

# **James Snow Parkway Extension Municipal Class Environmental Assessment Study Addendum**

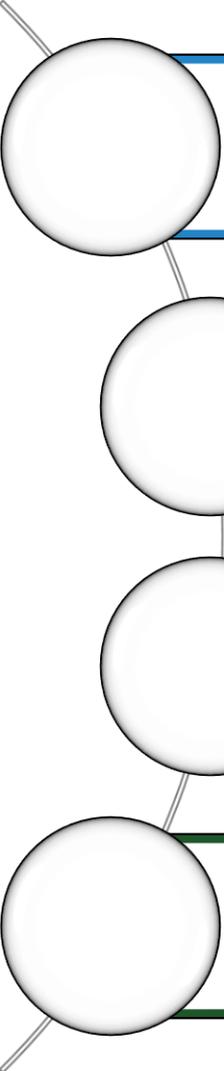
Town of Milton and Town of Oakville

**Virtual Public Information Centre**

**March 26, 2026**



# Public Information Centre Overview



**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**

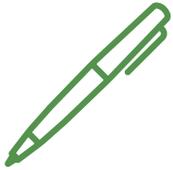
**Outline Opportunities to Provide Feedback and Next Steps**

# About this Public Information Centre

## How to get involved



Watch the Public Information Centre (PIC) videos and/or review the presentation.



Provide comments and feedback through our online survey by:  
**April 17, 2026.**



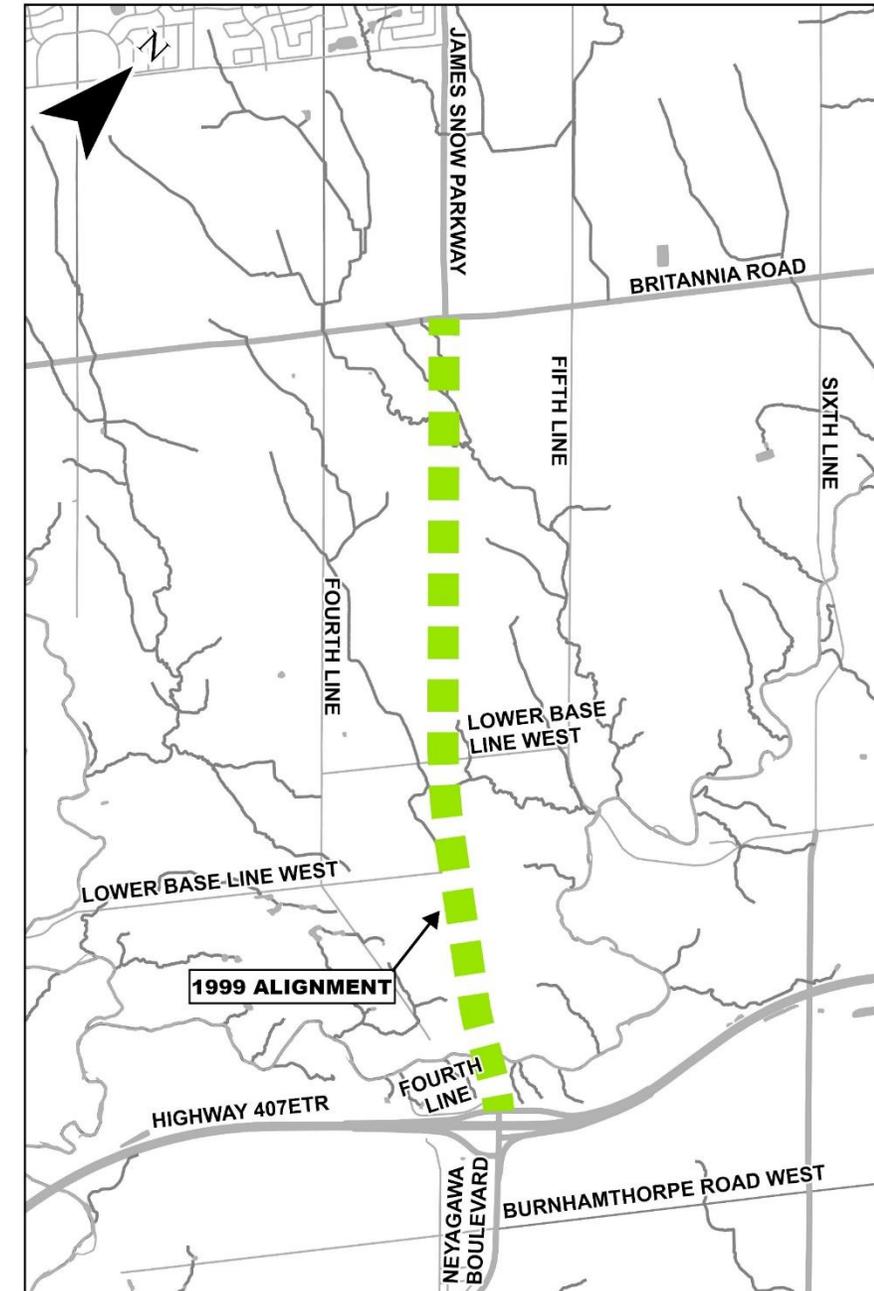
Visit the [Municipal Class Environmental Assessment studies webpage](#) on **halton.ca**.



Contact the Project Team at [JSPE@halton.ca](mailto:JSPE@halton.ca) to join the study mailing list or provide feedback in an alternate manner.

