on Trafalgar Road. Halton Region has confirmed the need for higher order transit facilities on Trafalgar Road. The curb lane option has been identified as preferred and was presented to the public for comment in November 2011



Trafalgar Road Study Area

## Project History

- The preliminary design plan details the following:
  - Widening Trafalgar Road from 4 to 6 through lanes
  - Provision for HOV/Transit lanes in the interim condition and dedicated bus lanes by 2031
  - Active transportation facilities on both sides of the road
  - Provision of enhanced bus stops at most signalized intersections
  - Transit signal priority measures

## Background

- 2012 – Project Team reviewed a phased implementation strategy including initially introducing HOV lanes
- 2013- Project Team undertook development of the preliminary design for the corridor including transit stop locations



Trafalgar Road Study Area

## Typical Section – Curb HOV/BRT

4 General Purpose Lanes + 2 Curbside BRT Lanes



## Implementation Strategy

- Assessed the following alternatives
  - 2021 BRT
  - 2021 HOV (ends north of Iroquois Shore Road)
  - 2031 BRT
  - 2031 HOV (ends north of Iroquois Shore Road)
- HOV found to operate better than BRT for 2021 horizon;
- BRT found to operate better than HOV for 2031 horizon;

## Plans South of Leigland Avenue



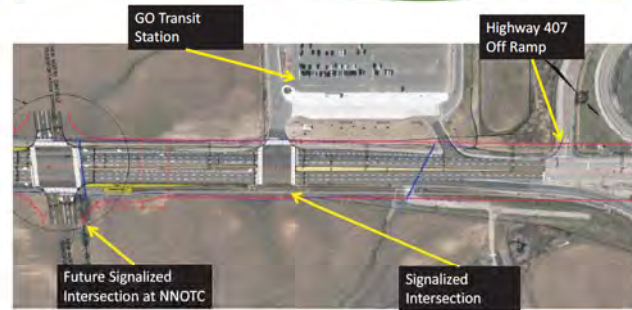
## Preliminary Design

- The section of the Preliminary Design that primarily impacts MTO and Metrolinx is in the area of the QEW and the GO Transit parking lot located south of Highway 407.
- Other areas of interest to Metrolinx may include the BRT bus stops located throughout the corridor

## Sheridan College



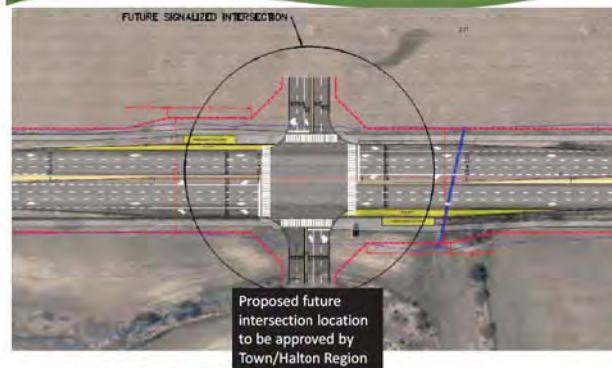
### GO Transit Station



### Near Side Bus Bay



### Far Side Bus Bay & Platform



### Constrained Platform



### Constrained Platform



### Transit Priority

- Transit Signal Priority should be implemented at:
  - NBL from Transit Shelter to Ceremonial Road to access Sheridan College
  - NBL from Trafalgar Road to Oak Park Boulevard to access Uptown Core Bus Terminal
  - EBL from Dundas Street to Trafalgar Road (to assist with departure from Uptown Core Bus Terminal and return to NB Trafalgar Road)
  - WBL from Dundas Street to access Uptown Core Bus Terminal

### Constrained Bus Bay



### Long Term Median BRT

- The ESR will note that long-term median BRT may be assessed at some point in the future

## Construction Phases



## Next Steps

- Complete agency meetings
- Conduct PIC #3 on December 4<sup>th</sup>
- PIC Comments received by Dec. 20<sup>th</sup>
- Meet with individual impacted property owners, as requested
- Finalize the ESR Document by Winter 2014
- File the ESR with MOE by Spring 2014

## Questions?

## PIC#3

- PIC #3 is Scheduled for December 4<sup>th</sup>
- Location: Oakville Town Hall
  - South Atrium
  - 1235 Trafalgar Road, Oakville
- Drop-in Time: 6:30 to 8:30 pm

## Contact Information

Mr. Nick Zervos, C.E.T.  
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Thank You For Attending!





