

**Midtown Oakville Transportation and Stormwater  
Municipal Class EA Final Report June 2014**

**APPENDIX B  
PUBLIC CONSULTATION**

**APPENDIX B1**  
**Public Open House #1**

# Meeting Summary

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<b>Project Name:</b>	Midtown Oakville EA Public Open House #1	<b>Date:</b>	June 13, 2012
<b>Meeting Location:</b>	Town Hall – Committee Rooms 1 & 2	<b>Time:</b>	6:30 – 9:00 PM
<b>Town Core Team:</b>	Dan Cozzi, Engineering and Construction Tricia Collingwood, Planning Services Joanne Phoenix, Oakville Transit Chris Clapham, Engineering and Construction Lin Rogers, Development Engineering Philip Kelly, Development Engineering Kristina Parker, Engineering and Construction		
<b>Consultant Team:</b>	Ray Bacquie, Cole Engineering Rory O’Sullivan, Cole Engineering Laurella Chadee, Cole Engineering Glenn Pothier, GLPi		

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## 1.0 Public Open House #1 Summary

The first Public Open House (POH) for the Midtown Oakville Environmental Assessment was held on June 13, 2012, from 6:30 to 9:00 PM. This POH was the first point of contact with the general public to present an overview of existing conditions, conceptual plans for the future, and to request input on issues, concerns and suggestions for consideration during the study. Information was provided on display boards in an informal open house format to solicit feedback from attendees and to offer the opportunity to interact with the project team.

A more formal session, in the form of a panel discussion commenced at 7:00 PM to actively involve the public in discussion. Glenn Pothier (GLPi) introduced panelists and facilitated this component of the public meeting. Panelists included Dan Cozzi, Tricia Collingwood, Lin Rogers and Philip Kelly (all from Town of Oakville) and Ray Bacquie (Cole Engineering). This approach was taken to gather input on transportation-related concerns and priorities from the public by allowing attendees to participate constructively. Following the panel discussion, which lasted approximately 1 hour, additional time was allotted for the public to return to the display boards for further review, fill out comment cards and discuss concerns with project team members.

## 2.0 Facilitated Discussion

### 2.1. Facilitator-Panel Q & A Period

Glenn asked questions of the panelists to provide project background and information, and to solicit discussion. The following is a summary of responses during the facilitator-panel Q & A period.

**Question 1:** What is the Midtown Oakville EA and what is its purpose?

In response to this question, Dan Cozzi indicated that Midtown Oakville has been identified to be an **urban growth centre**<sup>1</sup> in the *Province's Growth Plan for the Greater Golden Horseshoe: Places to Grow, 2006*, an **anchor mobility hub** under *The Big Move*, as well as one of three **primary growth areas**<sup>2</sup> within the Town of Oakville that is planned to achieve mixed use, higher density development as per *Livable Oakville, 2009*. He informed attendees that Midtown Oakville is expected to accommodate approximately 20,000 residents and jobs by 2031, and there is a need to plan the transportation system to be able to move people efficiently by various modes (cars, transit, bicycle or foot).

**Question 2:** Beyond the Town of Oakville, what other agencies, levels of government or other organizations are involved in the project?

Dan explained that this study is led by the Town of Oakville, with input from utility companies, Halton Region (due to potential impacts to regional roads within study area), the Ministry of Transportation (due to potential impacts concerning improvements to the interchanges of Highway 403 and Trafalgar Road, as well as Royal Windsor Drive), and Conservation Halton (due to potential impacts to the natural environment). He informed attendees that there will also be a number of stakeholders involved in the study.

**Question 3:** Are there other related projects that guide, or are somewhat connected to this Midtown Oakville EA study?  
Can you list these initiatives, and describe how this EA study fits among or connects with the others, and identify their timing (i.e. in progress, completed (or about to be), or yet to begin)?

Tricia Collingwood addressed this question by showing the relationship of ongoing studies with the Midtown Oakville EA (see Figure 1 **Error! Reference source not found.**). This exhibit was also shown on a display board for the attendees to examine further after the Q and A period, if desired.

Tricia explained that Oakville will celebrate its bicentennial in 2057, and Vision 2057 includes various components such as Create It! Vision 2057 – Create our community, Preserve It! Vision 2057 – Preserve our environment, Afford it! Vision 2057 – Keep our community affordable, and Live It! Vision 2057 – Live well in our community. Vision 2057 aims to bring together all the master plans under one umbrella. She explained that the **Urban Design Strategy** study would provide guidance and direction regarding the appropriate evolution to the area to achieve the vision set forth in the Midtown Business and Development Plan and the **Parking Strategy** study would address parking demand and supply, and consider financial implications. Tricia indicated that these studies were in their initial phases.

Lin Rogers provided information about the **Metrolinx Mobility Hub** study and discussed possible extension of the station to the east, as well as the relocation of the existing GO surface parking to the east of Trafalgar Road.

<sup>1</sup> Urban growth centres are to be transit-supportive regional focal areas that accommodate a significant portion of future population and employment growth in the Greater Golden Horseshoe (Places to Grow, 2006).

<sup>2</sup> The other two primary growth areas are Uptown Core and Palermo Village (Livable Oakville, 2009).

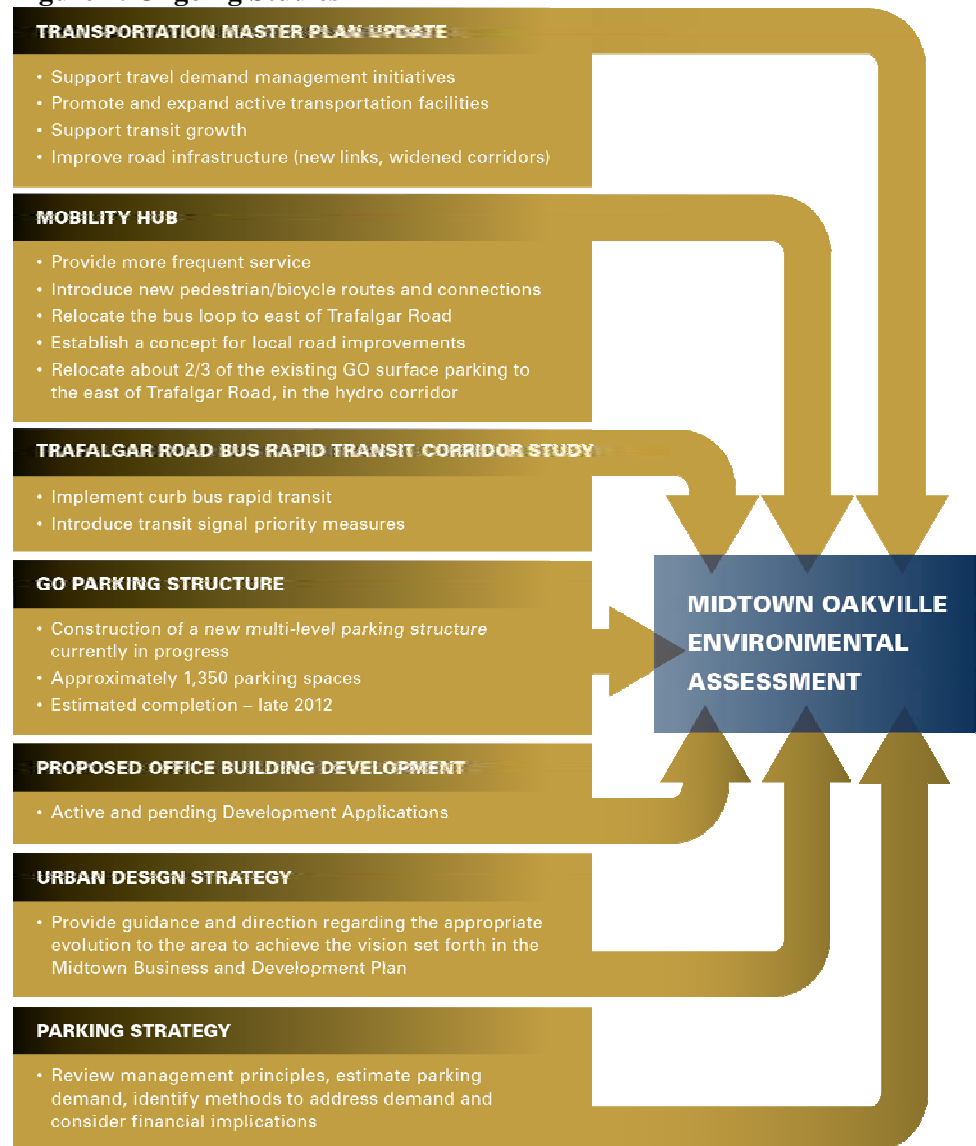
Lin also noted the new **GO multi-level parking structure** that is currently under construction, which would supply approximately 1,200 new spaces by late 2012/early 2013.

Lin also mentioned that the **Trafalgar Road Bus Rapid Transit** corridor study to implement curbside bus rapid transit and introduce transit signal priority measures was being undertaken by Halton Region, through the Midtown area and continuing northerly along Trafalgar Road, and was in progress.

Lin stated that there was an application for a **proposed office building development** on Davis Road.

Ray Bacquie then provided an overview of the **Transportation Master Plan (TMP)**, explaining that it is a vision for the transportation system of the town, and is normally updated every 5 years, and plans ahead for up to 20 years. Ray informed attendees that the update to the TMP involved a high level of public consultation, including a dedicated website for the study, newsletters and fact sheets, online and in-person surveys, as well as a focus group meeting. He indicated that this study was wrapping up. Even though a lot of growth will take place north of Dundas Street, in North Oakville, Ray emphasized that Midtown Oakville has been designated as a growth area, and will also experience significant growth (20,000 people and jobs by 2031), establishing the need for a well-integrated, and multi-modal transportation system, and indicated that the TMP will be able to guide the EA study.

**Figure 1: Ongoing Studies**



**Question 4:** What specifically will the Midtown Oakville EA look at, and what is the overall process?

Ray informed the attendees that the Midtown EA study will consider major infrastructure in the Midtown area to confirm the feasibility and financial implications of stormwater and transportation solutions to support 20,000 people and jobs by 2031. He confirmed that the study will review and consider the socio-economic environment, major hydro and pipeline corridors, natural environment, cultural heritage and archaeological environment, in determining infrastructure improvements.

**Question 5:** How does this project relate to, and/or what are the implications of the Midtown Oakville EA for current or pending development applications in the area?

Lin explained that this study will have an impact on how land parcels are developed within the area. Developers will implement aspects of this study, as they relate to various land parcels.

**Question 6:** Can you share key findings relating to the assessment of current conditions for the area, including socio-economic environment, utility corridors, natural heritage/cultural/archaeological environment, drainage system, transportation infrastructure, traffic, etc.?