# 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).

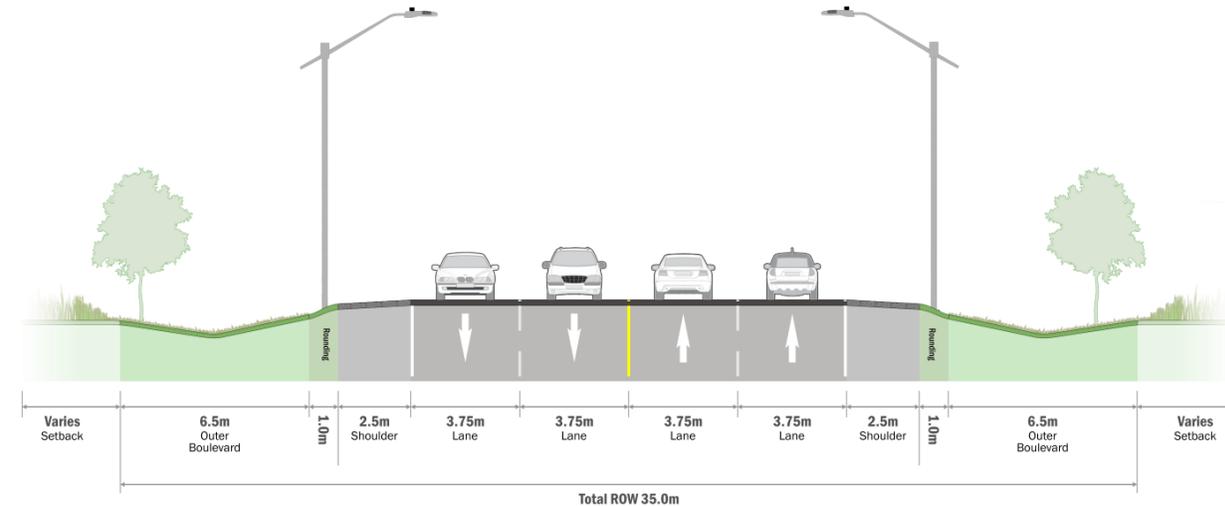


# What is the focus of this MCEA Study Addendum?

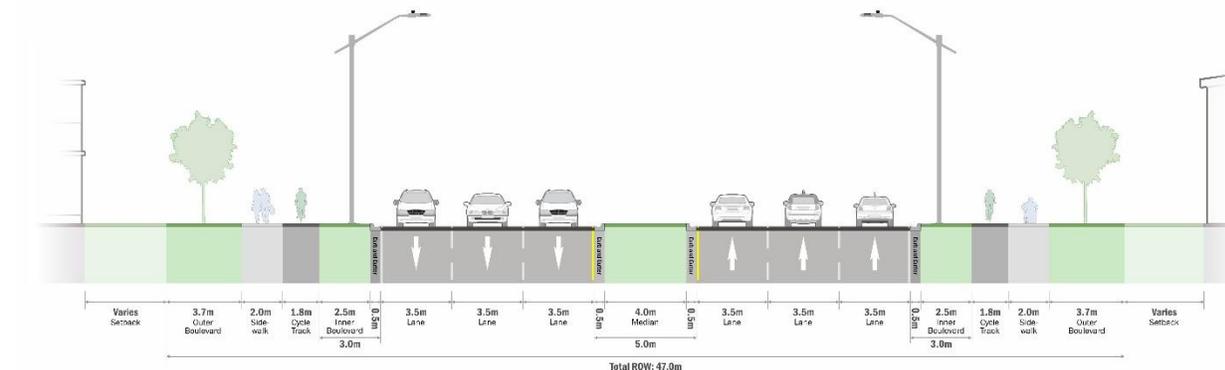
- The Region has initiated this MCEA Study Addendum to address the following:
  - Cross-section considerations (change from a 35-metre rural four-lane roadway to a 47-metre six-lane urban right-of-way); and
  - Update mitigation measures to reflect updated legislation and policies.
- The project includes 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
  - Crossing over East Sixteen Mile Creek

# 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
  - Active transportation



**Cross-section for the Preferred Design Concept from the 1999 ESR**



**The Updated Urban Cross-Section with a 47-metre Right-of-Way**

# 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 the 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.
- Protect for Future Transit Priority Corridor infrastructure.
- Minimize impacts to properties (residential, commercial, recreational) and utilities.
- Assess potential impacts of regulated floodplain, wetland, meander belt, and stable top of bank hazards, as well as watercourses including East Sixteen Mile Creek.
- Minimize impacts to Glenorchy Conservation Area.
- Minimize impacts to cultural heritage resources and areas of archaeological potential.

# James Snow Parkway Extension Municipal Class Environmental Assessment Study Addendum

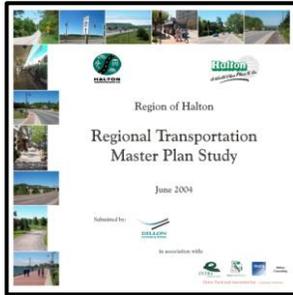
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Video #2 – Updated Planning and Environmental Conditions



# Study Background



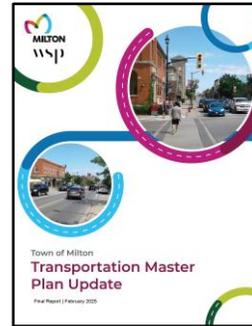
2004

The **Regional Transportation Master Plan Study** was prepared to provide the Region with the strategies, policies and tools to manage traffic safety and to provide a range of transportation choices.



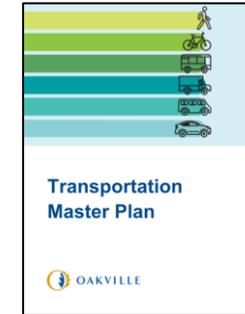
2011

The **Halton Region Transportation Master Plan** provides strategies, policies and tools to meet the Region's transportation needs to 2031. The Plan recommends several roadway improvements, including the James Snow Parkway extension project, to address travel demand in central and eastern Milton by 2031.



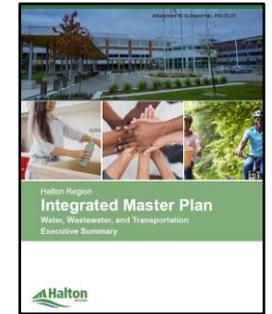
2025

The **Town of Milton's 2025 Transportation Master Plan (TMP) Update**, sets the long term, multi-modal transportation strategy for Milton to the year 2051, updating the 2018 TMP. It outlines recommended future road, transit, and active transportation improvements to accommodate future growth.



2025

The **Town of Oakville's 2025 Transportation Master Plan (TMP) Update** identifies recommended projects, policies and programs to support walkable, cycle/transit friendly neighbourhoods with integrated accessible transportation. The plan establishes a path forward for all modes of transportation to accommodate growth to 2051.