# Appendix C

Public Information Centre Panel  
Displays

## Trafalgar Road (Regional Road 3) Corridor Improvements Class EA Cornwall Road to Highway 407

Welcome  
Public Information Centre  
December 4, 2013

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

Please Sign In



## Purpose of the PIC

The purpose of this Public Information Centre (PIC) is to:

- Present the preliminary design plan for the proposed Trafalgar Road improvements between Cornwall Road and Highway 407
- Collect public input regarding the proposed improvements

The preliminary design plan details the following:

- Widening Trafalgar Road from four to six through lanes
- Provision for High Occupancy Vehicle (HOV) / Transit lanes in the interim condition and dedicated bus lanes by 2031
- Active transportation facilities on both sides of the road
- Provision of enhanced bus stops at most signalized intersections
- Transit signal priority measures



Comment sheets are available and we encourage you to fill it out at the PIC or submit it to the Project Team by:

Friday, December 20<sup>th</sup>, 2013



## Background

2008 – Metrolinx Regional Transportation Plan – the Big Move identified Trafalgar Road as a higher order transit corridor



2011 – Halton Region Transportation Master Plan (2031) – The Road to Change identified Trafalgar Road to be maintained as 4 general traffic lanes plus 2 lanes for Transit / High Occupancy Vehicles (HOV) by 2031



2011 – Project Team investigated the feasibility of dedicated Bus Rapid Transit (BRT) lanes on Trafalgar Road

Halton Region has confirmed the need for higher order transit facilities on Trafalgar Road. The curb lane option has been identified as preferred and was presented to the public for comment in November 2011.

The recommended improvements to Trafalgar Road provide those living or working in Halton Region with improved alternatives to single occupant vehicle travel.



## Other Studies

The following studies are being considered in the Trafalgar Road Class EA Study:

- **Midtown Oakville Class Environmental Assessment (Class EA) Study – Town of Oakville (ongoing)**
  - The Town of Oakville is completing a Class EA Study to determine a practical, long-term strategy to guide the development of the transportation and municipal stormwater network needed to support the planned growth in Midtown Oakville to 2031.
  - This study will consider a diverse range of options, including but not limited to:
    - Public transit system and network improvements
    - Active transportation (pedestrian and cycling) network improvements
    - Travel demand management requirements
    - Land use planning policies
    - Municipal road network improvements
    - Municipal drainage network improvements
  - When completed, the preferred solution will be implemented through an amendment to the Livable Oakville Plan.



Contact Information:  
Midtown EA Core Team  
905-815-6060  
midtownEA@oakville.ca  
www.oakville.ca/townhall/midtown-oakville-ea.html

- **Trafalgar Road Corridor Planning Study (Land Use/ Intensification for 2057) – Town of Oakville (ongoing)**
  - The purpose of the Trafalgar Road Corridor Planning Study is to:
    - Assess the Livable Oakville Plan policies and make recommendations for new or revised policies
    - Consider development through an analysis of land use, scale built-form and compatibility, as well as the provision of transit, roads, cycling facilities, parks and services (e.g., water, wastewater, stormwater and hydro)
    - Set out a planning framework for appropriate land uses to support improved transit service
  - The study area is focused along Trafalgar Road between the Queen Elizabeth Way and Dundas Street.



Contact Information:  
Gabe Charles, Manager,  
Current Planning – Central District  
Planning Services Department  
905-845-6601 ext. 3994  
Trafalgarcorridor@oakville.ca



## Other Studies Cont'd

- **Midtown Oakville Mobility Hub Study –Metrolinx (October 2012)**

- The Big Move Regional Transportation Plan (2008) identified the Oakville GO Station as a mobility hub, which is a major transit station with significant levels of planned transit services. The Midtown Oakville Mobility Hub Study Area is bounded by the QEW, Sixteen Mile Creek, Cornwall Road and Chartwell Road. The focus of the Study was to:
  - Ensure that new development supports and encourages transit use while creating a livable, complete community;
  - Recognize growing ridership at the Oakville GO Station and provide a high quality customer experience;
  - Aid Metrolinx in decision-making;
  - Plan appropriately for and optimize publicly-owned assets; and
  - Demonstrate how the mobility hub should look and work over the long term.



Contact Information:  
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 Senior Advisor, Strategic Policy and  
 Systems Planning  
 Metrolinx  
 20 Bay Street, Suite 600  
 Toronto, ON M5J 2W3  
 Email: Elana.Horowitz@metrolinx.com  
 Tel: 416-369-5752  
 Fax: 416-869-1794

- **Oakville GO Station Operational Strategy – Metrolinx (ongoing)**

- The focus of the Operational Strategy is to assess and identify key traffic issues in order to determine transportation improvements with an emphasis on transit. The study area includes Trafalgar Road and is bounded by McCraney Street, Allan Street, Cornwall Road and Kerr Street.