Philip Kelly explained that transportation infrastructure in the form of new or realigned roads would be subject to a number of constraints, due to existing conditions including the natural environment, hydro and pipeline corridors and the drainage network. He indicated that the area would be subject to many more constraints than a greenfield area, and would have to be reworked to accommodate facilities to support 20,000 people and jobs.

Ray informed the attendees that various transportation opportunities will be explored to determine preferred concepts. He indicated that the study will look at providing local road connections to enhance traffic flow and mobility options. In addition, he said that pedestrian and cyclist links, or lack thereof, will be assessed in order to improve the active transportation network. He also indicated that a shuttle service will be considered to and from major destinations. Ray presented level of service exhibits for both existing and future (2031) AM and PM peak hours which implied that significant delays and queuing can be expected if there are no improvements to the transportation system within Midtown Oakville.

**Question 7:** What have you identified as the problem or opportunity statement for the EA, and what potential concepts or alternatives are you considering?

Dan introduced the problem/opportunity statement, and indicated that it will be refined as the study progresses.

Problem/Opportunity Statement

Midtown Oakville is a provincially designated Urban Growth Centre and there is an opportunity for Midtown to develop into a “complete urban community”, as identified in Livable Oakville. For Midtown to achieve these policy objectives, there is a need for a multi-modal transportation system to link Midtown to the surrounding areas and support its growth and economic opportunities. This will necessitate improvements to meet the accessibility, capacity, circulation and operational needs. The transportation system will foster the use and development of a balanced and sustainable transportation network for walking, cycling, transit and vehicle mobility.

Dan informed attendees that the project team will be developing an efficient multi-modal transportation system that would support growth, while attempting to minimize impacts to the existing environment.

**Question 8:** What are the next steps for the study?

Dan explained that the project team will collate the comments and feedback received from the meeting and revisit the problem/opportunity statement. He told attendees that implications to stakeholders/agencies will be determined, that alternative solutions will be generated based on data and information collected, and the solutions will be evaluated against specific criteria in order to select the preferred solutions. He also indicated that the second public meeting is planned to be held in Winter 2012/2013.

**2.2. Public Q & A Period**

Glenn prepared additional questions to give attendees the opportunity to obtain additional information and to participate in the session. There were several instances throughout the facilitated discussion where attendees were invited to share ideas or concerns. The input from attendees centred around the following questions, which were posed by Glenn.

- |                   |  |
|-------------------|--|
| <b>Questions:</b> | Are there any questions about the focus of the Midtown EA or the project process?  |
|                   | What would you identify as other key considerations or constraints with implications for the Midtown Oakville area?  |
|                   | What other factors would you like the project team to consider?  |
|                   | On which factors, if any, would you place greater emphasis?  |
|                   | What are your thoughts about the concepts or alternatives that have been outlined?   |
|                   | What other concepts or alternatives, if any, would you like to suggest?  |
|                   | If the Midtown were to be well planned and executed, from a land use, transportation and stormwater perspective, what will things look like 20 years from now? |
|                   | What would be the tangible signs of success?   |
|                   | What key questions do you want the study to answer?  |
|                   | What do you hope will come out of the study?   |

Below is a summary of the discussion during the public Q&A session.

**2.2.1. Issues raised**

**GO parking garage**

Attendees were concerned about the new GO parking structure and the volume of traffic that would be generated in the area. The project team informed the attendees that a traffic impact study (TIS) was conducted, and that the town is working with Metrolinx and Halton Region to mitigate the impacts of the parking garage in the short term. The town will be looking at operational improvements including, but not limited to, signal priority measures and timing. Attendees were informed that access to the kiss ‘n’ ride facility will be via Old Mill Road, but the

entrance and exit to the parking garage will not. There was also discussion about a proposed office building in the vicinity of the site, including its size and intended occupancy (i.e. Metrolinx/GO).

### **Transportation Master Plan (TMP)**

Attendees were interested in knowing the timing for completion of the TMP Update. Town staff informed the attendees that a draft report will be submitted to Council on July 3 and that there will be a 60 day review period by the public, after approval by Council. Attendees asked how they could be sure that their comments from the public consultation process was being incorporated into the TMP Update, and requested to have the opportunity to review the document before it went to Council. Town staff indicated that it is Council protocol to have the document approved first before public involvement in the form of comments, and they needed to follow procedures. They further indicated that the report will be available online for viewing only, from June 22.

### **Property impacts due to EA study**

Attendees raised concerns about potential property impacts and timing. The project team informed attendees that potentially impacted property owners would be contacted by Fall 2012, and the preferred concepts and designs will be presented to the public early in 2013 at Public Open House #2.

### **Cycling**

There were concerns about cycling safety, and attendees expressed their fears regarding interactions with drivers on the road. They also identified that there was a lack of connectivity, especially across the creek and the QEW, making it difficult to cycle to major destinations, e.g. GO station.

### **Walking**

There were comments about insufficient opportunities for pedestrians, lack of connectivity of sidewalks, and walkways across the creek and the QEW, making it difficult to walk to major destinations, e.g. GO station.

### **Transit**

Attendees expressed concerns regarding the degraded condition of bus shelters, and said that there were no visible signs of sizable investment into local transit.

## **2.2.2. Suggestions offered**

### **Make Midtown Oakville more pedestrian/cyclist friendly**

- Provide pedestrian/cyclist bridge across creek in Glen Abbey area
- Provide pedestrian/cyclist bridge to connect Lyons Lane and Sixth Line
- Provide pedestrian/cyclist bridge to Oakville Place from south of the QEW
- Provide underground walkways, similar to PATH in Toronto
- Provide parking garage for bicycles
- Prohibit cars in the Midtown area

### **Introduce road improvements**

- Provide Eighth Line/Chartwell Road overpass
- Direct some of the Trafalgar Road traffic to other corridors, e.g. Eighth Line



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### **Improve safety**

- Separate different types of movements to the GO station, i.e. buses, cars, cyclists, pedestrians
- Enforce regulations for all road users

### **Implement Travel Demand Management (TDM) measures**

- Provide shuttle bus from a *future* park 'n' ride location (TBD) to the GO station
- Introduce peak spreading at the new GO parking garage, i.e. not all users should arrive/leave at the same time (e.g. if they work 8 AM – 4 PM or 9 AM – 5 PM shifts)

### **Make Midtown Oakville an attraction for shoppers, visitors and tourists**

- Upgrade transit terminals and make them more commuter-friendly by providing convenient and appealing shopping opportunities, e.g. shopping opportunities at Union Station.
- Enhance aesthetics throughout the area
- Introduce glass walls and other architecturally significant structures to make Midtown unique

### **Manage existing property**

- Minimize impacts to private property
- Utilize space above rail tracks

## **3.0 Closing Remarks**

Glenn reminded attendees that comment sheets were available for their use, and could be returned after the meeting or by the end of June, if they wanted to add any thoughts or suggestions for the project team to consider. Attendees were thanked for their participation and invited to stay to and further review the display or have one-on-one discussions with members of the project team.

Welcome to



## Midtown Oakville Environmental Assessment Study

Public Open House #1

Wednesday, June 13, 2012

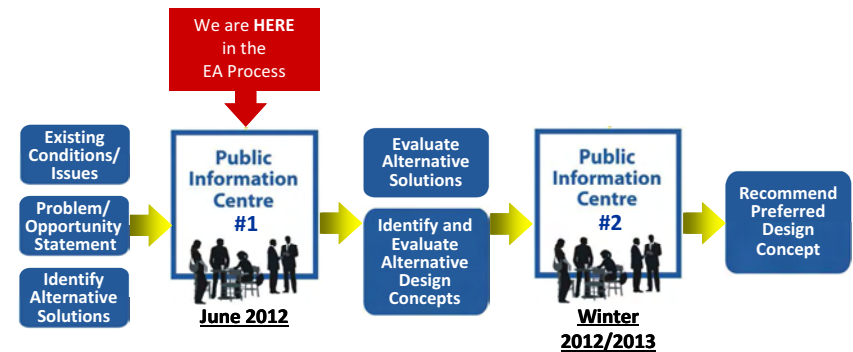
6:30 PM – 9:00 PM

Town Hall, Committee Rooms 1 & 2



## EA Process

- This study is being carried out as a 'Schedule C' Municipal Class Environmental Assessment as outlined in the Municipal Class Environmental Assessment document (2000, amended 2007 & 2011).



## Objectives of Public Open House #1

- Present the study process and background information
- Present operational needs
- Present problem and opportunity statements
- Present and discuss potential concepts
- Gather public input



## Growth Policies

- Growth Plan for the Greater Golden Horseshoe: Places to Grow (2006)



- » Designates Midtown Oakville as an Urban Growth Centre
- » Establishes municipal growth targets

- Livable Oakville (2009)



- » Implements the Growth Plan
- » Defines growth areas south of Dundas Street
- » Establishes growth intensification policies

- Vision 2057



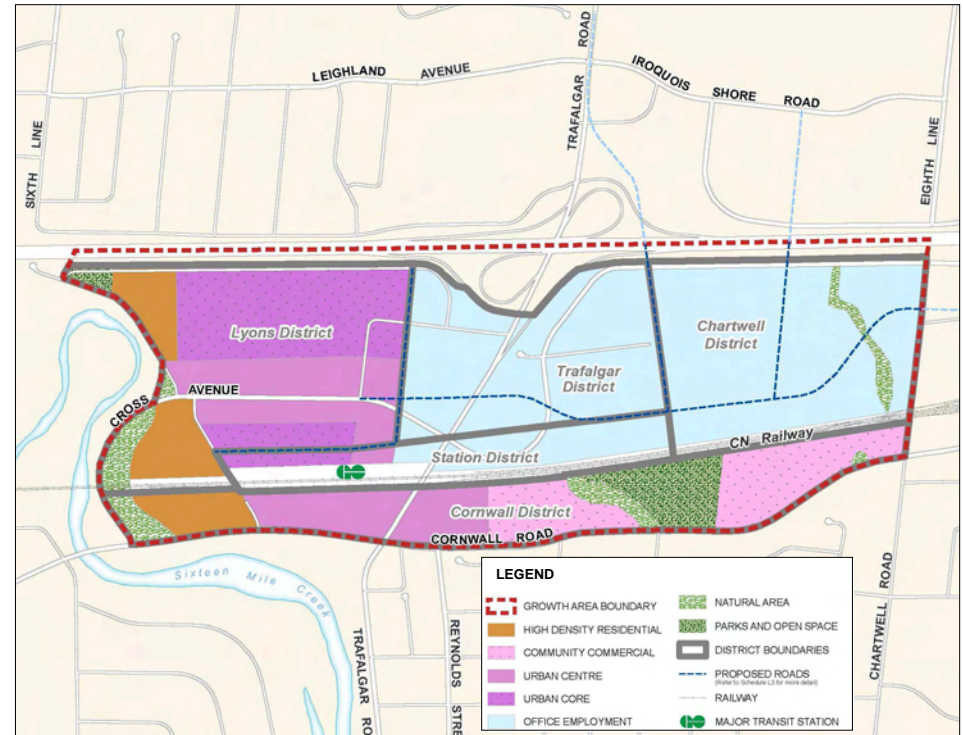
- » Create It! Vision 2057 – Create our Community
- » Preserve it! Vision 2057 – Preserve our Environment
- » Afford It! Vision 2057 – Keep our community affordable
- » Live It! Vision 2057 – Live well in our community