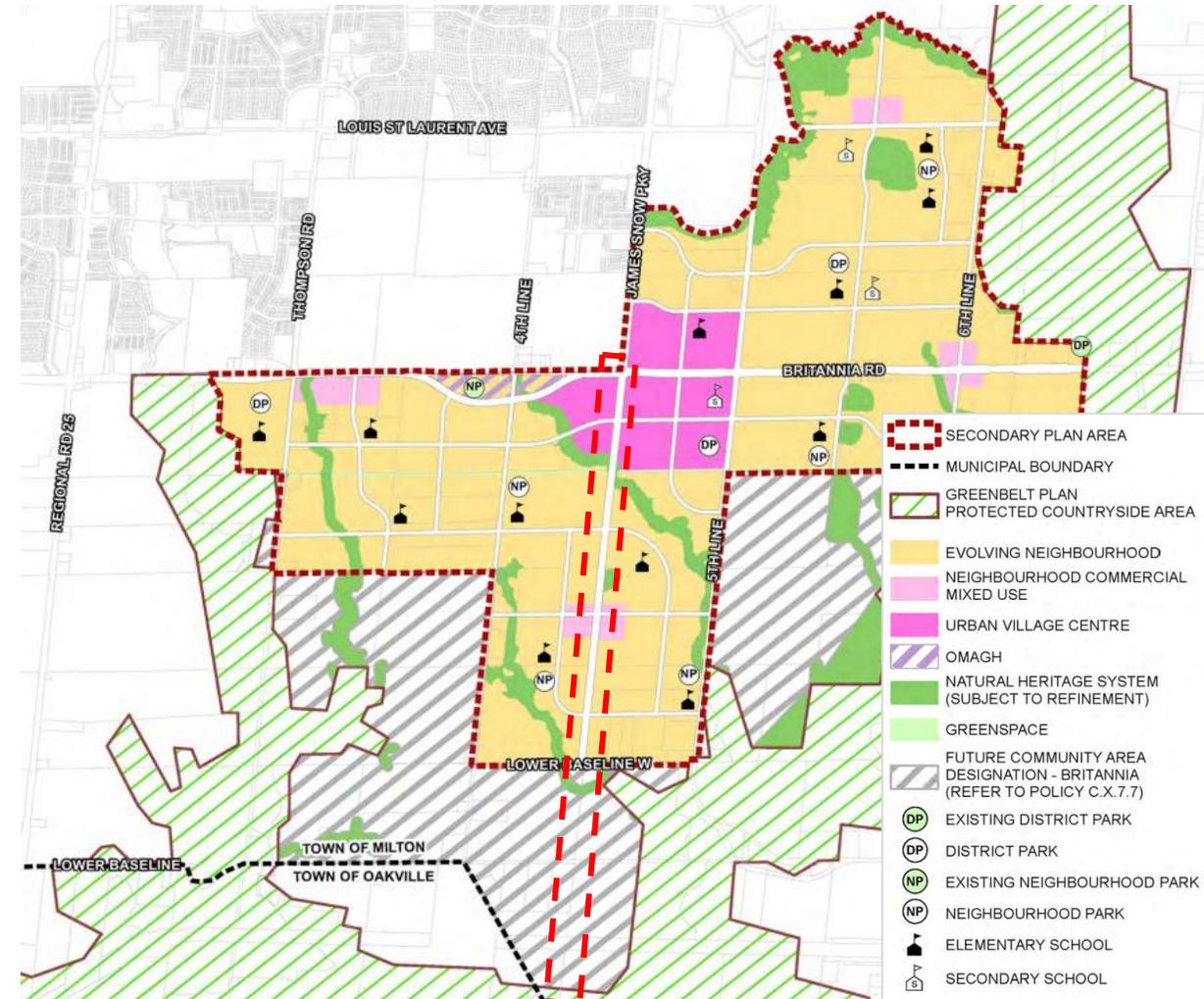
2026

The Region is completing the **Integrated Master Plan (IMP)** for Water, Wastewater and Transportation. The Plan identifies a long-term integrated servicing strategy for regional infrastructure to accommodate future growth to 2051.

# Existing and Future Land Uses

Within the Town of Milton:

- Existing land uses in the study area are primarily rural, residential and agricultural.
- The **Britannia Secondary Plan (2025)** designates areas within the study corridor for Future Community Areas, Evolving Neighbourhood, Natural Heritage Systems and Future Community Area Designation.
- The corridor crosses the East Sixteen Mile Creek within the Glenorchy Conservation Area.
- The corridor also crosses designated Protected Countryside lands as per Ontario's Greenbelt Plan (2017).



**Town of Milton, Britannia Secondary Plan  
Land Use Plan**

# Existing and Future Land Uses

Within the Town of Oakville:

- The study area crosses the Parkway Belt
- The study area connects with Neyagawa Boulevard at Highway 407 ETR
- Land uses to the south, as outlined in the **North Oakville East Secondary Plan (2008, updated 2023)**, include:
  - Employment Area
  - Neyagawa Urban Core area



Source: Town of Oakville Official Plan (2009),  
Schedule K 407 North Land Use



Source: Town of Oakville, Appendix 7.3 North  
Oakville East Secondary Plan, February 2008

# Halton Region Integrated Master Plan

- In November 2025, through PW-35-25 Regional Council adopted the recommended servicing strategies to support growth in Halton Region to 2051 as set out in the Integrated Master Plan (IMP) for Water, Wastewater and Transportation.
- Through the IMP, the preferred transportation strategy includes a transportation system that will be resilient and adaptable to support increasing travel demand through localized corridor widenings and improvements, and prioritizing active transportation, including protected intersections.



# James Snow Parkway

- Through the IMP, the active transportation improvements identified for the James Snow Parkway corridor include a one-way in-boulevard cycle tracks and sidewalks on both sides of the corridor.
- The corridor is also identified as a future Transit Priority Corridor by 2051.

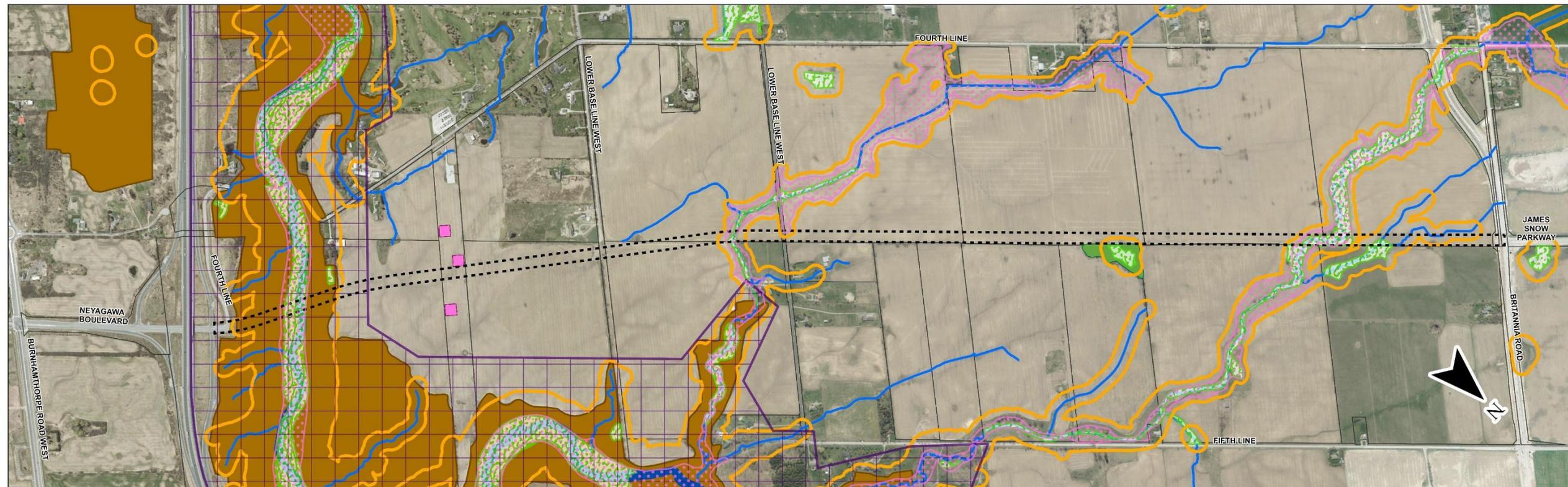


Source: Halton Region Integrated Master Plan – 2051 Preliminary Preferred Transit Priority Corridor Infrastructure Network, Executive Summary (PW-35-25, November 2025)

