Appleby Line (Regional Road 20) and No. 2 Side Road Municipal Class Environmental Assessment Study

Public Information Centre #1 (Virtual)

November 9, 2026

Halton REGION

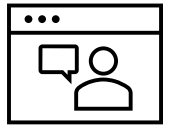
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About this Public Information Centre (PIC)

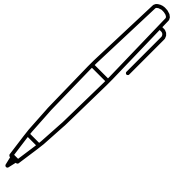
- Introduce the study and study process
- Present the study background and existing conditions
- Present the alternative planning solutions and preferred solution
- Present design considerations, next steps and opportunities to provide feedback

About this Public Information Centre (PIC)

How to get involved



Watch the PIC videos and/or review the presentation



Provide comments and feedback on the PIC material by completing the online survey by November 30, 2026



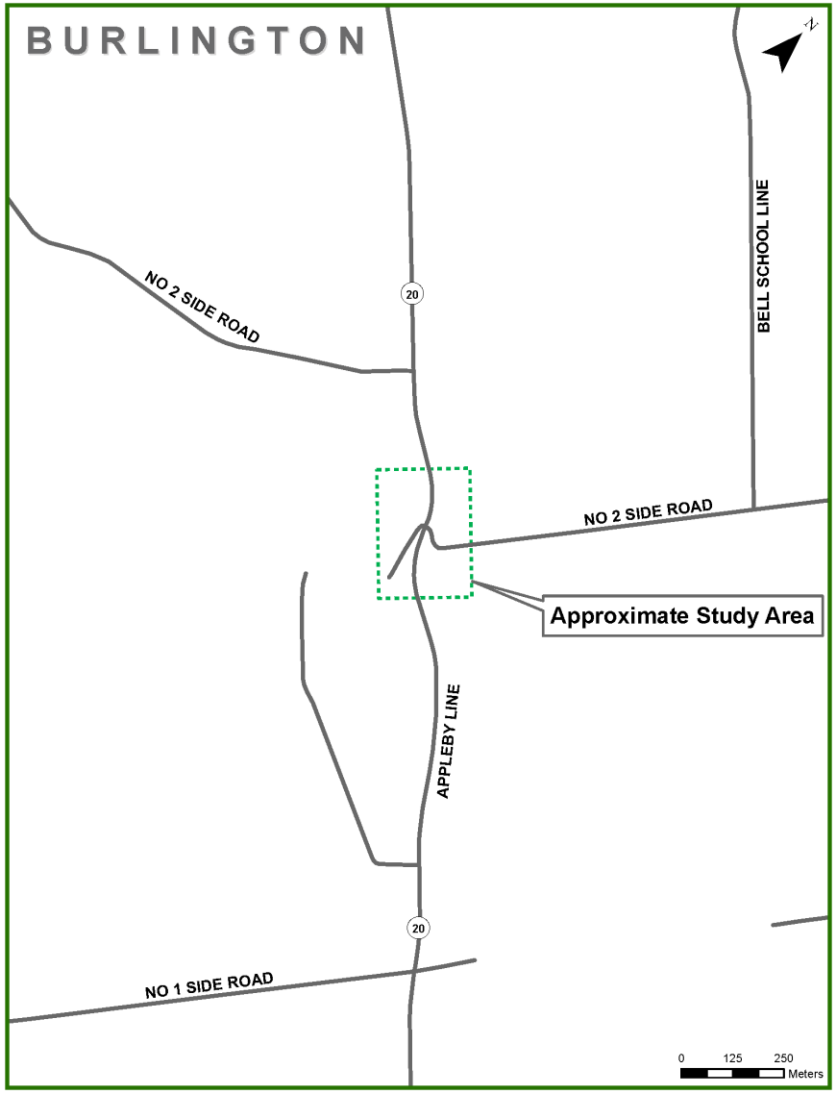
Visit the Municipal Class Environmental Assessment studies webpage on halton.ca



Contact Halton Region Project Manager, Jessica Passingham at Appleby2SRMCEA@halton.ca to join the study mailing list or provide feedback in an alternate manner