➤ Create it! Vision 2057



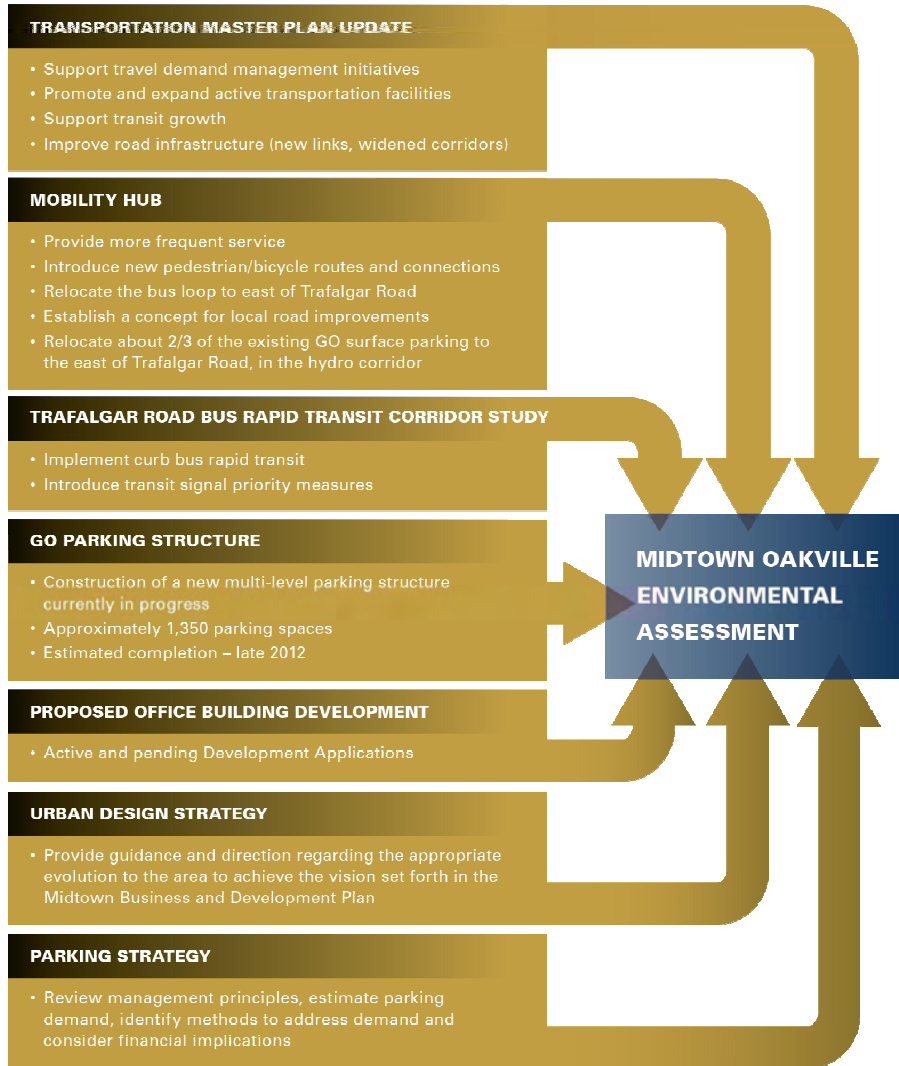
## Midtown Oakville Growth Centre

- A vibrant, transit-supportive, mixed- use urban community
- Approximately 100 hectares in size
- Accommodate a significant portion of future population growth and employment in the Greater Golden Horseshoe
  - 20,000 residents and jobs by 2031
- Separated into development districts, as shown:

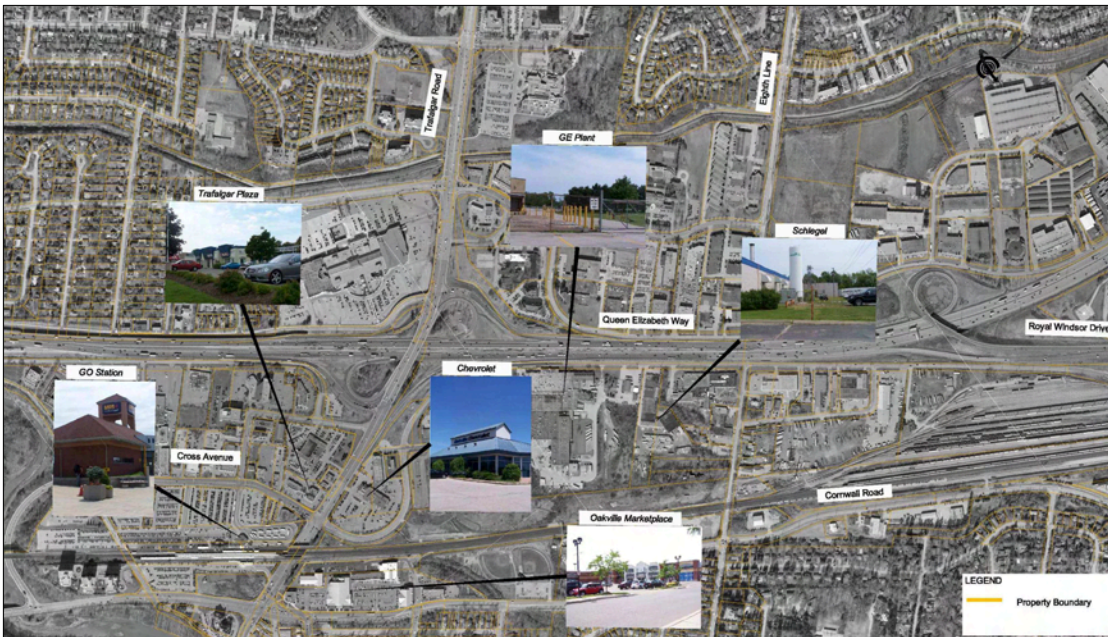


➤ Create it! Vision 2057

# Integration of Ongoing Studies



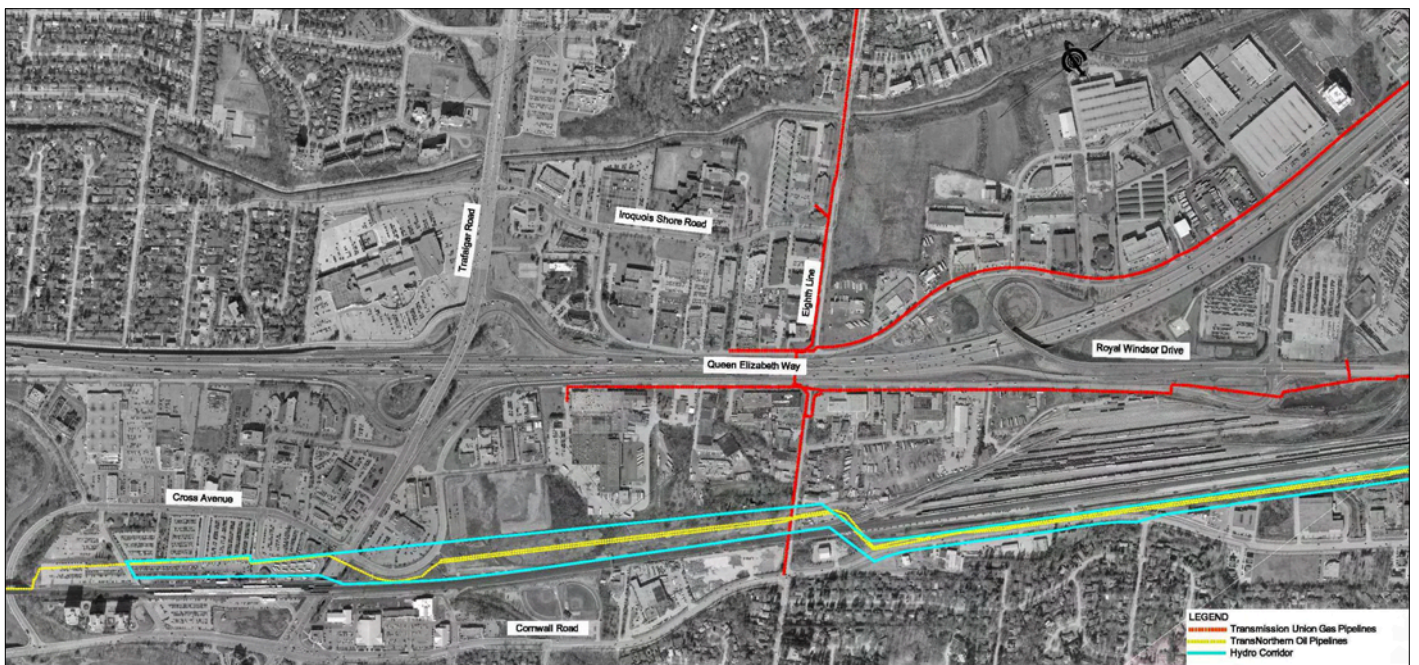
# Socio-Economic Environment



- Low-density development
- Strip mall retail
- Big box stores
- Stand alone commercial buildings
- Abundance of surface parking
- Limited pedestrian mobility
- Redevelopment Potential

Create it! Vision 2057

# Hydro & Pipeline Corridors



Create it! Vision 2057

# Natural Environment

- Sixteen Mile Creek
- Lower Morrison Creek Tributaries
- Conservation Halton Regulation Limit