# Natural Environment Conditions

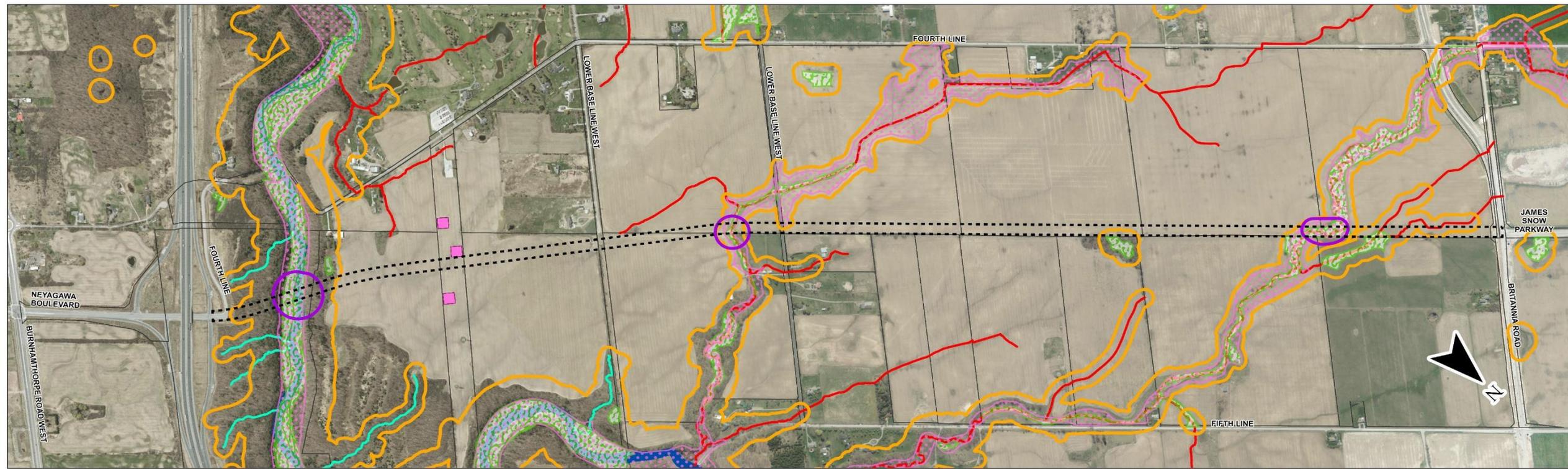
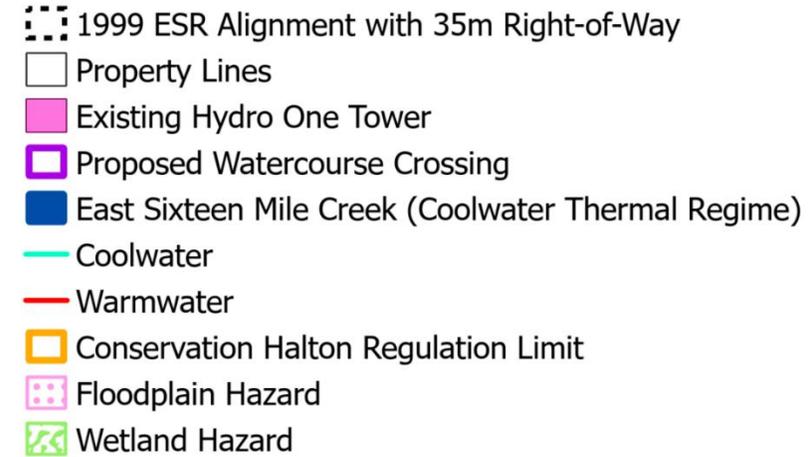
- Identified resources include: Natural Heritage System; Areas of Natural and Significant Interest, and Woodlots.
- Potential terrestrial Species at Risk (SAR) include: butternut, bobolink, eastern meadowlark, barn swallow, bank swallow, and bats.

- ⋯ 1999 ESR Alignment with 35m Right-of-Way
- Property Lines
- Existing Hydro One Tower
- ▣ Natural Heritage System
- Area of Natural and Scientific Interest
- East Sixteen Mile Creek
- Watercourse
- Woodlot
- Wetland Hazard
- Floodplain Hazard
- Conservation Halton Regulation Limit



# Watercourse and Fisheries Conditions

- East Sixteen Mile Creek Watershed including the Main Creek, and other Coolwater and Warmwater Tributaries.
- Potential aquatic Species at Risk (SAR) includes Silver Shiner.
- Direct and Indirect Fish Habitat, Sensitive Fish and Fish Habitat.



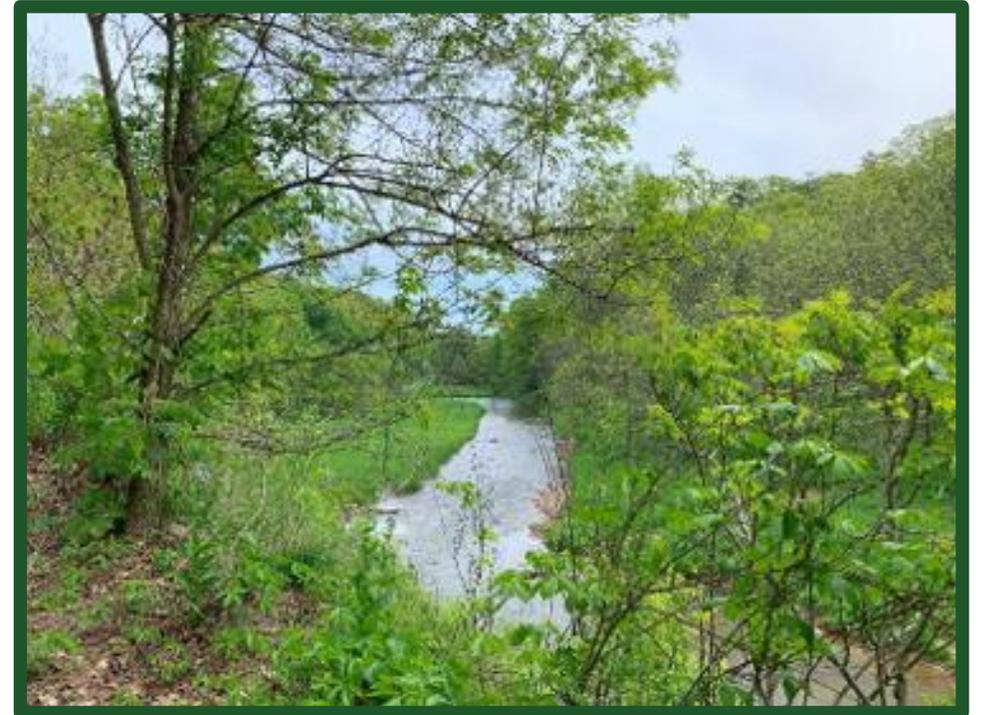
# Existing Archaeological and Cultural Heritage Conditions

A Stage 1 Archaeological Assessment was undertaken and identified the following:

- Parts of the study area exhibit archaeological potential.
- If identified resources are proposed to be impacted, a Stage 2 Archaeological Assessment will be required.