Study Purpose

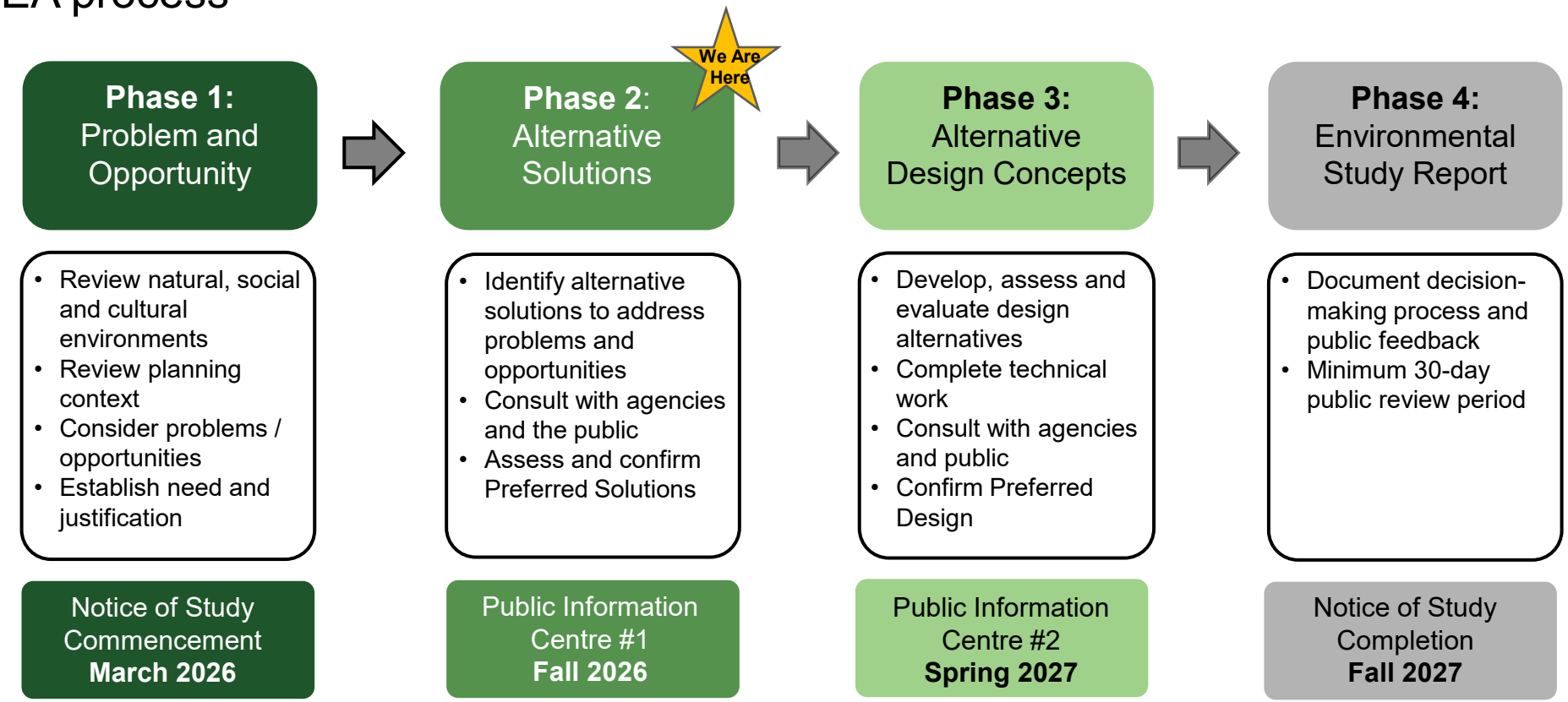
- Halton Region is undertaking a Municipal Class Environmental Assessment (MCEA) Study for the Appleby Line (Regional Road 20) and No. 2 Side Road intersection in the City of Burlington
- The Region has previously implemented operational improvements at the intersection including flex bollards and signage to restrict the left-turn movement and reduced the speed limit
- This Study is being undertaken to consider a range of alternatives to support a permanent long-term solution for the intersection including both geometric and operational improvements
- The impacts of the improvements on the social, cultural, and natural environments will be assessed and evaluated throughout the study



Project Study Area

Study Process & Schedule

- The MCEA is a planning and approval process for municipal infrastructure that follows *Ontario's Environmental Assessment Act*
- This study is being undertaken as a Schedule 'C' project and will follow Phases 1 through 4 of the MCEA process



Appleby Line (Regional Road 20) and No. 2 Side Road Intersection Improvements Municipal Class Environmental Assessment Study

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Video 2 - Study Background and Existing Conditions

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Existing Conditions – Road Network and Utilities





Appleby Line

- Two-lane Regional Road
- 60 km/h posted speed and advisory speed of 50 km/h
- Existing paved shoulders
- Private driveway on the west side of Appleby Line at 2 Side Road