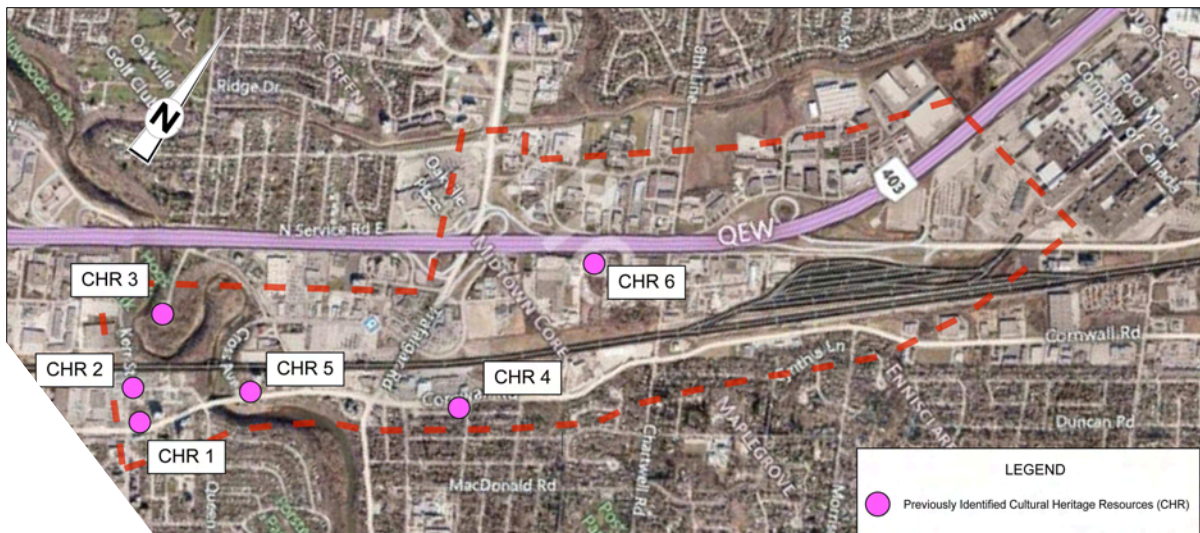
**LEGEND**

- Midtown Oakville Boundary
- Environmentally Sensitive Area (Town of Oakville)
- Floodplain (Town of Oakville)
- Valleylands (Town of Oakville)
- Woodlands (Town of Oakville)
- Non-Provincially Significant Wetland (Land Information Ontario)
- Approximate Regulation Limit (Conservation Halton)
- Ecological Land Classification (Conservation Halton)
- FOF Deciduous Forest
- CUM Cultural Meadow
- CWL Cultural Woodland
- Fish Sampling Station (CH)
- Flow Direction
- Watercourse
- Road



Create it! Vision 2057

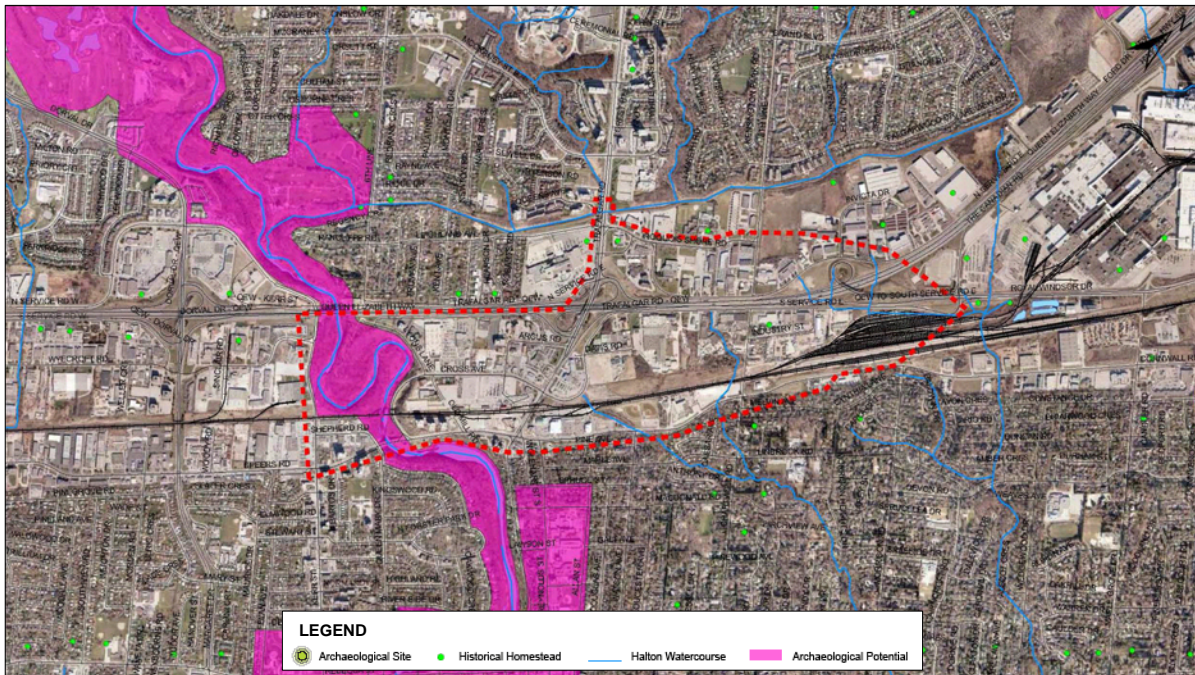
# Cultural Heritage Environment



CHR 1 531-33 Kerr Street Two residences (1911 & 1930)	CHR 2 623 Kerr Street Residence c. 1912	CHR 3 659 Lyons Lane Oakville St. Mary's Cemetery c. 1858	CHR 4 451 Allan Street Victorian architecture (n.d)
	CHR 5 Cornwall Road Association with Basket Factory	CHR 6 420 South Service Road Association with development of industry in Oakville	

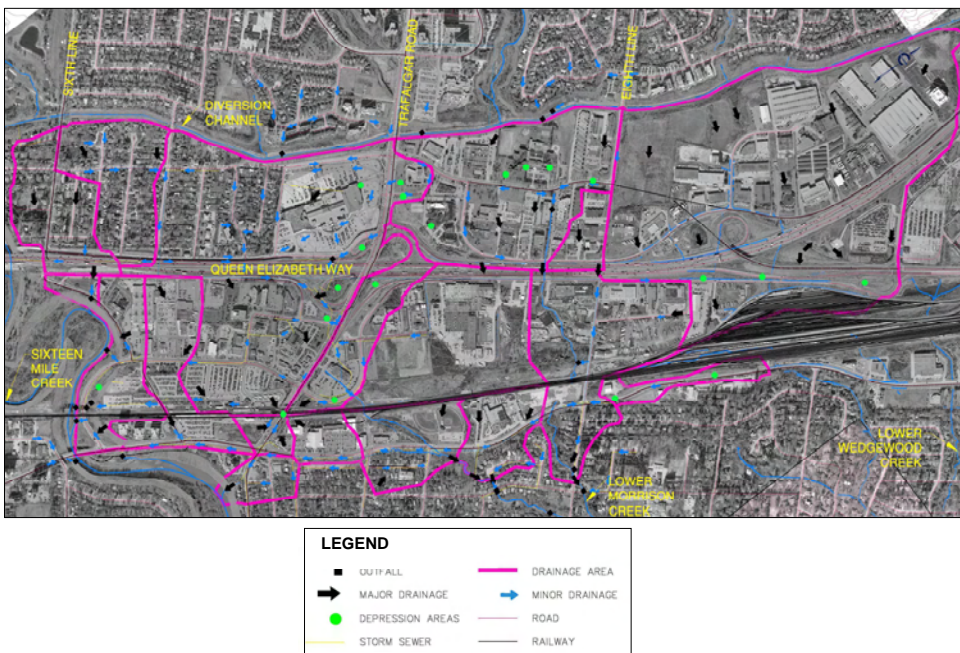
Create it! Vision 2057

# Archaeological Environment



Create it! Vision 2057

# Existing Drainage Network

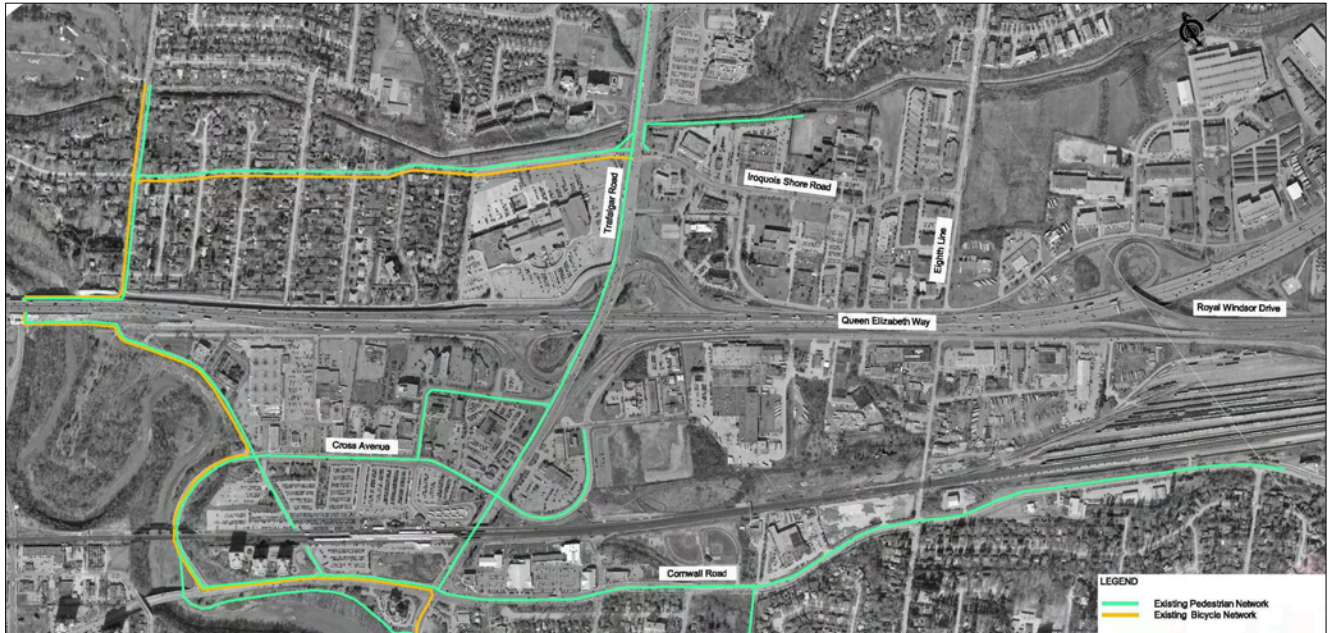


- Study area drains mainly to Lower Morrison Creek and Sixteen Mile Creek with some areas draining to Lower Wedgwood Creek
- Existing conditions consist of many low lying areas where drainage is dependent on the minor system (storm sewers)
- Opportunities to improve the major drainage system (overland flow) will be investigated
- Any proposed changes must not increase downstream or upstream flooding or erosion