Contact Information:  
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 Senior Planning Officer / GO Planning  
 GO Transit, A Division of Metrolinx  
 97 Front Street, 4th Floor  
 Toronto, ON M5J 1E6  
 Email: Sherwin.Gumbs@gotransit.com  
 Tel: 416-202-5971 x 25971  
 Fax: 416-214-0678



## Other Studies Cont'd

- **Active Transportation Master Plan Study – Halton Region (2011)**

- Halton Region carried out an Active Transportation Master Plan Study to create a 20-year vision for active transportation in Halton Region. The objective of the Master Plan was to create a network that will make it easier for people to walk, bike and roll around Halton Region.
- Active transportation features recommended for Trafalgar Road included multi-use paths for pedestrians and cyclists.



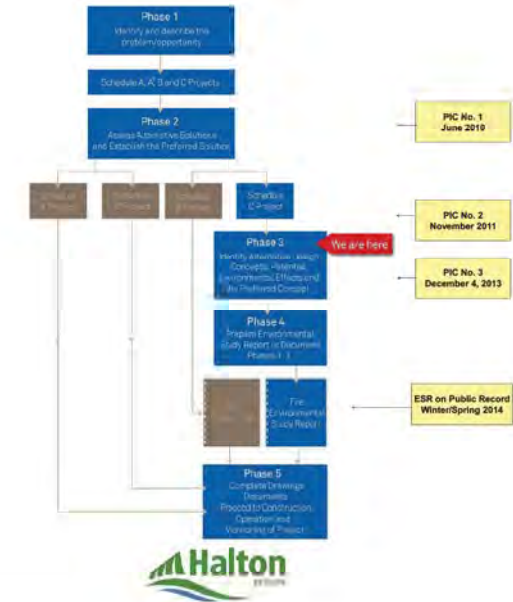
Contact Information:  
 Halton Region  
 1151 Bronte Road, Oakville  
 905-825-6000  
[accesshalton@halton.ca](mailto:accesshalton@halton.ca)  
<http://www.halton.ca/activetransportation>

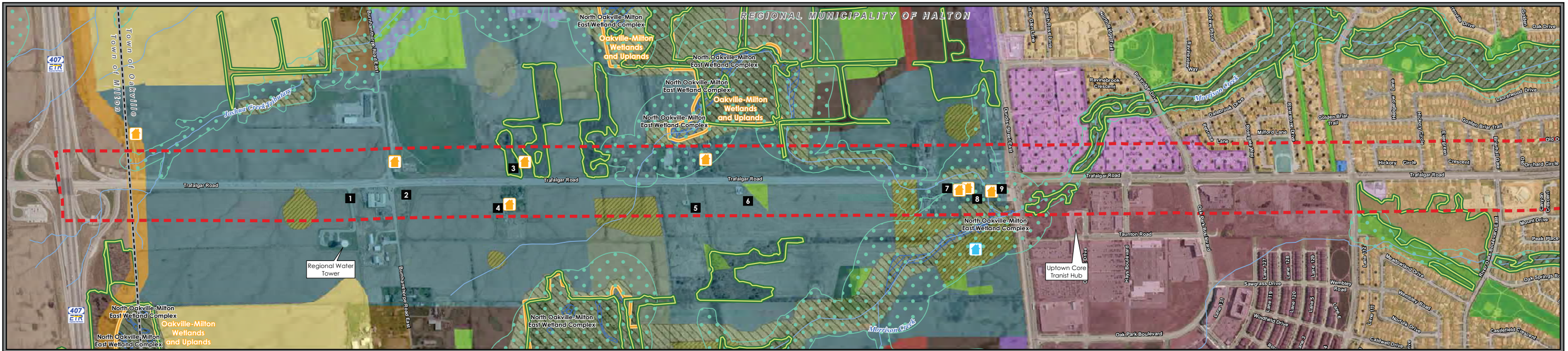


## Study Process

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

Based on the scope of this project, it is being planned as a Schedule 'C' project, which will complete Phases 1 through 4 as outlined below.