A Cultural Heritage Report was undertaken and identified the following:

- Ten (10) cultural heritage landscapes were identified.



East Sixteen Mile Creek

# James Snow Parkway Extension Municipal Class Environmental Assessment Study Addendum

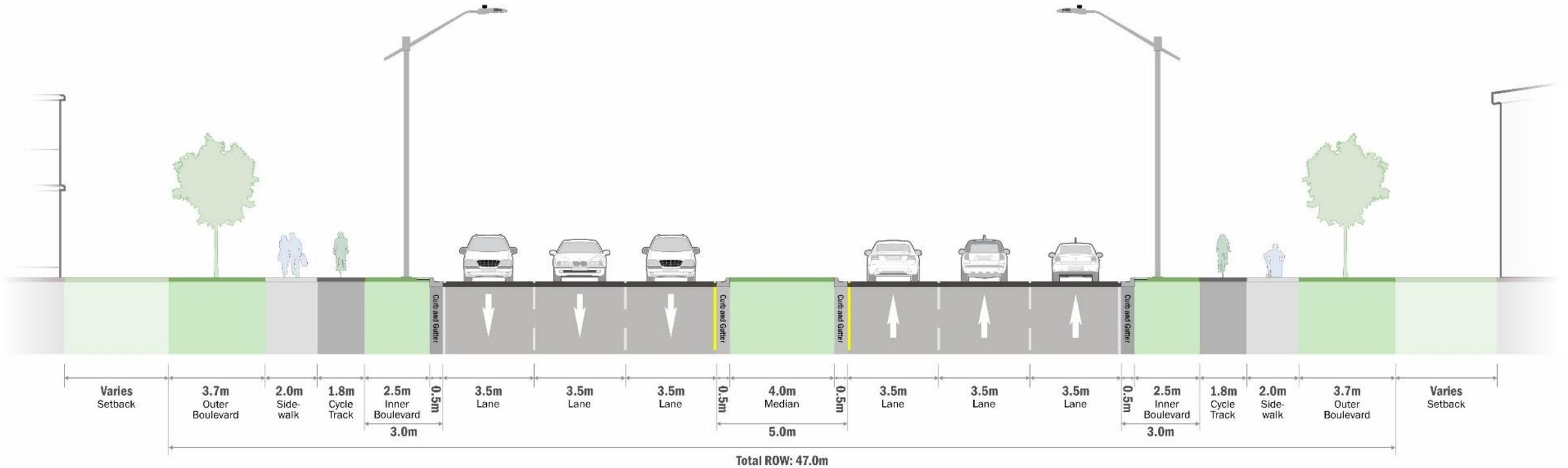
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Video #3 – Updated Preliminary Plan