Create it! Vision 2057

# Existing Transportation Infrastructure

## Pedestrian and Cycling Network



Create it! Vision 2057

# Existing Transportation Infrastructure

## Transit Service



Create it! Vision 2057

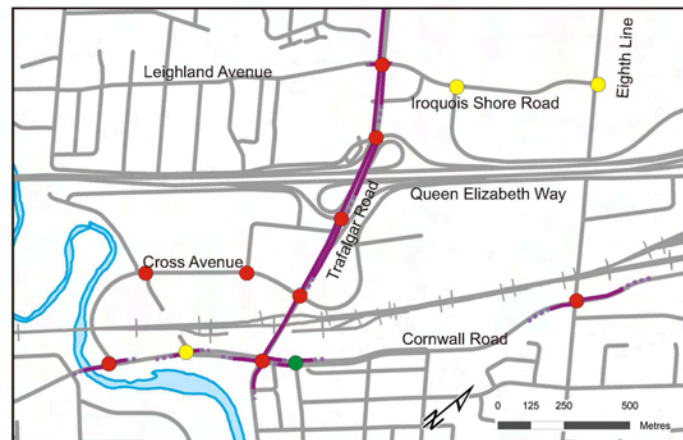


## Traffic – Existing Conditions

## Traffic – Future 2031 Conditions



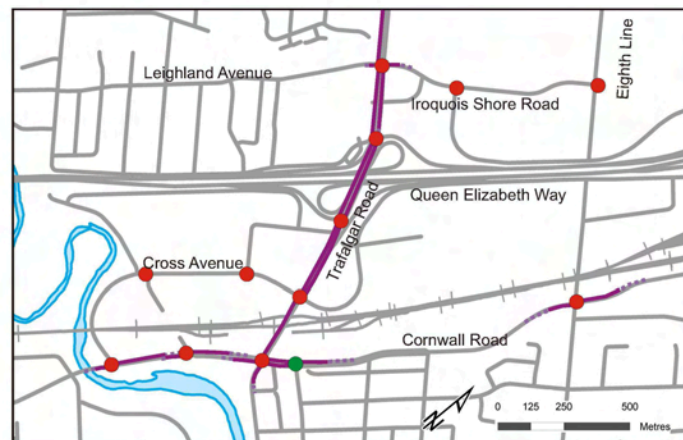
Existing AM Peak Hour Traffic Conditions



Future AM Peak Hour Traffic Conditions



Existing PM Peak Hour Traffic Conditions



Future PM Peak Hour Traffic Conditions



Create it! Vision 2057

Create it! Vision 2057



## Need for New Infrastructure

- Expected growth in Midtown:
  - Approximately 20,000 residents and jobs by 2031
- Trafalgar Road provides vital links to:
  - Downtown, Midtown, Oakville GO station, Current Town Hall site, Sheridan College, Uptown Core, North Oakville
- Pedestrian mobility:
  - Restricted access across the QEW, the rail corridor and Sixteen Mile Creek
  - Lack of a street grid network, sidewalks in some areas
- Cycling infrastructure:
  - No current continuous cycling routes through Midtown
  - Cycling routes proposed (Active Transportation Master Plan)
- Traffic operations:
  - Volumes approaching capacity
  - Future capacity constraints projected

Create it! Vision 2057



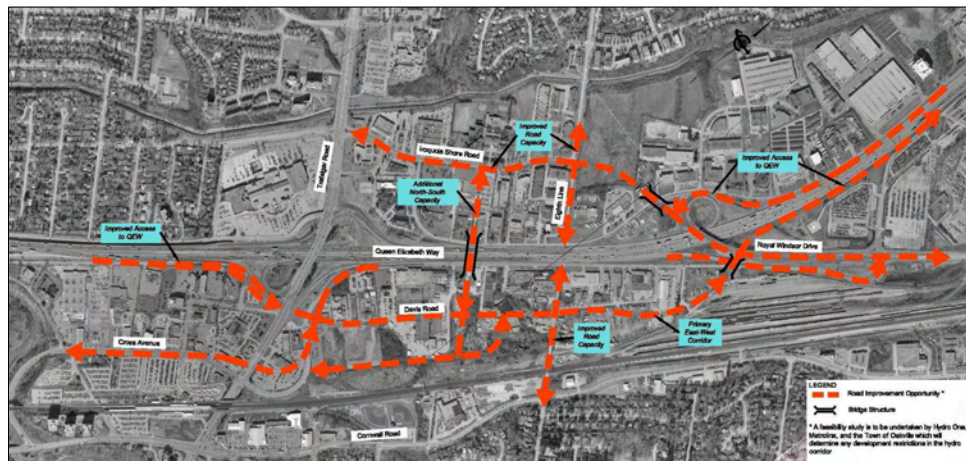
## Draft Problem/Opportunity Statement

- Midtown Oakville is a provincially designated Urban Growth Centre and there is an opportunity for Midtown to develop into a “complete urban community”, as identified in Livable Oakville. For Midtown to achieve these policy objectives, there is a need for a multi-modal transportation system to link Midtown to the surrounding areas and support its growth and economic opportunities. This will necessitate improvements to meet the accessibility, capacity, circulation and operational needs. The transportation system will foster the use and development of a balanced and sustainable transportation network for walking, cycling, transit and vehicle mobility.



Create it! Vision 2057

## Planned and Potential Road Network Improvements



- Provide improved access and circulation within Midtown
- Introduce additional north-south capacity over QEW
- Provide improved access to QEW to and from the east
- Provide improved access from eastbound QEW to employment south and east of Trafalgar Road interchange
- Provide primary east-west corridor, east of Trafalgar Road (e.g. easterly extension of Cross Avenue)
- Provide improved capacity on existing corridors:
  - Eighth Line, from Iroquois Shore Road to North Service Road
  - Iroquois Shore Road, from Trafalgar Road to Eighth Line
  - Chartwell Road, from Cornwall Road to South Service Road

Create it! Vision 2057

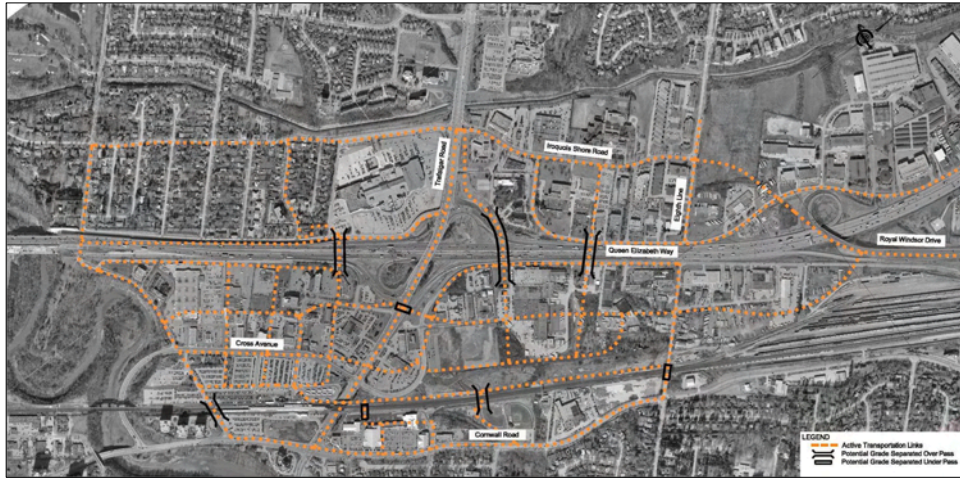
## Transit Opportunities



- Provide increased transit connectivity from future Trafalgar Road BRT to GO Station
- Provide improved access and circulation within Midtown

Create it! Vision 2057

## Active Transportation Opportunities



- Provide improved access and circulation within Midtown
- Provide improved pedestrian connectivity across Trafalgar Road, south of QEW
- Provide pedestrian connections across QEW, east and west of Trafalgar Road

## Next Steps

- Following this public meeting, the next phases include:
  - Review of public input
  - Newsletter/Fact Sheet on design options
  - TAC and Stakeholder Meeting #1 – July 16
  - Preliminary evaluation of alternative designs
  - Second public meeting – Winter 2012/2013



## Thank you for participating!

- Your input and comments will be reviewed and incorporated as we move forward with the study.
- The public meeting materials will be posted on the Town of Oakville website.
- Stay informed by joining the project mailing list.

For further information, please contact:

Midtown EA Core Team  
Town of Oakville  
1225 Trafalgar Road  
Oakville, ON L6H 0H3  
905-815-6060  
MidtownEA@oakville.ca

Ray Bacquie, P.Eng.  
Consultant Project Manager  
Cole Engineering Group Ltd.  
70 Valleywood Drive  
Markham, ON L3R 4T5  
416-987-6161, ext. 308  
MidtownEA@ColeEngineering.ca

**APPENDIX B2**  
**Public Open House #2**

# Meeting Summary



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<b>Project Name:</b>	Midtown Oakville EA Public Open House #2	<b>Date:</b>	June 19, 2013
<b>Meeting Location:</b>	Town Hall Trafalgar Room, Oakville Room, South Atrium	<b>Time:</b>	7:00 – 9:00 PM
<b>Town of Oakville Core Team:</b>	Dan Cozzi, Engineering and Construction Tricia Collingwood, Planning Services Chris Clapham, Engineering and Construction Lin Rogers, Development Engineering Philip Kelly, Development Engineering Kristina Parker, Engineering and Construction regrets: Joanne Phoenix, Oakville Transit		
<b>Consultant Team:</b>	Suzette Shiu, Cole Engineering Rory O’Sullivan, Cole Engineering Laurella Chadee, Cole Engineering Glenn Pothier, GLPi		

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## 1.0 Public Open House #2 Summary

The second Public Open House (POH) for the Midtown Oakville Environmental Assessment was held on June 19, 2013, from 7:00 to 9:00 PM. Thirty two persons signed in.

The purpose of the POH was to present the background and context for Midtown, the road, active transportation and transit needs, the main priorities and evaluation criteria, the alternative improvements, the preliminary evaluation of the options, and to gather public input.

A more formal session, in the form of a presentation, commenced at 7:00 PM to present the above items and to involve the public in discussion. Glenn Pothier (GLPi) facilitated this component of the public meeting. Suzette Shiu (Cole Engineering) presented the study background, the main priorities and evaluation criteria, while Philip Kelly (Town of Oakville) walked attendees through the various options and improvements which were developed for the potential future road network.

Following the presentation, which lasted approximately 30 minutes, comments and questions were invited (see Section 2.0 for a summary of comments and questions received).

Glenn informed attendees that seven facilitated roving stations were set up in the South Atrium for them to visit to gain a better understanding of the options going forward for evaluation. These stations included:

- Station 1 – Option #1 (Combination of Improvement A, B, C, D)
- Station 2 – Option #2 (Combination of Improvement A, B, C, D)
- Station 3 – Option #3 (Combination of Improvement A, B, C, D)
- Station 4 – Option #4 (Combination of Improvement A, B, C, D)

where,

*Improvement A: North / South QEW Road Crossing*

*Improvement B: Trafalgar Road Interchange*

*Improvement C: North / South QEW Active Transportation / Priority Crossing*

*Improvement D: Cross Avenue Extension*

- Station 5 – Improvement E: Iroquois Shore Road Widening
- Station 6 – Improvement F: Royal Windsor Drive Interchange
- Station 7 – Improvement G: Pedestrian Connection

Attendees were also provided with an information package as they departed the Trafalgar Room / Oakville Room after the presentation that included background information and additional details about the various improvements and options discussed. Attendees were invited to visit the facilitated roving station(s) in which they had an interest, in no particular order. Questions and comments were also invited at these stations.