2 Side Road

- Two-lane local road under the jurisdiction of City of Burlington
- Left-turn restriction at Appleby Line with flex bollards
- Posted speed of 70km/h

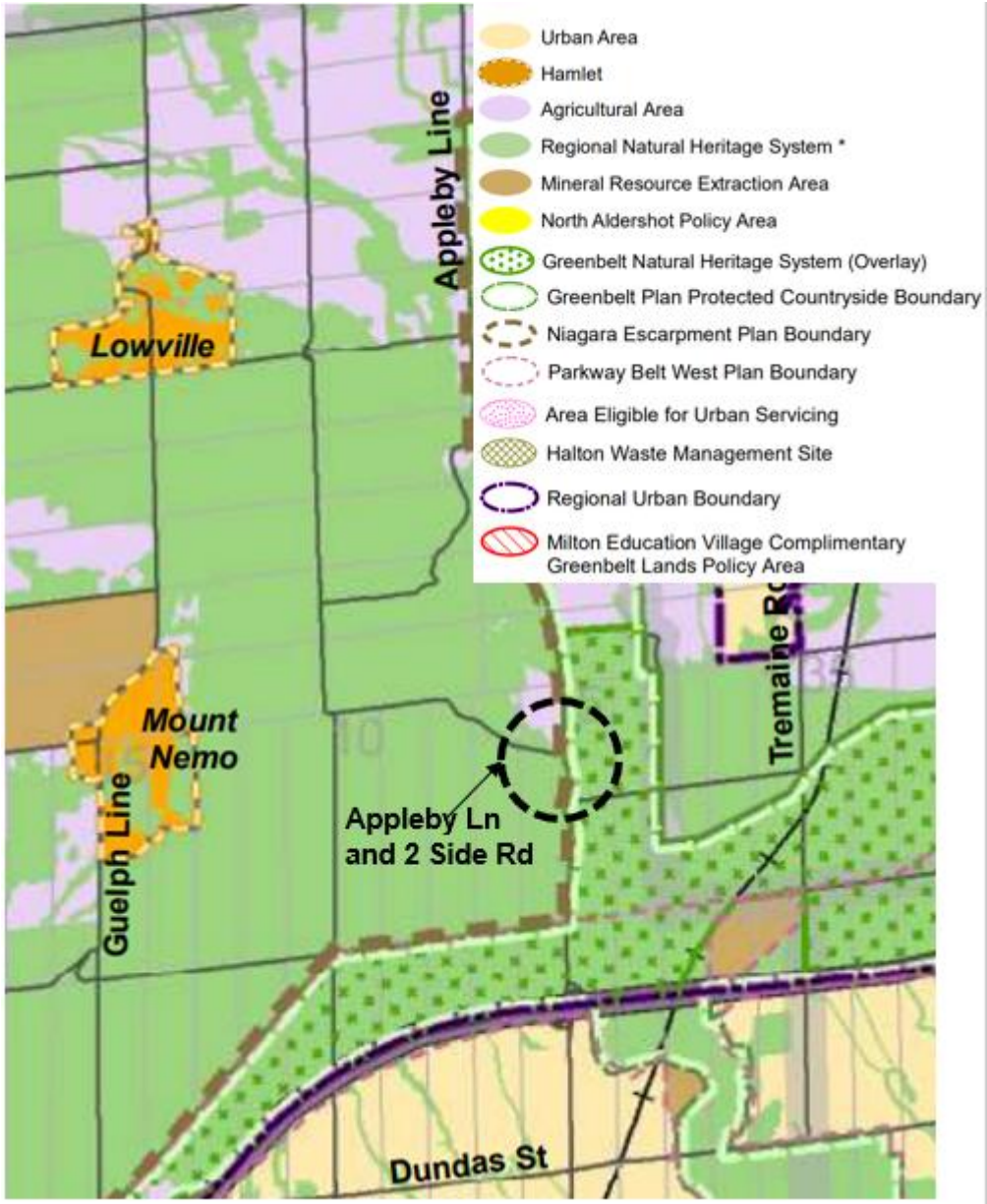
- Hydro One distribution line running along Appleby Line on the eastern side
- Enbridge pipeline crossing Appleby Line approximately 120 m north of the intersection

Existing Conditions - Traffic

- A traffic analysis was undertaken for the intersection of Appleby Line and 2 Side Road
- Under existing conditions, the eastbound approach has the largest delay, which is typical of a rural intersection
- The intersection currently operates overall with very little delay and is expected to continue operating efficiently with only minor delays through 2051.
- A Traffic Signal Warrant Analysis considered factors such as traffic volumes and delays at the intersection. Based on these factors, the intersection does not meet the criteria for traffic signals.