# Updated James Snow Parkway Cross-Section

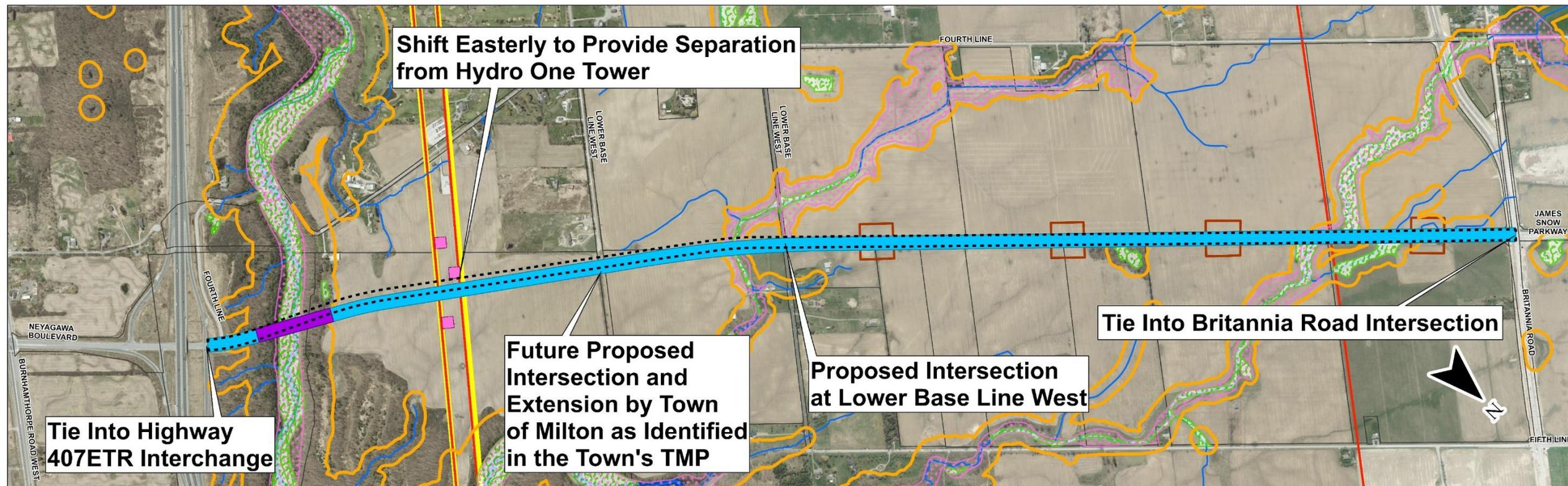


**DRAFT Updated Urban Cross-Section  
within a 47-metre Right-of-Way**

# Updated Preliminary Plan

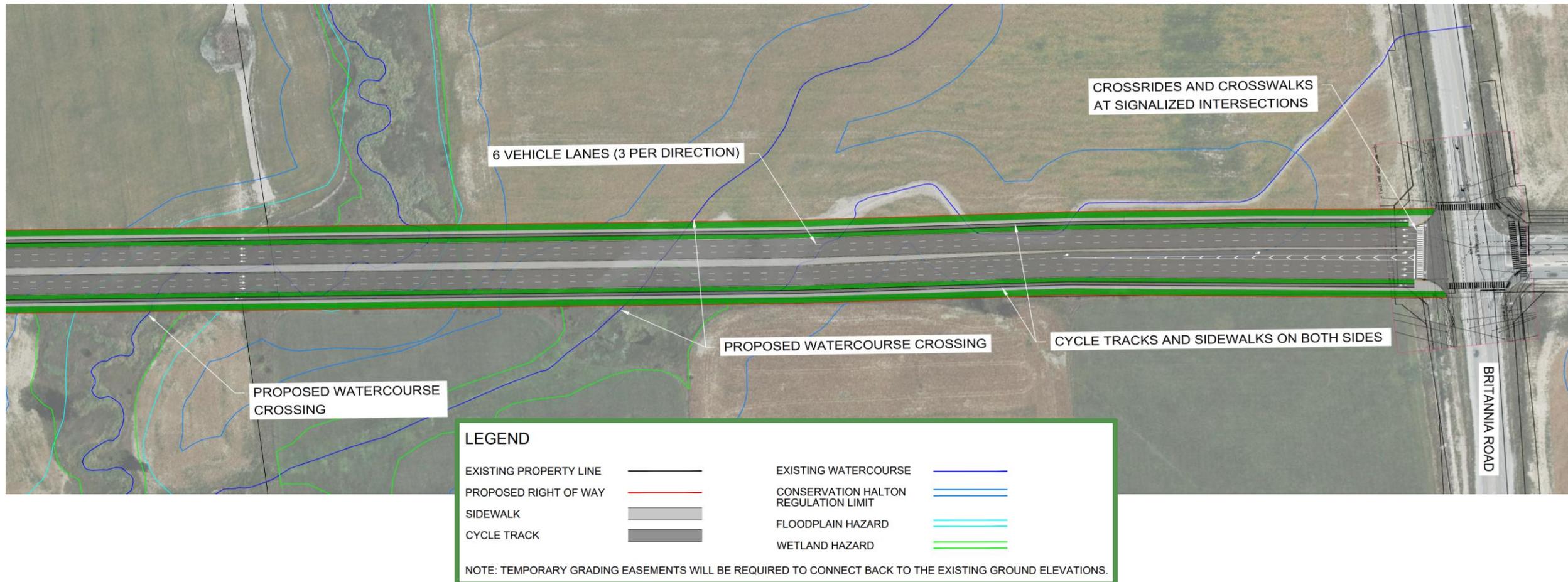
- A localized alignment shift to the east to provide separation from the Hydro One tower;
- Design updates to connect with existing roads, including Britannia Road and Highway 407ETR; and
- Future intersections at Lower Base Line West and at four (4) new roads identified in the Britannia Secondary Plan.

- ⋯ 1999 ESR Alignment with 35m Right-of-Way
- Proposed Updated Alignment with 47m Right-of-Way
- Approximate Location of Future Road Intersections as per Britannia Secondary Plan
- Property Lines
- Existing Hydro One Tower
- Pipeline "Estimated Location"
- Hydro One Right-of-Way
- Proposed Bridge Crossing
- Watercourse
- East Sixteen Mile Creek
- Conservation Halton Regulation Limit
- Wetland Hazard
- Floodplain Hazard



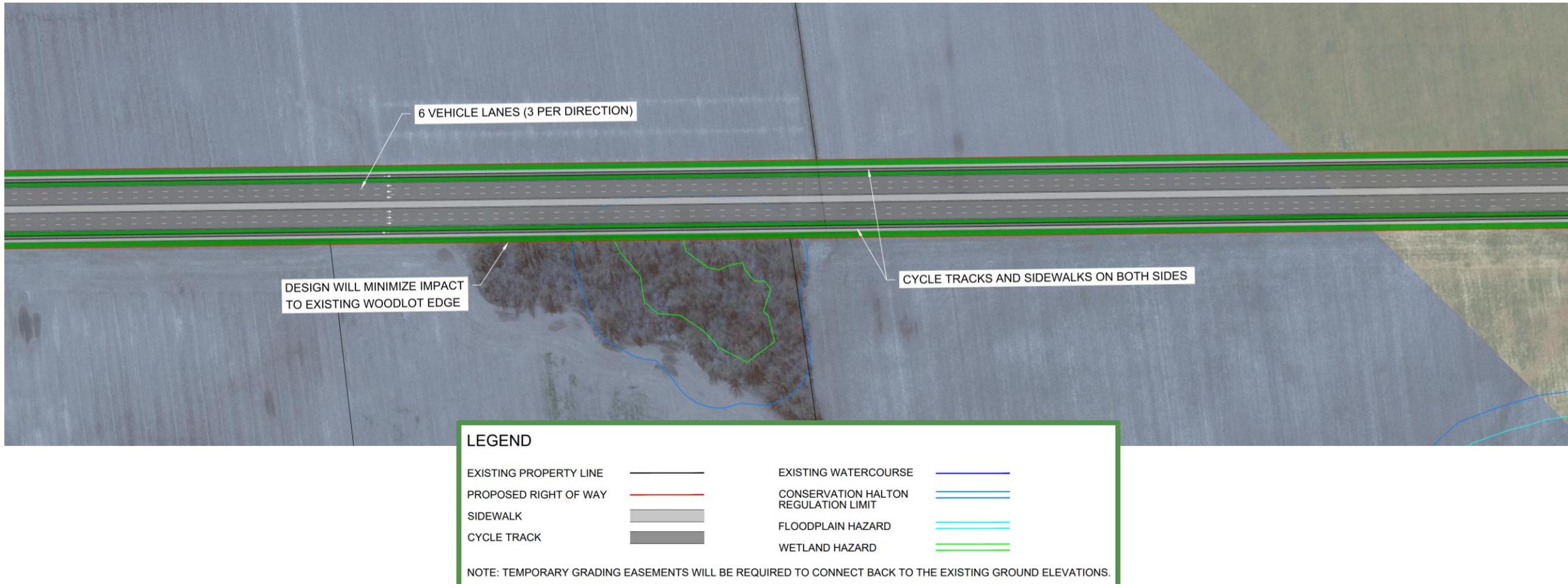
# Updated Preliminary Plan

Northern limit, from the tie-in at Britannia Road extending southerly.