Comment cards were provided for attendees to record any additional concerns during the POH. Attendees were also informed that they could mail, fax, or email their comments and questions to the study team at a later date.

A summary of comments and questions received to date is provided in the following sections.

## 2.0 Comments and Questions received immediately following the Presentation

Comments / Issues	Details	Notes / Responses
Limits of growth area	<ul style="list-style-type: none"> <li>• Resident requested clarification with respect to the limits of the area which is planned to accommodate 20,000 residents and jobs by 2031.</li> </ul>	<ul style="list-style-type: none"> <li>• The Midtown Oakville area is bounded by Sixteen Mile Creek (west), QEW (north), Chartwell Road (east), and Cornwall Road (south).</li> </ul>
Existing population and employment	<ul style="list-style-type: none"> <li>• Resident requested existing population and employment numbers in the area.</li> <li>• It was noted that there are few residents on the west side of Trafalgar Road, and almost none on the east side at this time.</li> </ul>	<ul style="list-style-type: none"> <li>• There are approximately 2,300 residents and 3,800-4,000 employees in the area.</li> </ul>
QEW / Trafalgar Road	<ul style="list-style-type: none"> <li>• There was concern that growth in the area would increase congestion and impact operations around QEW / Trafalgar Road interchange.</li> </ul>	<ul style="list-style-type: none"> <li>• It is acknowledged that a certain level of congestion is inevitable, however, alternative concepts are being developed to improve traffic operations in the area, including QEW interchanges. Improvements to Royal Windsor Drive interchange are also expected to redistribute traffic at QEW / Trafalgar Road interchange.</li> </ul>
Royal Windsor Drive / Iroquois Shore Road connection	<ul style="list-style-type: none"> <li>• Resident was interested in the timing of the connection of Royal Windsor Drive and Iroquois Shore Road.</li> </ul>	<ul style="list-style-type: none"> <li>• This project is in the capital budget and is expected to be completed within 20 years.</li> </ul>



Comments / Issues	Details	Notes / Responses
Funding	<ul style="list-style-type: none"> <li>• There was interest regarding funding sources for the future projects.</li> <li>• There was a question about the role of Metrolinx with respect to funding.</li> </ul>	<ul style="list-style-type: none"> <li>• The Town will be responsible for funding, but will recover some costs from Development Charges. The Province is not expected to fund any of the presented projects.</li> <li>• Metrolinx is responsible for improvements at the GO Station site (e.g. bus terminal), but none of the additional infrastructure, including roads to the site.</li> </ul>
Property impacts	<ul style="list-style-type: none"> <li>• There was concern about the number of properties impacted for the various alternatives.</li> </ul>	<ul style="list-style-type: none"> <li>• The impacted properties (hatched on the figures) show all properties which may be encroached upon to any degree, and includes those which may be fully required.</li> </ul>
Crossing of Sixteen Mile Creek	<ul style="list-style-type: none"> <li>• There was concern about the need for an additional crossing of Sixteen Mile Creek.</li> </ul>	<ul style="list-style-type: none"> <li>• The recently completed Transportation Master Plan recommended either a new crossing at North Service Road or widening the QEW at Sixteen Mile Creek.</li> <li>• The MTO is currently undertaking a Class EA of QEW from Trafalgar Road easterly to east of Winston Churchill Boulevard, and Highway 403 from Trafalgar Road northerly to Highway 407 and beyond to Winston Churchill Boulevard. The study is identifying operational and capacity needs, evaluating alternatives, and developing improvement plans for Highway 403 and the QEW within the study area. The MTO Transportation Environmental Study Report is currently out for review (45-day review period which started on June 26, 2013).</li> </ul>

### 3.0 Comments and Questions received at the Stations

#### 3.1. Station 1 – Option #1

Comments / Issues	Details	Notes / Responses
Residents not informed	<ul style="list-style-type: none"> <li>Some residents indicated that they were unaware of the project.</li> </ul>	<ul style="list-style-type: none"> <li>The first POH was held in June 2012. Communications were sent to those on the contact list (those who attended and signed in at POH #1, or who otherwise contacted the project team), and all residents within the study area. Notices were also posted in the newspaper on June 5<sup>th</sup> and 12<sup>th</sup> (Note: the study area has now been expanded, i.e. north to White Oaks Boulevard).</li> </ul>
Town Hall location	<ul style="list-style-type: none"> <li>There was concern about whether Town Hall will be relocated.</li> </ul>	<ul style="list-style-type: none"> <li>It is envisioned that Town Hall may relocate within Midtown, however there are no plans to date that involve the relocation of Town Hall.</li> </ul>
Timing and cost of property acquisition	<ul style="list-style-type: none"> <li>There was interest in the timing and cost of acquiring properties.</li> <li>It was suggested that the connection from the QEW to Cross Avenue can be removed, in order to save some properties.</li> </ul>	<ul style="list-style-type: none"> <li>Impacted property owners will be contacted when the preferred option has been determined.</li> <li>The direct connection to Midtown (Cross Avenue) from eastbound QEW has great merit, and benefits vs. cost are being considered for the long-term.</li> </ul>
North / south QEW road crossing	<ul style="list-style-type: none"> <li>It was suggested that this connection would be most useful for traffic operations if located at Eighth Line / Chartwell Road (as in Option #2).</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted.</li> </ul>

#### 3.2. Station 2 – Option #2

Comments / Issues	Details	Notes / Responses
GO / Via Rail Station Buildings	<ul style="list-style-type: none"> <li>There was interest in the future of the existing GO / Via Rail Station buildings, and whether they will be demolished and relocated, as they are fairly new.</li> </ul>	<ul style="list-style-type: none"> <li>This will be determined by Metrolinx. However, a new station building will be constructed on the east side of Trafalgar Road where the train platform will be extended.</li> </ul>
5-legged intersection at Trafalgar Road / Iroquois Shore Road / North/South QEW Active Transportation / Priority Crossing	<ul style="list-style-type: none"> <li>This configuration was difficult to envision. There were concerns that this option would be problematic for all modes of transportation.</li> </ul>	<ul style="list-style-type: none"> <li>More details on the operation of this intersection will be provided if this option is found to be preferred.</li> </ul>

Comments / Issues	Details	Notes / Responses
Eighth Line / Chartwell Road through traffic	<ul style="list-style-type: none"> <li>• There was concern about the volumes and speed of through traffic (through neighbourhood south of Cornwall Road) if there is an overpass at QEW.</li> <li>• This crossing was previously rejected and is very unpopular. If it is necessary, Chartwell Road should be closed at the rail.</li> </ul>	<ul style="list-style-type: none"> <li>• There are also future plans to create a 4 lane rail grade separation at Chartwell Road (2031+).</li> <li>• A QEW crossing at Eighth Line / Chartwell Road will not work with a rail underpass due to insufficient distance between the QEW and rail corridor, i.e. only one of these improvements is feasible.</li> </ul>
Local road network	<ul style="list-style-type: none"> <li>• There was interest in the local road network configuration, and how local transit routes will be integrated into the network.</li> </ul>	<ul style="list-style-type: none"> <li>• The local road network will be determined after the preferred core corridors have been identified, and is not part of the EA study.</li> </ul>
Access to/from area south of Cornwall Road	<ul style="list-style-type: none"> <li>• There was concern about lack of access for residents south of Cornwall Road.</li> </ul>	<ul style="list-style-type: none"> <li>• There are plans to widen Chartwell Road to 4 lanes, and urbanize the section from South Service Road to Cornwall Road, by 2022.</li> <li>• There are also future plans to create a 4 lane rail grade separation at Chartwell Road (2031+).</li> </ul>
Trafalgar Road interchange	<ul style="list-style-type: none"> <li>• There was agreement that the direct off-ramp from eastbound QEW to Midtown would be beneficial.</li> <li>• There was interest in the method of stop control at the eastbound QEW off-ramp / Cross Avenue intersection, i.e. roundabout vs. signals.</li> </ul>	<ul style="list-style-type: none"> <li>• More details on the measure of stop control to be employed at this intersection will be provided if this option is found to be preferred.</li> </ul>
Number of QEW crossings	<ul style="list-style-type: none"> <li>• There was concern about the number of QEW crossings which are absolutely necessary to accommodate future growth and development.</li> </ul>	<ul style="list-style-type: none"> <li>• An additional QEW crossing would reduce delays along Trafalgar Road, and this would be especially important when considering transit travel times through the QEW / Trafalgar Road area. A new crossing is necessary to accommodate future growth and development. The issue of whether there will be one crossing primarily for transit and active transportation, and one for other vehicular traffic, vs. one combined crossing (which will be wider) for all modes will be determined by considering the evaluation criteria developed for this study.</li> </ul>

### 3.3. Station 3 – Option #3

Comments / Issues	Details	Notes / Responses
Stop control at eastbound QEW off-ramp / Cross Avenue	<ul style="list-style-type: none"> <li>There was interest in the method of stop control at the eastbound QEW off-ramp / Cross Avenue intersection, i.e. roundabout vs. signals.</li> </ul>	<ul style="list-style-type: none"> <li>More details on the measure of stop control to be employed at this intersection will be provided if this option is found to be preferred.</li> </ul>
Property acquisition	<ul style="list-style-type: none"> <li>There was interest in the process for acquiring properties.</li> </ul>	<ul style="list-style-type: none"> <li>Impacted property owners will be contacted when the preferred option has been determined.</li> </ul>
GO Station	<ul style="list-style-type: none"> <li>There was interest in the GO Station expansion and parking.</li> </ul>	<ul style="list-style-type: none"> <li>The station platform will be extended east of Trafalgar Road and additional surface parking will be provided on the Hydro lands in that area. Metrolinx has recently released a GO Transit Rail Parking and Station Access Plan (June 2013), and this document indicates that there is no planned or forecasted parking expansion beyond 2014 in Oakville.</li> </ul>
Combined north / south QEW road / active transportation / priority crossing	<ul style="list-style-type: none"> <li>Segregated bike lanes would be preferred on the north / south QEW active transportation / priority crossing.</li> </ul>	<ul style="list-style-type: none"> <li>This will be considered to enhance cyclist safety.</li> </ul>
	<ul style="list-style-type: none"> <li>There was concern that this option was not originally part of the Midtown EA study, and it impacts new properties, with additional costs.</li> </ul>	<ul style="list-style-type: none"> <li>Elements of this option were brought forward during a Public Agencies Stakeholder Workshop (attendees included Town Staff, as well as representatives from Oakville Hydro, Halton Region, Conservation Halton, Metrolinx, MTO, and other consulting firms), which was held in March 2013.</li> <li>Part of the main purpose of this POH was to introduce this new option which changed the initial study area.</li> <li>The evaluation criteria developed for this study will be considered in order to determine the overall preferred option.</li> </ul>
	<ul style="list-style-type: none"> <li>This crossing impacts the McDonald's restaurant on Iroquois Shore Road.</li> </ul>	<ul style="list-style-type: none"> <li>The study aims to minimize impacts to existing properties.</li> <li>The evaluation criteria developed for this study will be considered in order to determine the overall preferred option.</li> </ul>
	<ul style="list-style-type: none"> <li>There was interest in the grades along the crossing.</li> </ul>	<ul style="list-style-type: none"> <li>More details on grades along the crossing will be provided if this option is found to be preferred.</li> </ul>