Halton Region Water Tower Facing West



Agricultural Field/Barn Facing South



3437 Trafalgar Road Residential Property



3444 Trafalgar Road



Radio Tower Facing West



Radio Tower Facing West



3048 Trafalgar Road Residential Property



3040 Trafalgar Road Commercial Property



3030 Trafalgar Road



Arterial Commercial Facing Northeast



Manicured Lawn Facing South



Sheridan College Facing West



Croatian Catholic Church Facing Northwest



Sidewalk East Side Facing South



1225 Trafalgar Rd. Facing South



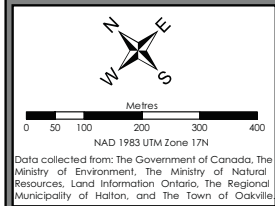
Oakville Place Facing West



Trafalgar Road Grade Separation Plaque Facing West



Grade Separation Facing South



**LEGEND**

- Study Area Corridor
- Municipal Boundary
- Watercourses
- Railway
- Floodplain Regulation Limits
- Wooded Areas
- Provincial ANSI
- Significant Wetlands
- Provincial
- Regional

**Heritage Structures**

- Listed
- Designated

**Oakville Official Plan Designations (2012)**

- Office Employment
- Business Employment
- Business Commercial
- Neighbourhood Commercial
- Community Commercial
- Core Commercial
- Low Density Residential
- Med Density Residential
- High Density Residential
- Natural Area
- Parks and Open Space
- Growth Area
- Institutional
- Utility

**North Oakville Plan (2008)**

- NP Community Park Area
- CP Community Park Area
- Village Square/Urban Square
- Stormwater Management Facility
- Natural Heritage System Area
- Joshua Creek Floodplain Area
- S Elementary School Site
- HS Secondary School Site
- General Urban Area
- Sub Urban Area
- Employment Area
- Dundas Street Urban Core Area
- Trafalgar Road Urban Core Area
- Transitional Area
- Transitway
- Neighbourhood Centre Area

Trafalgar Road:  
Highway 407 to Cornwall Road

**Existing Conditions Map**

The Regional Municipality of Halton  
Last Revised: June, 2013

**AECOM** 60119993

## Past PICs

Two PICs were held for the Trafalgar Road Corridor between Cornwall Road and Highway 407:

- **Public Information Centre (PIC) #1** – June 2010
  - Project Team presented background studies and the Preliminary Preferred Alternative Solution of four (4) general purpose lanes and two (2) Bus Rapid Transit (BRT) lanes (by 2031)
- **Public Information Centre (PIC) #2** - November 2011
  - Project Team presented the evaluation of median vs. curb BRT alternatives, identified the preferred alternative (Curb BRT), provided conceptual cross sections with landscaping and typical mitigation measures
- Overall, key comments from the PICs included:
  - Interest in property requirements and property impacts
  - General support for BRT / HOV lanes
  - General questions regarding BRT operation
  - Interest in provision of Active Transportation facilities
  - Concern regarding potential increase in traffic noise



## HOV / Transit Lane Strategy

What are the technical details of the HOV / Transit lanes on Trafalgar Road when introduced?

- HOV / Transit lanes will be 4.2 m wide in each direction (curb lanes)
- HOV / Transit lanes will be signed and marked (e.g. diamonds)
- Vehicles which may legally use the HOV / Transit lanes include:
  - Private vehicles with 2 or more occupants;
  - Taxis (with 2+ occupants);
  - Buses; and
  - Emergency vehicles.



This is similar to eligibility requirements for provincial HOV facilities in the area

- A separate right-turn lane will be provided to accommodate turning vehicles at almost all signalized intersections



## HOV / Transit Lane Strategy

Dedicated bus lanes are ultimately intended for Trafalgar Road, however, the Region is proposing staged introduction of higher-order transit to build ridership overtime.

### Phased Approach for Implementation

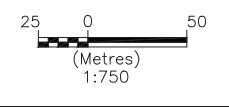
- The **first phase** of the strategy will provide for the in-term introduction of **High Occupancy Vehicle (HOV)** curb lanes allowing a mix of transit and private vehicles with 2 or more occupants. **In parallel** with the required roadway widening, Active Transportation Measures, transit support facilities (primarily bus stops) and transit priority measures will be provided at key intersections
- **Ultimately**, as transit ridership builds, the Region plans to convert the HOV lanes into dedicated bus lanes in the future (2031)





**LEGEND:**

	PROPOSED PAVEMENT		EXISTING PROPERTY LINE		HERITAGE PROPERTY
	PROPOSED BUS BAY/PLATFORM		PROPOSED PROPERTY LINE		NEWLY UPGRADED NOISE WALL
	PROPOSED MEDIAN		PROPOSED GRADING LINE		EXISTING NOISE WALLS TO BE UPGRADED UP TO MAXIMUM OF 3.5m
	PROPOSED SIDEWALK		PROPOSED RETAINING WALL		PROPOSED CULVERT