Land Use & Natural Environment

- Land use and natural resources within the study area:
  - Regional Natural Heritage System
  - Greenbelt Natural Heritage System
  - Greenbelt Plan Protected Countryside Boundary
  - Niagara Escarpment Plan Boundary
  - Prime Agricultural Areas
- Key natural features are associated with:
  - Bronte Creek
  - Zimmerman Valley Area of Natural Scientific Interest
  - Conservation Halton's regulatory limits



Sourced: Halton Regional Official Plan (Office Consolidation 2024)
Map 1 - Regional Structure

Existing Archaeological Conditions

- A Stage 1 Archaeological Assessment has been undertaken as part of the Study
- Eight previously registered archaeological sites are located within one kilometre of the Project Area
- One of the sites (AiGx-452) is located within the Project Area but retains no further Cultural and Historical Value or Interest
- Parts of the Project Area exhibit archaeological potential and a Stage 2 survey is recommended prior to any proposed construction activities on these lands

Existing Cultural Heritage

- A Cultural Heritage Assessment is being undertaken as part of the Study which has identified the following:
  - There are three (3) properties of cultural heritage value in the study area that are listed in the City of Burlington Municipal Register

Property Address	Heritage Name	Year Built	Description
4249 Appleby Line	'Nether Lane': The Henry P. Zimmerman House	1870	The house is a remaining remnant of the authentic character of Zimmerman village.
5012 No. 2 Side Road	The Zimmerman Homestead	1820/50	One-and-a-half story frame structure in Georgian style
5071 No. 2 Side Road	Springloam Farm: The Johnston Zimmerman House	1856	Structure built in Gothic Revival style from rusticated limestone.

Problem and Opportunities

- The Region has previously implemented operational improvements at the Appleby Line and 2 Side Road intersection including flex bollards and signage to restrict the left-turn movement and reduced the speed limit
- This Study is being undertaken to consider a range of alternatives to support a permanent long-term solution for the intersection including both geometric and operational improvements



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Video 3 – Alternative Solutions and Next Steps

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Alternative Solutions

The following alternative solutions are being considered to support the long-term operation of the intersection:

1. **Do Nothing:** Maintain existing condition of Appleby Line and 2 Side Road Intersection.

2. **Geometric Improvements:** Modify the existing intersection to improve geometry, including intersection realignment and reconfiguration (i.e. roundabout).

3. **Operational improvements:** Modify the existing intersection to improve operations, including turning restrictions.

Alternative Solutions Evaluation Summary

- Improvements to the Appleby Line and 2 Side Road intersection are required to support the long-term operation of the intersection.

Alternative Solutions	Description	Evaluation Summary	Recommendation
Do Nothing	• No changes to Appleby Line and 2 Side Road intersection.	• Does not address the operational concerns at intersection. Movements will remain restricted.	Do not carry forward
Geometric Improvements	• Modify the existing intersection to improve geometry, including realignment and reconfiguration.	• Addresses the long-term operation of the intersection with full moves access between Appleby Line and 2 Side Road	**Carry forward**
Operational Improvements	• Modify the existing intersection to improve operation (including turning restrictions)	• Supports the operation of the intersection • On its own, does not address the long-term operation of the intersection	**Carry forward**

Recommended Solution



The recommended solution for the Appleby Line and 2 Side Road intersection is to modify the existing intersection through geometric improvements with additional operational improvements.

Key Considerations

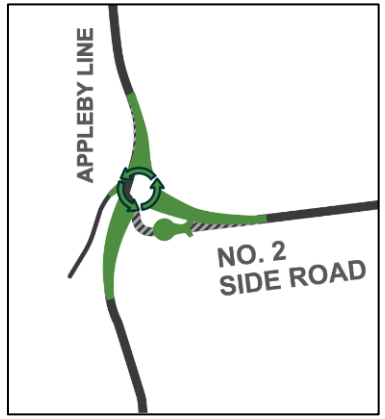
In Phase 3 of the MCEA Process, Alternative Design Concepts will be developed based on the Recommended Solution. A number of key constraints and design elements will be considered including the following:

- Improve intersection geometry
- Accommodate existing and future traffic demands
- Minimize impacts to private properties, existing accesses and utilities, including Hydro One and Enbridge
- Consider topography, grading, geotechnical conditions and constructability
- Minimize impacts to Bronte Creek and surrounding natural heritage features, including Regulated Valley, Environmentally Sensitive Area and City Natural Heritage System
- Address erosion hazards, drainage and stormwater management requirements
- Minimize impacts to cultural heritage and archaeological resources

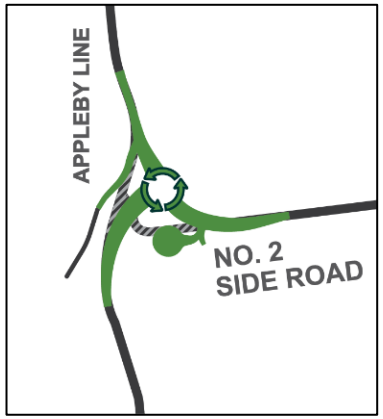
Alternative Design Concept Considerations

The next stage of the study will explore **alternative design** concepts for the preferred solution. The graphics below show **examples** of the improvements that will be further reviewed and assessed.

Roundabout Examples

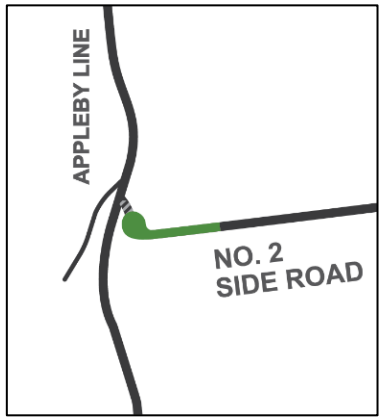


Roundabout at Existing Intersection



Realigned Roundabout

Operational Improvement Examples

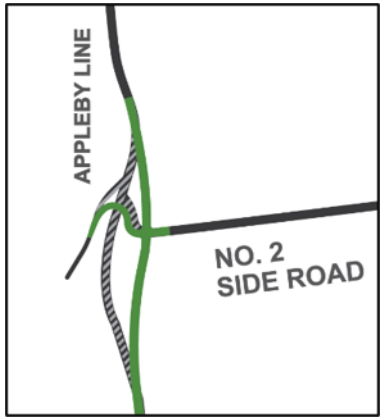


Intersection Closure

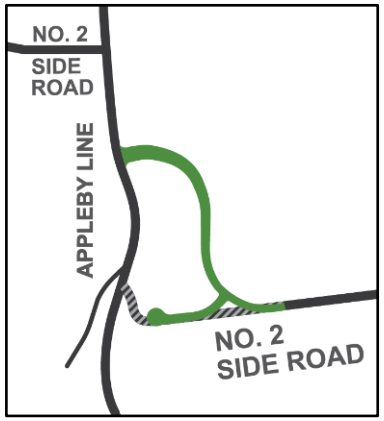


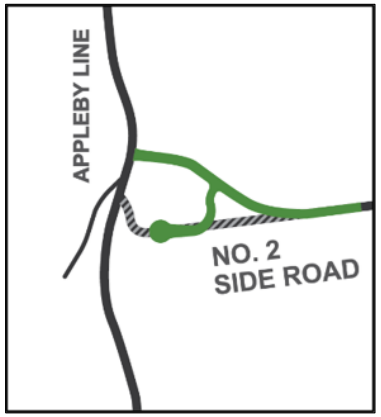
Left-Turn Restrictions

Realignment Examples



Realignment of Appleby Line





Realignment of 2 Side Road

Evaluation Criteria

The alternative design concepts will be further developed and evaluated based on the following criteria:



Transportation: traffic operations, active transportation, road safety



Cultural Environment: archaeological and cultural heritage resources;



Natural Environment: surface water and groundwater, minimize impacts to flooding, natural heritage features such as designated areas, vegetation, wildlife, aquatic habitat, species at risk; and



Socio-Economic Environment: existing and planned land uses, property impacts, traffic noise, air quality, etc.

Next Steps in the MCEA Study

Following this Public Information Centre; the Project Team will:

- Review and consider feedback from agencies, stakeholders, First Nations and Indigenous Communities, and the public
- Develop and assess alternative design concepts
- Develop the preliminary design and present at Public Information Centre #2 (PIC 2) in Spring 2027

How to stay involved



Online survey
Provide your feedback by **November 30, 2026**



Study webpage
Learn more about the project at halton.ca



Contact the Project Team
Reach out to the Project Manager

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