

James Snow Parkway Extension Municipal Class Environmental Assessment Study Addendum - Public Information Centre

Introduction (Video 1)

The following provides a text version of the audio that is included in the video.

Slide 1: James Snow Parkway Extension Municipal Class Environmental Assessment Study Addendum – Public Information Centre

Hello and welcome to the Public Information Centre (or “P-I-C” for short) for the James Snow Parkway Extension Municipal Class Environmental Assessment Study Addendum (or “M-C-E-A” Study), which we will refer to as “the study” in this video.

This PIC will be available to the public for review and comment from March 26, 2026 to April 17, 2026.

Slide 2: Public Information Centre Overview

This PIC includes a series of three videos that will:

- Introduce the Study and the Municipal Class Environmental Assessment Addendum Process;
- Present the Updated Planning and Environmental Conditions;
- Present an Overview of the Updated Preliminary Plan; and
- Outline Opportunities to Provide Feedback and Next Steps.

In this first video, Video #1, we discuss the purpose of the PIC, provide an introduction to the EA Addendum, outline the changes, and present key considerations.

To learn about the updated planning and environmental conditions of the study, please view Video #2. For the updated Preliminary Plan and how to provide feedback, please view Video #3.

Slide 3: About this Public Information Centre

This slide provides detailed on how to get involved:

- Watch the PIC and/or review the presentation;
- Provide comments and feedback through our online survey by April 17, 2026;
- Visit the Municipal Class Environmental Assessment studies webpage on halton.ca; and
- Contact the Project Team at jspe@halton.ca to join the study mailing list or provide feedback in an alternate manner.

Slide 4: Background

- In 1999, the Town of Milton completed a Schedule C Municipal Class Environmental Assessment (MCEA) for James Snow Parkway from Main Street in the Town of Milton to Highway 407 Express Toll Route (ETR) in the Town of Oakville;
 - The corridor was identified as a four-lane local rural road.
 - The MCEA process was documented in an Environmental Study Report (ESR) in March 1999.
 - The section of James Snow Parkway north of the Britannia Road corridor has been constructed and is a Regional major arterial road.
- The focus of this MCEA Study Addendum is on the extension of James Snow Parkway from Britannia Road southerly to Highway 407ETR (4.5km in length)

The image to the right shows the alignment from the 1999 ESR.

Slide 5: What is the focus of this MCEA Study Addendum?

- The Region has initiated this MCEA Study Addendum to address the following:
 - Cross-section considerations (change from a 35-metre rural four-lane roadway to a 47-metre six-lane urban right-of-way); and
 - Update mitigation measures to reflect updated legislation and policies.
- The project includes a combination of the following:
 - Six-lane cross-section;
 - Active transportation facilities;
 - Provision for existing and future intersections;
 - Protection for future transit priority corridor infrastructure; and
 - Crossing over East Sixteen Mile Creek.

Slide 6: Cross-Section Updates

- The right-of-way proposed in the 1999 ESR recommended a four-lane rural road cross-section within a 35-metre right-of-way.
- The 2004 Transportation Master Plan (TMP) identified James Snow Parkway as a Regional Road.
- The 2011 TMP – The Road to Change, identified the James Snow Parkway extension as a key project to improve network connectivity and address forecasted travel demands through to 2031; and
- The proposed right-of-way consists of the following:
 - A six-lane urban road cross-section;
 - A 47-metre right-of-way; and
 - Active Transportation.

The image shown in the top right is the cross-section for the Preferred Design Concept from the 1999 ESR.

The image shown in the bottom right is the Updated Urban Cross-Section with a 47-metre right-of-way.

Slide 7: Key Considerations

A number of design considerations and opportunities were considered based on the road corridor character and needs, including:

- Supporting north-south travel between the Towns of Milton and Oakville;
- Support development in adjacent Secondary Plan areas;
- Planned right-of-way width of 47-metre as per Region's TMP (2011);
- Provide active transportation facilities for pedestrians and cyclists including protected intersections;
- Tie into existing transportation network at Britannia Road and Highway 407ETR;
- To protect for Future Transit Priority Corridor infrastructure;
- Minimize impacts to properties (residential, commercial, recreational) and utilities;
- To address potential impacts of regulated floodplain, wetland, meander belt, and stable top of bank hazards, as well as watercourses including East Sixteen Mile Creek and other environmental features.
- Minimize impacts to Glenorchy Conservation Area; and
- Minimize impacts to cultural heritage resources and areas of archaeological potential.