TRAFALGAR ROAD ENVIRONMENTAL ASSESSMENT STUDY  
REGIONAL MUNICIPALITY OF HALTON

**CONCEPT HOV LANES**

SHEET 1

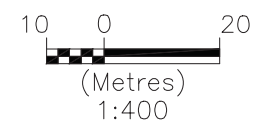


Project: Nov. 27, 2013 - 2:05pm, Name: 60119904-C-DE-05-SHEET-01-2-3.dwg



**LEGEND:**

- RAISED PAINTED STRIPS
- PROPOSED AUDIBLE PEDESTRIAN SIGNAL
- DETECTABLE WARNING PLATE

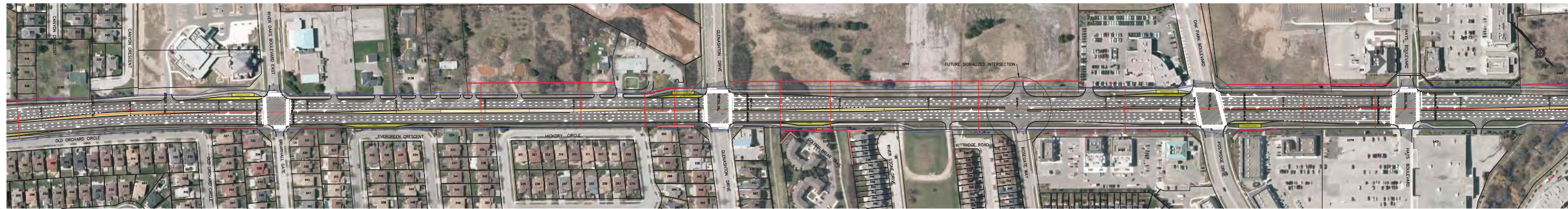
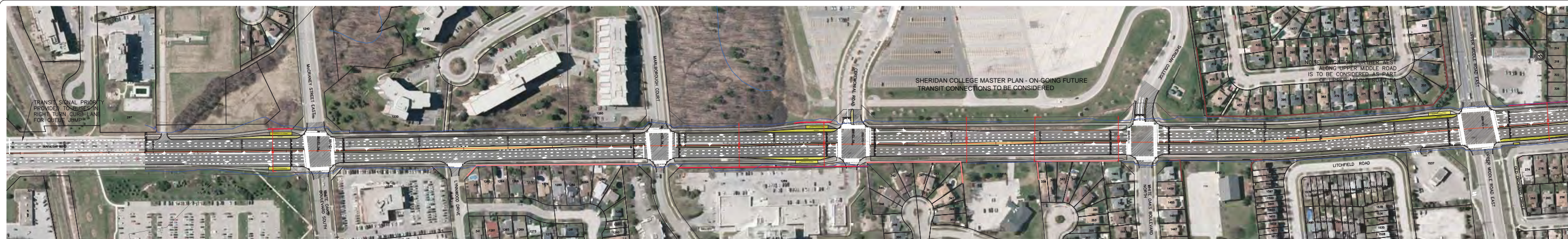