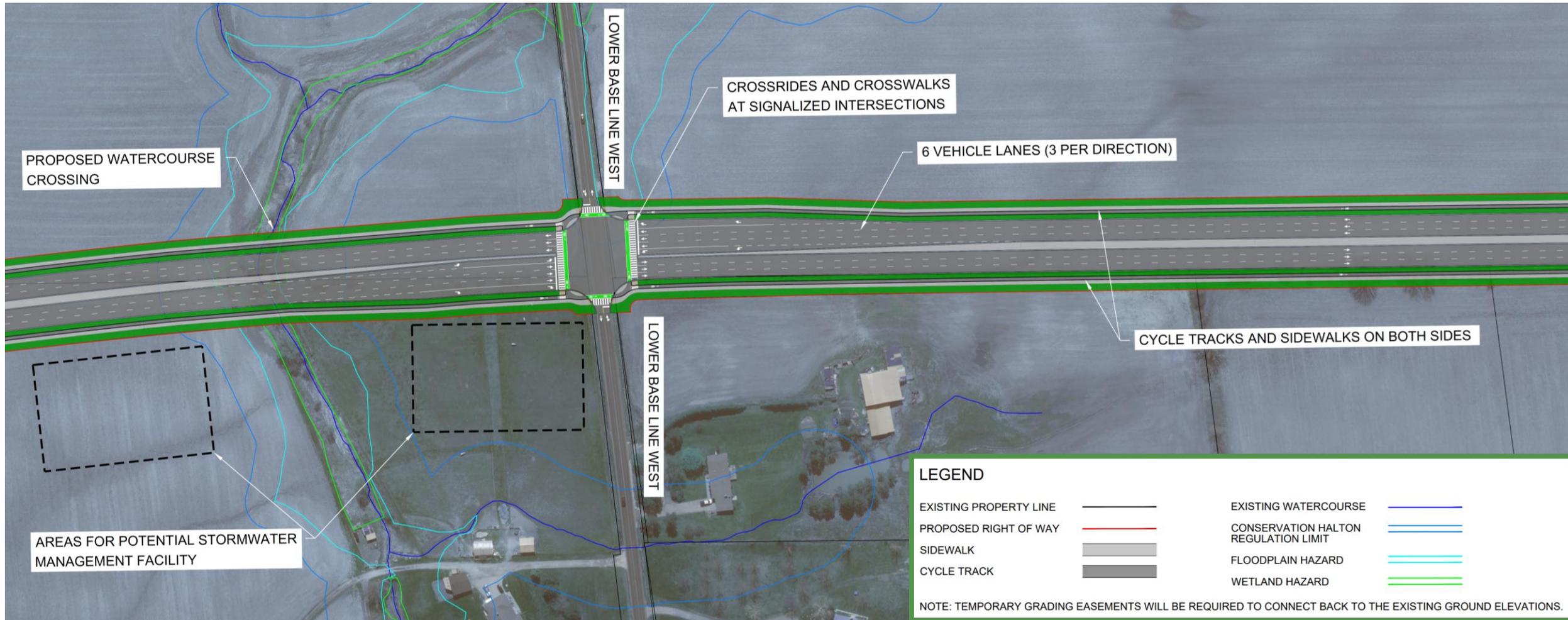
# Updated Preliminary Plan

Segment between Britannia Road and Lower Base Line West.



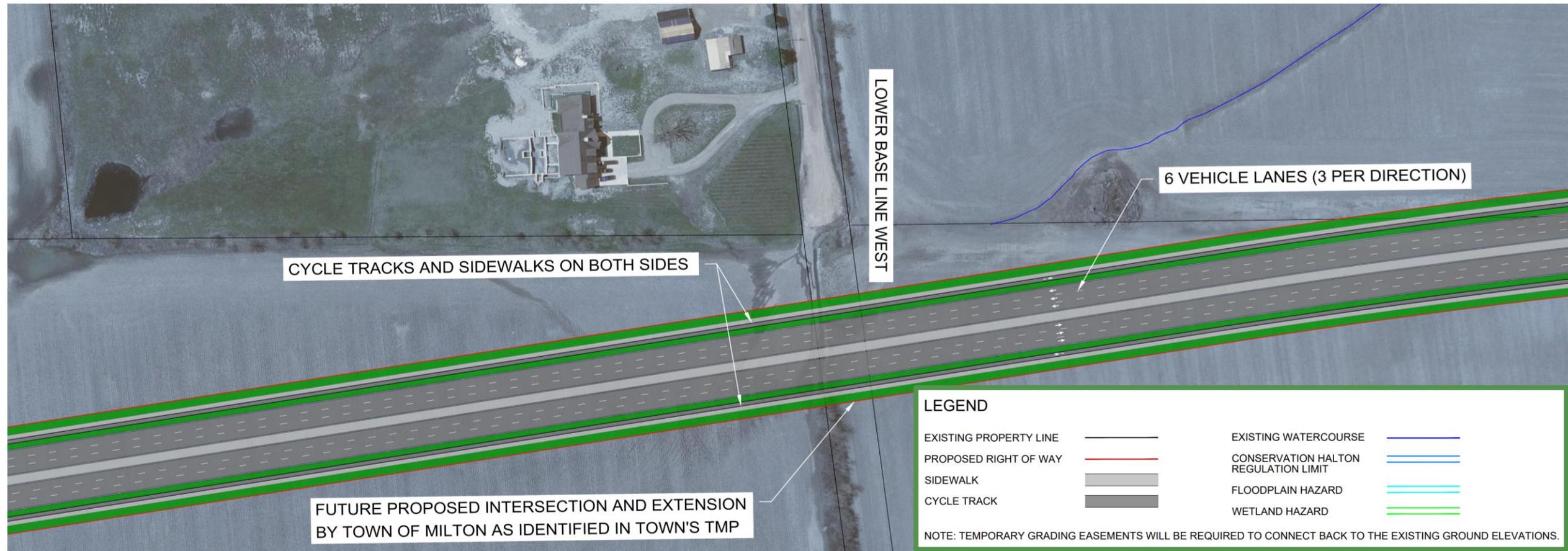
# Updated Preliminary Plan

Segment at the northern leg of Lower Base Line West.