Comments / Issues	Details	Notes / Responses
	<ul style="list-style-type: none"> <li>This option should be looked at in 2031.</li> </ul>	<ul style="list-style-type: none"> <li>Forecasted timing for each option has not been planned to date.</li> </ul>
Study area	<ul style="list-style-type: none"> <li>The boundary of the study area is not clear.</li> </ul>	<ul style="list-style-type: none"> <li>The Midtown Oakville area is bounded by Sixteen Mile Creek (west), QEW (north), Chartwell Road (east), and Cornwall Road (south).</li> <li>The study area previously extended to Royal Windsor Drive (east) and Iroquois Shore Road (north).</li> <li>The study area has been expanded to include White Oaks Boulevard to the north.</li> </ul>
Trafalgar Road capacity	<ul style="list-style-type: none"> <li>There was a concern about Trafalgar Road capacity near Iroquois Shore Road.</li> </ul>	<ul style="list-style-type: none"> <li>It is acknowledged that a certain level of congestion is inevitable, however this study aims to provide additional infrastructure which can improve operations.</li> </ul>
Eighth Line	<ul style="list-style-type: none"> <li>There was a concern about widening Eighth Line, and traffic infiltration around the Falgarwood neighbourhood and on Grand Boulevard.</li> </ul>	<ul style="list-style-type: none"> <li>Planned modifications / improvements include widening from 2 to 3 lanes and urbanizing the road from Falgarwood Drive to North Service Road, but are not part of the EA study.</li> <li>Traffic infiltration is not anticipated; instead, a more efficient flow of traffic is expected to occur on the arterial roads as a result of these improvements.</li> </ul>
Cross Avenue extension	<ul style="list-style-type: none"> <li>There was concern about noise impacts to residents in the vicinity of Chartwell Road.</li> </ul>	<ul style="list-style-type: none"> <li>There are no planned modifications or improvements to Chartwell Road, south of the rail, at this time.</li> </ul>
	<ul style="list-style-type: none"> <li>Zoning</li> </ul>	<ul style="list-style-type: none"> <li>Until the EA is completed, an “Existing Development” designation applies to all of Midtown (with recognition of some special provisions on some sites).</li> </ul>

### 3.4. Station 4 – Option #4

Comments / Issues	Details	Notes / Responses
Local road network	<ul style="list-style-type: none"> <li>There was interest in the local road network configuration.</li> </ul>	<ul style="list-style-type: none"> <li>The local road network will be determined after the preferred core corridors have been identified, and is not part of the EA study.</li> </ul>
North / south QEW road crossing	<ul style="list-style-type: none"> <li>This connection would be most useful for traffic operations if located at Eighth Line / Chartwell Road (as in Option #2).</li> </ul>	<ul style="list-style-type: none"> <li>The evaluation criteria developed for this study will be considered in order to determine the overall preferred option.</li> </ul>

Comments / Issues	Details	Notes / Responses
	<ul style="list-style-type: none"> <li>• There was interest in the timing of this crossing.</li> </ul>	<ul style="list-style-type: none"> <li>• Forecasted timing for each option has not been planned to date.</li> </ul>
GO Station	<ul style="list-style-type: none"> <li>• There was a suggestion to have buses elevated above the rail tracks in the direction of departure (as in the UK). It was commented that this would shorten pedestrian trips.</li> </ul>	<ul style="list-style-type: none"> <li>• This would require consultation with Metrolinx and Hydro One.</li> </ul>
Property at Trafalgar Road / Argus Road (Ford dealership)	<ul style="list-style-type: none"> <li>• There was interest in the impact to the property at Trafalgar Road / Argus Road.</li> <li>• There was also interest in the land use at this location.</li> </ul>	<ul style="list-style-type: none"> <li>• Impacted property owners will be contacted when the preferred option has been determined.</li> <li>• Schedule L1 in the town’s Official Plan shows this area to be designated office employment lands.</li> </ul>
Oakville Place	<ul style="list-style-type: none"> <li>• There was interest in the impact to Oakville Place.</li> </ul>	<ul style="list-style-type: none"> <li>• Impacted property owners will be contacted when the preferred option has been determined. Minor property impacts are anticipated at Oakville Place.</li> </ul>
Town Hall site	<ul style="list-style-type: none"> <li>• There was interest in whether the Town Hall site will be converted into a transit hub.</li> </ul>	<ul style="list-style-type: none"> <li>• This will be determined at a future date, as a preferred option has not yet been selected.</li> </ul>
Parking at new site (South Service Road / Cross Avenue extension)	<ul style="list-style-type: none"> <li>• There was concern about the impact to surface parking at new site.</li> </ul>	<ul style="list-style-type: none"> <li>• There is currently no surface parking at the new site; however, little to no impacts to the potential surface parking lot are anticipated, regardless of which option is found to be preferred.</li> </ul>
“Hold” on lands	<ul style="list-style-type: none"> <li>• There was interest in whether a “hold” could be placed on lands in the area.</li> </ul>	<ul style="list-style-type: none"> <li>• There are no plans for an interim control by-law or hold, but an “Existing Development” designation applies to Midtown to require all properties to be rezoned in order to move forward with a development application. This will be lifted once the EA study is completed.</li> </ul>
Phasing	<ul style="list-style-type: none"> <li>• There was interest in the timing and sequencing of various projects.</li> </ul>	<ul style="list-style-type: none"> <li>• The recently completed TMP identifies timing of various projects within the town. The documents can be accessed via the town’s website.</li> </ul>
Parking on Hydro land	<ul style="list-style-type: none"> <li>• There was interest in future parking that will be provided on the Hydro land.</li> </ul>	<ul style="list-style-type: none"> <li>• The surface parking lot will be provided by Metrolinx for users of the GO Station.</li> </ul>
Trafalgar Road	<ul style="list-style-type: none"> <li>• There was concern that Trafalgar Road will be congested if this option is selected.</li> </ul>	<ul style="list-style-type: none"> <li>• It is acknowledged that a certain level of congestion is inevitable.</li> <li>• The evaluation criteria developed for this study will be considered in order to determine the overall preferred option.</li> </ul>

### 3.5. Station 5 – Improvement E: Iroquois Shore Road Widening

Comments / Issues	Details	Notes / Responses
Capacity	<ul style="list-style-type: none"> <li>It was agreed that widening is needed.</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted.</li> </ul>
Bike lanes	<ul style="list-style-type: none"> <li>There was support for providing bike lanes.</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted.</li> </ul>
Property on north side of Iroquois Shore Road	<ul style="list-style-type: none"> <li>It was preferred that the road should be widened to the south (Improvement E1) in order to avoid any impacts to properties to the north.</li> </ul>	<ul style="list-style-type: none"> <li>The evaluation criteria developed for this study will be considered in order to determine the overall preferred solution.</li> </ul>

### 3.6. Station 6 – Improvement F: Royal Windsor Drive Interchange

Comments / Issues	Details	Notes / Responses
Royal Windsor Drive / Iroquois Shore Road connection	<ul style="list-style-type: none"> <li>Resident was interested in the timing of the connection of Royal Windsor Drive and Iroquois Shore Road.</li> </ul>	<ul style="list-style-type: none"> <li>This project is in the capital budget and is expected to be completed within 20 years.</li> </ul>
Evaluation	<ul style="list-style-type: none"> <li>There was interest in the evaluation process, and how the preliminary evaluation of the various improvements was conducted.</li> </ul>	<ul style="list-style-type: none"> <li>The preliminary evaluation was performed by Town staff and the consultant.</li> </ul>
Environmental impacts	<ul style="list-style-type: none"> <li>There was concern about the impact to the environment due to development.</li> </ul>	<ul style="list-style-type: none"> <li>The evaluation criteria developed for this study (which include Natural Environment, Land Use / Social Environment, and Cultural Heritage Environment), will be considered in order to determine the overall preferred solution.</li> <li>Conservation Halton has been involved in this EA study and will continue to be consulted through the duration of this study with respect to environmental issues.</li> </ul>
Royal Windsor Drive interchange	<ul style="list-style-type: none"> <li>If any work is to be done, the interchange should be constructed to accommodate full movements (Improvement F4).</li> <li>The interchange may be underutilized for years, until Midtown develops.</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted.</li> <li>The evaluation criteria developed for this study will be considered in order to determine the overall preferred solution.</li> </ul>

Comments / Issues	Details	Notes / Responses
Eighth Line widening	<ul style="list-style-type: none"> <li>There was concern if Eighth Line is widened, more congestion will be experienced, and this can impact Falgarwood Drive and Grand Boulevard.</li> </ul>	<ul style="list-style-type: none"> <li>Planned modifications / improvements include widening from 2 to 3 lanes and urbanizing the road from Falgarwood Drive to North Service Road.</li> <li>More congestion is not anticipated; instead, a more efficient flow of traffic is expected to occur as a result of these improvements.</li> </ul>
Eighth Line crossing at QEW	<ul style="list-style-type: none"> <li>There was concern about a QEW crossing at this location.</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted.</li> <li>The evaluation criteria developed for this study will be considered in order to determine the overall preferred solution.</li> </ul>
Iroquois Shore Road congestion	<ul style="list-style-type: none"> <li>There was a concern about congestion on Iroquois Shore Road, even if it was widened.</li> <li>An overpass of Eighth Line was suggested, in order to allow traffic to flow more efficiently.</li> </ul>	<ul style="list-style-type: none"> <li>It is acknowledged that a certain level of congestion is inevitable.</li> <li>With new roads being introduced into the study area, there will be increased network flexibility and connectivity, which can provide relief to operations on Iroquois Shore Road.</li> <li>Comment noted.</li> </ul>
Active transportation	<ul style="list-style-type: none"> <li>There was concern for cyclist / pedestrian safety, and it was therefore suggested that active transportation facilities should be separated from the road.</li> </ul>	<ul style="list-style-type: none"> <li>This will be considered to enhance public safety.</li> </ul>