TRAFALGAR ROAD ENVIRONMENTAL ASSESSMENT STUDY  
REGIONAL MUNICIPALITY OF HALTON

CONCEPT HOV LANES

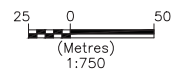
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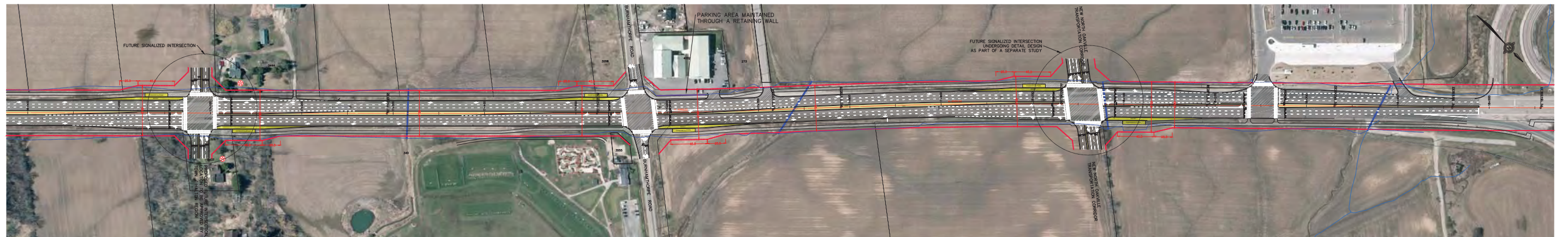
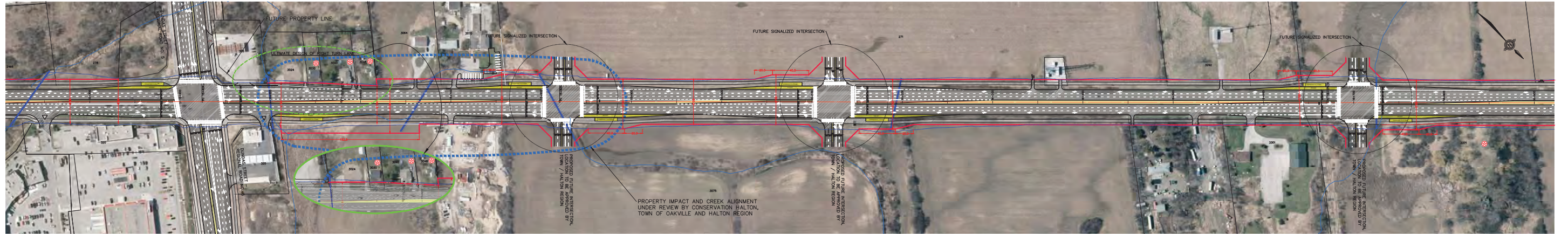




**LEGEND:**

	PROPOSED PAVEMENT		EXISTING PROPERTY LINE		HERITAGE PROPERTY
	PROPOSED BUS BAY/PLATFORM		PROPOSED PROPERTY LINE		NEWLY UPGRADED NOISE WALL
	PROPOSED MEDIAN		PROPOSED GRADING LINE		EXISTING NOISE WALLS TO BE UPGRADED UP TO MAXIMUM OF 3.5m
	PROPOSED SIDEWALK		PROPOSED RETAINING WALL		PROPOSED CULVERT



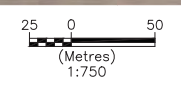


DATE: 01.15.2017



**LEGEND:**

	PROPOSED PAVEMENT		EXISTING PROPERTY LINE		HERITAGE PROPERTY
	PROPOSED BUS BAY/PLATFORM		PROPOSED PROPERTY LINE		NEWLY UPGRADED NOISE WALL
	PROPOSED MEDIAN		PROPOSED GRADING LINE		EXISTING NOISE WALLS TO BE UPGRADED UP TO MAXIMUM CP 3.5m
	PROPOSED SIDEWALK		PROPOSED RETAINING WALL		PROPOSED CULVERT



## Typical Cross Section and Streetscape Opportunities

- 50 metre right of way north of Dundas Street, ROW varies south of Dundas Street, where constrained by existing development
- Two curb lanes for HOV / Transit, as well as right turn lanes where required (median BRT beyond 2031 has not been precluded north of Dundas Street).
- Bus stops will be located on the far side at most signalized intersections.
- Accommodates pedestrian and cycling facilities with multi-use trail on west side of the roadway and sidewalk on the east side of the roadway for majority of the Study Area.
- Includes opportunities for enhanced landscaping within right-of-way
- Provision for on-street parking north of Dundas Street has been considered for the longer term. Further discussion with the Town of Oakville is required.



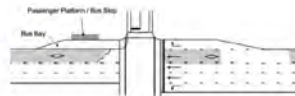
## Proposed Bus Stops

Within the Study Area, bus stops are proposed to be located at most signalized intersections for both directions of travel.



## Bus Stop Design

Bus stops will be located on the far side of intersections, where feasible, and will include a bus bay to separate stopped buses from through traffic.



Bus shelters will feature a unique architectural design and state-of-the-art amenities, such as:

- Enhanced accessibility features:
  - Tactile strip at platform edge
  - Audible and visual passenger information
  - Seating
- Enhanced security features:
  - Enhanced lighting
  - High visibility
  - Multiple shelter access/egress points
- Real-time passenger information
- Bicycle racks
- Trash and recycling bins



Note: Features may vary by stop type and location



## Traffic Operations - Access

### Turning Movements at Intersections

- As a major arterial, Trafalgar Road will include left and right turn lanes at most signalized intersections.
  - Left turns could proceed during the protected signal phase and the permissive signal phase (when safe to do so).
  - Right turns would be made from the right-most intersection turn lane. Crossing of an HOV lane is ordinarily permitted near intersections.