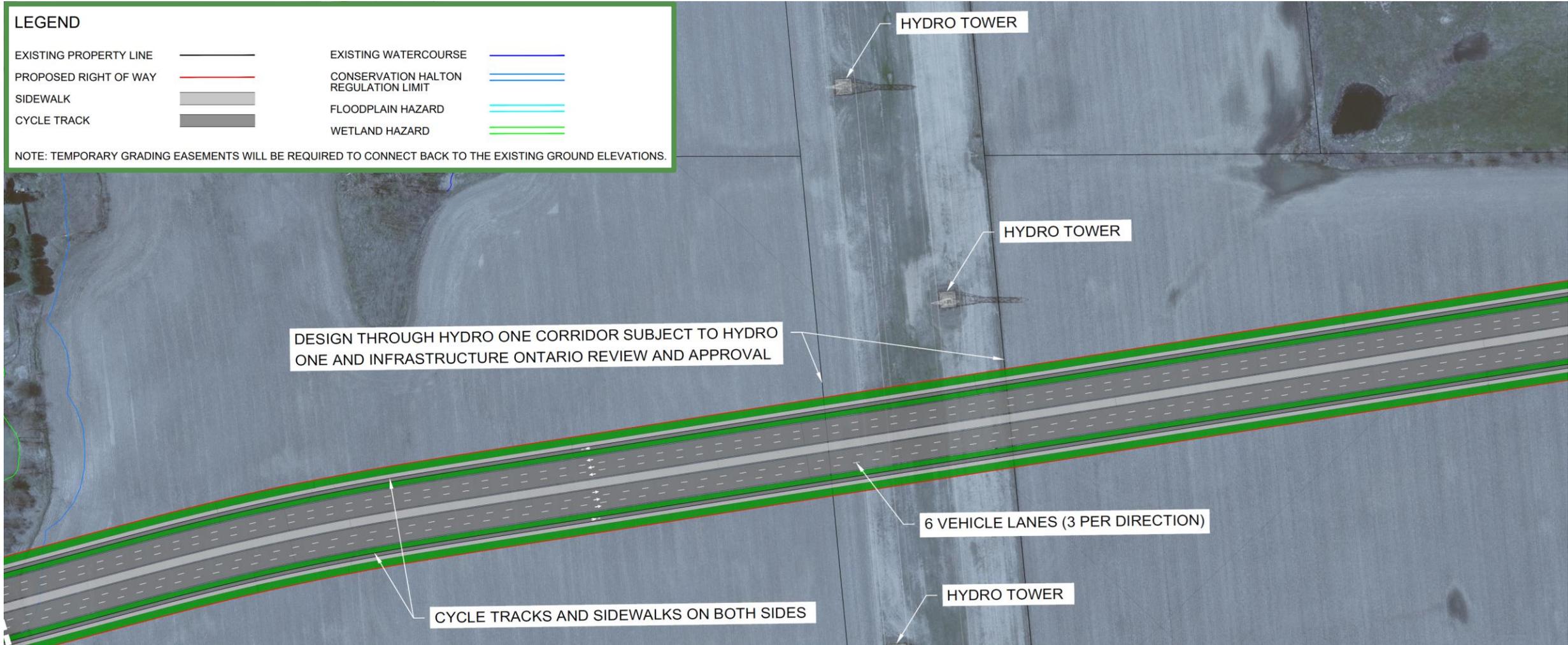
# Updated Preliminary Plan

Segment at the southern leg of Lower Base Line West.



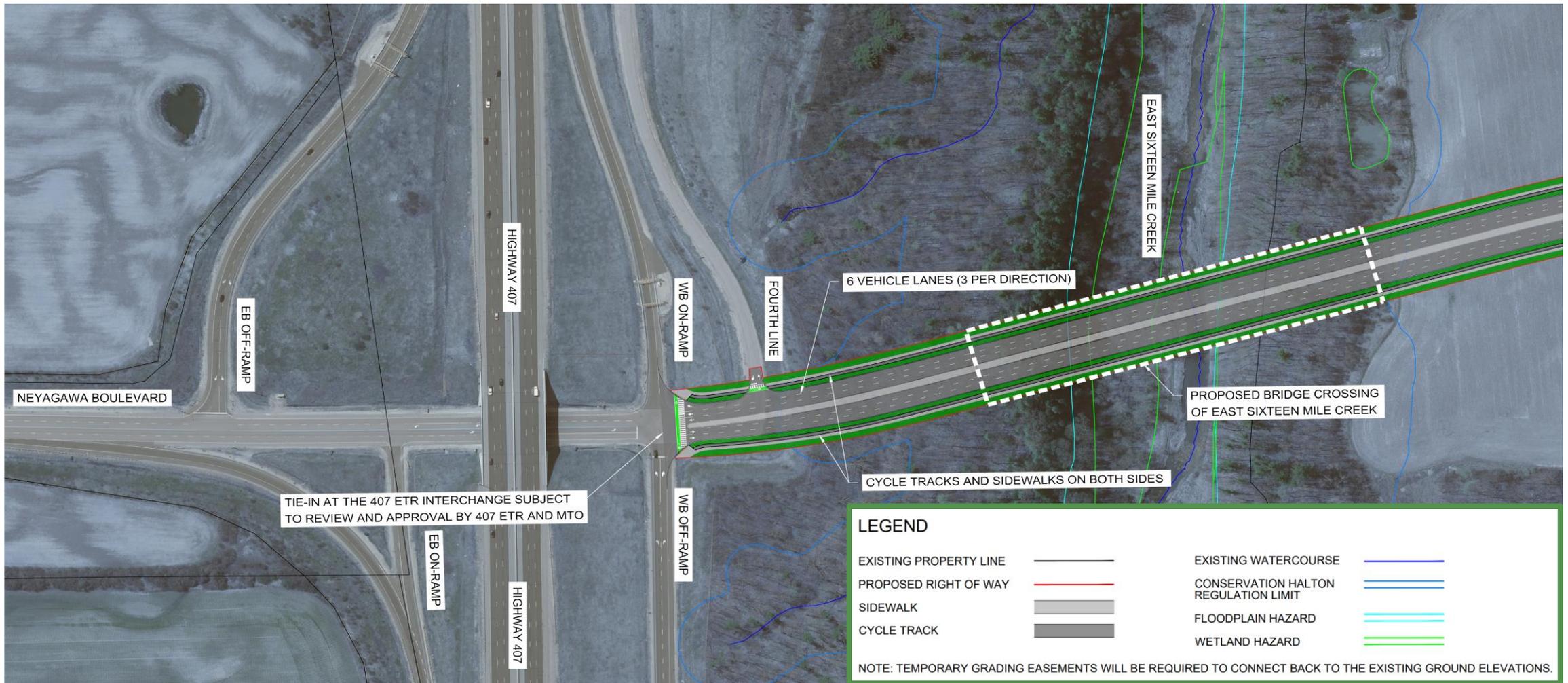
# Updated Preliminary Plan

## Segment at the Hydro One corridor.



# Updated Preliminary Plan

Southern limit, including the East Sixteen Mile Creek Crossing and tie-in with Highway 407 ETR and Neyagawa Boulevard.



# Conceptual Rendering of Updated Preliminary Plan

Image showing a conceptual bird's eye view of the proposed design.



# Conceptual Bridge over East Sixteen Mile Creek

A rendering of the draft cross-section for the future bridge over East Sixteen Mile Creek.



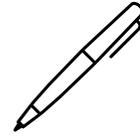
# Next Steps

- Complete technical studies (stormwater and drainage, noise, air quality, transportation, natural environment, geotechnical investigations, etc.).
- Mitigation measures will be identified in the MCEA Addendum Report along with commitments for future work:
  - Measures will be based on Halton Region policies, standards and best practices, as well as regulatory agency requirements and conditions of approval.
  - Design mitigation to minimize impacts of the proposed roadway and bridge structure, piers, and abutments on the regulated hazards and environmental features.
  - Preliminary mitigation measures will be refined during the detailed design phase.

# Next Steps

## Following this Public Information Centre, the Project Team will:

- Review and consider feedback;
- Refine and finalize the updated preliminary preferred design concept;
- File the Addendum to the ESR; and
- Proceed to Detailed Design.



## How to stay involved:

### Comment on the Presentation

Provide your feedback by **April 17, 2026**



### Study webpage

Learn more about the project at [halton.ca](http://halton.ca)



### Contact the Project Team

Reach out to the Halton Region Project Team at [JSPE@halton.ca](mailto:JSPE@halton.ca)