Protected Left Turn Phase



Permissive Left Turn Phase

### Property Access

- There are existing commercial and residential properties along Trafalgar Road that currently have full move access (i.e. can turn left and right into and out from the property).
- However, when Trafalgar Road is widened, there would be a raised median throughout its length except at signalized intersections.
- Access to commercial and residential properties would become right-in / right-out access only.
- Private residences and businesses will be affected and will require alternative ways to access / egress, including "U" Turns at signalized intersections.
- By limiting access, Trafalgar Road will be more efficient and will operate more safely.



## About Noise

Noise is measured using the weighted scale "Decibels" (dBA) to represent the way in which the human ear perceives noise.

The decibel scale is not linear; it is logarithmic:

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

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

Roadway noise levels generally depend on:

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



Roadway noise, typically varies throughout the day in relation to traffic volumes.



## Noise Analysis

A traffic noise impact analysis was completed as part of this study to evaluate the noise impacts that would result from the operation of the proposed roadway improvements on Noise Sensitive Areas.

The noise analysis has indicated that in both the HOV (2021) and BRT (2031) scenarios, the absolute noise levels at all receivers adjacent to Trafalgar Road are greater than 60 dBA.

**Based on results of the noise assessment and commitment from the Region, the Region will provide/replace noise walls approximately 3.5 m in height at properties directly adjacent to Trafalgar Road that have exposed outdoor living areas (OLAs) (this excludes recently installed noise walls on east side of Trafalgar Road south of Upper Middle Road).**

The Region will construct and maintain the new noise walls. The details of the noise wall (e.g. type, colour, aesthetics, etc.) will be determined during detailed design and in consultation with the affected property owners.



## About Noise

### Ministry of Transportation (MTO) / Ministry of the Environment (MOE) Noise Protocol

- The noise descriptor used in Ontario to assess noise is the equivalent sound level (Leq). Leq is identified as the continuous sound level which has the same energy as a time varying noise level over a specified time period.
- The Ministry of the Environment (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.
- MTO/MOE Noise Protocol requirement: compare future noise level with and without the proposed road improvement adjacent to a Noise Sensitive Area (NSA).
- For the purposes of assessing noise as part of road expansion projects, a NSA is defined as a noise sensitive land use within an outdoor living area, which includes: single family houses (typically back yard), townhouses (typically back yard), multiple unit buildings such as apartments with outdoor living areas for use by all occupants, as well as hospitals and nursing homes, with outdoor living areas for the patients.

#### MTO / MOE Noise Protocol Requirements

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



## Mitigation Measures

Mitigation of natural or community impacts is provided within the project to avoid or minimize impacts where possible. Some negative effects, however, cannot be totally avoided.

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

Socio-Economic Environment	
Property Requirement	<ul style="list-style-type: none"> <li>• Secure necessary required right-of-way through development process within areas of active development</li> <li>• Negotiate with existing property owners to provide fair market value compensation.</li> </ul>
Noise	<ul style="list-style-type: none"> <li>• The Region will provide/replace a noise wall approximately 3.5 m in height at properties directly adjacent to Trafalgar Road with Outdoor Living Area's facing the right of way.</li> <li>• During construction on Trafalgar Road, the contractor will abide by the municipal noise control by-laws. The contractor will be required to keep idling of construction equipment to a minimum and to maintain equipment in good working order to reduce noise from construction activities.</li> </ul>
Air Quality	<ul style="list-style-type: none"> <li>• All contaminants, with the exception of Benzene were below their respective MOE Ambient Air Quality Criteria for 2031.</li> <li>• The overall impacts of the targeted contaminants will decrease in 2031, due to an increase in commuters using the proposed BRT. As a result, mitigation measures are not warranted.</li> <li>• During construction, dust suppressants will be used and construction equipment will be required to conform to emissions standards and the idling of equipment will be restricted to ensure that air quality is not unduly impacted.</li> </ul>



## Mitigation Measures cont'd

### Cultural Environment

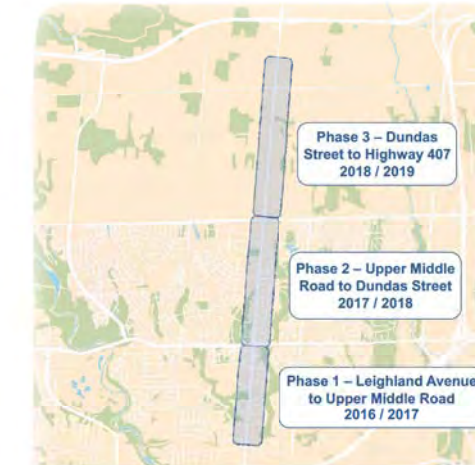
- |                |   |
|----------------|---|
| Archaeology    | <ul style="list-style-type: none"> <li>A Stage 2 Archaeological Assessment will be completed during detailed design in areas north of Dundas Street.</li> <li>The construction contract will prescribe means to address any archaeological finds during construction.</li> </ul>  |
| Built Heritage | <ul style="list-style-type: none"> <li>Design of Trafalgar Road was modified directly north of Dundas Street to minimize impacts to 3048, 3040 and 3030 Trafalgar Road. Modifications include reducing the width of or moving the multi-use trail to the east side of Trafalgar Road and reducing the sidewalk width.</li> <li>While the buildings will not be directly impacted as a result of the widening of Trafalgar Road, there will be some property requirement at the frontages of each property.</li> <li>Provisions will be made to minimize any disruption to cultural landscapes during construction.</li> </ul> |

### Natural Environment

- |         |  |
|---------|--|
| General | <ul style="list-style-type: none"> <li>Application of standard good construction practice for all works.</li> <li>Stringent standard sediment and erosion control measures to protect aquatic and terrestrial resources.</li> <li>Proper storage and handling of all construction related materials, waste and equipment (including fuelling and maintenance).</li> <li>Environmental inspector will ensure all mitigation is completed as designed and functioning properly.</li> </ul> |
|---------|--|



## Construction Phasing



## Mitigation Measures cont'd

### Natural Environment

- |            |  |
|------------|--|
| Aquatic    | <ul style="list-style-type: none"> <li>Minimize removal of riparian and woody vegetation where possible.</li> <li>Conduct in-water and near-water activities during appropriate warm water construction timing windows.</li> <li>Develop comprehensive erosion and sediment control plan to protect the fish and fish habitat in the watercourses supporting direct and indirect fish use.</li> <li>Develop and implement appropriate 'temporary flow passage' measures in accordance with all relevant permits as required (e.g. Permits To Take Water) to isolate the temporary instream construction zones and maintain clean flow downstream. Where no flow is present: contingency flow management measure will be in place in the event of a storm and associated runoff.</li> <li>If any temporary dewatering is required for the works, appropriate energy dissipation and settling/filtration measures will be used for dewatering discharge to ensure no erosion or sediment release occurs in the drainage features.</li> </ul> |
| Vegetation | <ul style="list-style-type: none"> <li>Minimize removal of natural vegetation through design and construction methods.</li> <li>Delineate work areas and off-limit areas to protect natural vegetation and features.</li> <li>Use proper clearing techniques.</li> <li>Proper siting and containment of temporary storage, maintenance and material stockpiles.</li> <li>Re-vegetate and restore disturbed and/or exposed areas per best management practices.</li> </ul>  |
| Wildlife   | <ul style="list-style-type: none"> <li>Wildlife incidentally encountered during construction will not knowingly be harmed.</li> <li>Works will be completed in accordance with the <i>Migratory Birds Convention Act</i> and other applicable legislation.</li> </ul>  |



## Next Steps

Following this Public Information Centre, the Project Team will:

- Review the comments received and respond to any questions.
- Incorporate any revisions and finalize the preliminary plan for Trafalgar Road.
- Prepare the Environmental Study Report (ESR) which documents the decision making process and recommendations of the EA Study.
- File the ESR for public review (minimum 30 day review period).
- Obtain Approval of the EA Study from the Minister of the Environment.

Visit the study website at:  
[www.halton.ca/EAprojects](http://www.halton.ca/EAprojects)



## Please Complete a Comment Sheet

Would you like to be included on the study mailing list?



Do you have any questions or comments regarding the study?

Please let us know by completing a Comment Sheet. Completed sheets can either be dropped in the comment boxes or submitted by mail, fax or email to either of the following Project Team members:

Nick Zervos, C.E.T.  
Project Manager  
Halton Region  
1151 Bronte Road  
Oakville, Ontario L6M 3L1  
Phone: 905-825-6000 x7632  
Toll Free: 1-866-442-5866  
Fax: 905-847-2192  
Email: [nick.zervos@halton.ca](mailto:nick.zervos@halton.ca)

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Fax: 905-668-0221  
Email: [sheri.harmsworth@aecom.com](mailto:sheri.harmsworth@aecom.com)

Please provide all comments by December 20, 2013

**THANK YOU FOR ATTENDING!**