### 3.7. Station 7 – Improvement G: Pedestrian Connection

Comments / Issues	Details	Notes / Responses
Improvement G2	<ul style="list-style-type: none"> <li>Since this improvement features a staircase, and no ramp or elevator, this is the least preferred of the four improvements, from an accessibility perspective.</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted.</li> </ul>
West side of Trafalgar Road	<ul style="list-style-type: none"> <li>A covered walkway, with direct access to the mall on the west side of Trafalgar Road should be considered.</li> </ul>	<ul style="list-style-type: none"> <li>This will be considered.</li> </ul>
Covered pedestrian crossing	<ul style="list-style-type: none"> <li>If either crossing (east or west side of Trafalgar Road) is covered, illumination will need to be provided, but then drainage will not be an issue.</li> </ul>	<ul style="list-style-type: none"> <li>This will be considered.</li> </ul>



#### 4.0 Comments and Questions received after POH #2 via Email

Comments / Issues	Details	Notes / Responses
Information package – Page 13 – Option #4 – Loop at Trafalgar Road	<ul style="list-style-type: none"> <li>Resident asked for clarification regarding the loop over Trafalgar Road:               <ul style="list-style-type: none"> <li>“Would it be a bus route only, or active transportation as well?”</li> </ul> </li> <li>Resident also inquired about where the proposed road will end.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed Improvement C1 is planned to accommodate both transit and active transportation.</li> <li>The loop ramp will intersect Cross Avenue extension / South Service Road on the east side of Trafalgar Road.</li> </ul>
Information package – Page 1 – “New Infrastructure Needs – Pedestrian mobility – Restricted access across the QEW, the rail corridor and Sixteen Mile Creek”	<ul style="list-style-type: none"> <li>Resident commented that a Sixteen Mile Creek crossing seems to be missing from the EA Study:               <ul style="list-style-type: none"> <li>“Is this a major oversight, or will this need be handled in a different manner?”</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>The recently completed TMP recommended either a new crossing at North Service Road or widening the QEW at Sixteen Mile Creek.</li> <li>The MTO is currently undertaking a Class EA of QEW from Trafalgar Road easterly to east of Winston Churchill Boulevard, and Highway 403 from Trafalgar Road northerly to Highway 407 and beyond to Winston Churchill Boulevard. The study is identifying operational and capacity needs, evaluating alternatives, and developing improvement plans for Highway 403 and the QEW within the study area.</li> </ul>
Information package – Page 1 – “New Infrastructure Needs – Cycling infrastructure – No current continuous cycling routes through Midtown; Cycling routes are proposed in the Active Transportation Master Plan”	<ul style="list-style-type: none"> <li>Resident commented:               <ul style="list-style-type: none"> <li>“Where in the referenced Active Transportation Master Plan are these two needs identified with proposed solutions?”</li> <li>“The Figures in Sections 4 and 5 of the September 2009 Active Transportation Master Plan are too small to see exactly any future cycling infrastructure plans for the Midtown area.”</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Figure 4.5a of the ATMP shows the Recommended Cycling and Trails Network for Oakville. Figure 4.5b shows the Recommended Pedestrian Network.</li> <li>Various improvements for the Midtown area are shown in both of these figures. (Due to the scale of the map, zooming in to the Midtown area on a digital (PDF) version of the map can provide more detail.)</li> </ul>
Information package – Page 2 – “Main Priorities”	<ul style="list-style-type: none"> <li>Resident commented:               <ul style="list-style-type: none"> <li>“I agree with all bulleted points; however, I think that a new crossing over Sixteen Mile Creek is missing.”</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>See response to Item #1.</li> </ul>
Information package – Pages 4, 5 – Improvement A	<ul style="list-style-type: none"> <li>Resident commented:               <ul style="list-style-type: none"> <li>“Improvement A3 which connects Eighth Line with Chartwell Road would help divert some north-south traffic from Trafalgar Road.”</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Comment noted.</li> </ul>

Comments / Issues	Details	Notes / Responses
Information package – Page 6 – Improvement B	<ul style="list-style-type: none"> <li>• Resident commented:               <ul style="list-style-type: none"> <li>- “Improvement B1 is very acceptable since it provides an eastbound off-ramp at Trafalgar Road:                   <ul style="list-style-type: none"> <li>- with an underpass to the Midtown area,</li> <li>- an additional right lane directly connected to Argus Road, and</li> <li>- maintains the existing signalized intersection at Trafalgar Road.”</li> </ul> </li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Comment noted.</li> </ul>
Information package – Pages 7, 8 – Improvement C	<ul style="list-style-type: none"> <li>• Resident commented:               <ul style="list-style-type: none"> <li>- “Improvement C3 – East of Trafalgar Road, appears to be the better solution.”</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Comment noted.</li> </ul>
Information package – Page 9 – Improvement D	<ul style="list-style-type: none"> <li>• Resident commented:               <ul style="list-style-type: none"> <li>- “Improvement D1 appears to be the best solution.”</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Comment noted.</li> </ul>
Information package – Pages 10-13	<ul style="list-style-type: none"> <li>• Resident commented:               <ul style="list-style-type: none"> <li>- “It is recognized that these options combine various improvements.</li> <li>- Of the four options presented, Option #2 is my preferred solution, as it supports my previous comments (Items #4-7).”</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Comments noted.</li> </ul>
Information package – Page 14 – Improvement E	<ul style="list-style-type: none"> <li>• Resident commented:               <ul style="list-style-type: none"> <li>- “Any of the three proposals for widening Iroquois Shore Road are acceptable, especially if combined with Improvement F – to connect with Royal Windsor Drive improvements.”</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Comment noted.</li> </ul>

Comments / Issues	Details	Notes / Responses
<p>Information package – Page 15 – Improvement F</p>	<ul style="list-style-type: none"> <li>• Resident commented:               <ul style="list-style-type: none"> <li>- “A direct link between Royal Windsor Drive and Eighth Line, together with a new QEW crossing to connect Eighth Line with Chartwell Road is a great idea and is long overdue.</li> <li>- Additional on/off ramps at QEW / Royal Windsor Drive would be too close to the existing QEW / Trafalgar Road and the QEW / 403 on/off ramps, unless there is space to permit over or underpasses.</li> <li>- I sense the MTO might have concerns regarding any proposed interchange additions here.”</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Comments noted.</li> <li>• The project team has been working with the MTO on potential interchange improvements. Consultation is ongoing, and the preferred design concept will be approved by the MTO before presenting to the public in Fall 2013.</li> </ul>
<p>Information package – Page 16 – Improvement G</p>	<ul style="list-style-type: none"> <li>• Resident commented:               <ul style="list-style-type: none"> <li>- “All pedestrian connections should be accessible for wheelchairs, strollers, etc.</li> <li>- Stairs should not be an option.</li> <li>- All improvements should be designed for multi-use, i.e. pedestrians, cyclists, roller-bladers, etc., so that Sheridan students and others can travel without need for bus fares.</li> <li>- Any unnecessary pedestrian crossing of QEW at Trafalgar Road must be eliminated. Ideally, a multi-use trail would be better sited on the west side of Trafalgar Road to coincide with the westerly location of both the GO Station and Sheridan College.</li> <li>- The existing pillar between the east and westbound lanes of the QEW, if utilized, should connect the walkway directly between the existing GO Station and Oakville Place.</li> <li>- Improvement G2 will not be required if the crossing on the west side of Trafalgar Road was built.</li> <li>- The question of whether the town</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Comments noted.</li> </ul>

Comments / Issues	Details	Notes / Responses
	<p>should build the walkway on the west side of Trafalgar Road using the existing pillar between the east and westbound lanes of the QEW is controversial among members of the recently formed Oakville Sustainable Transportation Coalition. The major concern is why spend town money on this when there is an existing QEW underpass for pedestrians/cyclists connecting Sixth Line with Lyons Lane. Thoughts are that the town should embark on alternative walkways to provide access across Sixteen Mile Creek connecting Sixth Line / Lyons Lane to Kerr Street / North Service Road.</p> <ul style="list-style-type: none"> <li>- Additionally if Improvement A3 is not fully implemented, then an active transportation crossing over QEW at Eighth Line / Chartwell Road is required.”</li> </ul>	
<p>Bus/train connection at the Oakville GO Station</p>	<ul style="list-style-type: none"> <li>• Resident commented:               <ul style="list-style-type: none"> <li>- “In some parts of Europe and in the UK where buses provide an inter-connect with trains, a wide bridge over the tracks provides a bus terminal with north/south drive-through abilities. Stairs, ramps and elevators connect trains at platform level to bus platforms above them at 90° to the train tracks. This reduces the distance a commuter needs to walk from one mode of transport to the other, and can be enclosed or semi-enclosed, to provide protection from the weather. Buses can position themselves in the direction of their respective departures.”</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• This would require consultation with Metrolinx and Hydro One.</li> </ul>
<p>Midtown EA POH documents</p>	<ul style="list-style-type: none"> <li>• Documents relating to the POH were requested.</li> </ul>	<ul style="list-style-type: none"> <li>• An information package was provided at the POH and has been posted on the town’s website. The presentation materials have also been posted on the town’s website.</li> </ul>

Comments / Issues	Details	Notes / Responses
<p>Land use planning policies – 1170 Invicta Drive</p>	<ul style="list-style-type: none"> <li>• Residents of Falgarwood Drive expressed concerns about the operations of the distribution centre at 1170 Invicta Drive:               <ul style="list-style-type: none"> <li>- “The environmental impact of diesel fumes from tractor-trailer cabs lined up and idling for hours to load and unload, and being used to shunt containers back and forth around the parking area and bays, within 90 metres of homes and conservation land, and operating 24 hours/day.</li> <li>- The noise impact of the loading and unloading of large trucks, with motorized devices that have piercingly loud safety beepers, the opening and banging shut of the distribution centre’s bay doors, the opening and slamming of doors on the trucks’ containers, and various other warehouse noises, such as horns honking, truck air brakes and idling noise, 24 hours/day.</li> <li>- The impact on the fragile hill’s soil structure from ongoing vibration caused by trucks and other vehicles, as well as the banging from loading and unloading which can be felt inside homes 90 metres away.”</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• This site does not lie within the study area. However, your concerns have been forwarded to the relevant town staff for further comment.</li> </ul>
<p>Impacts of 24 hour, 17-22 docking bay distribution centre within 90 metres of homes on Falgarwood Drive</p>	<ul style="list-style-type: none"> <li>• There were concerns about the impacts of having a 24 hour, 17-22 docking bay distribution centre within 90 metres of homes on Falgarwood Drive:               <ul style="list-style-type: none"> <li>- “The impact of fumes of a series of 18-wheeler trucks lined up and idling for hours to load and unload?</li> <li>- The noise impact of the loading and unloading, of large trucks, with motorized devices that have constant safety beepers on; the opening and closing of bay doors on the distribution centre.</li> <li>- The noise impact of the opening and closing of doors on trucks, containers, and various other</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• This site does not lie within the study area. However, your concerns have been forwarded to the relevant town staff for further comment.</li> </ul>

Comments / Issues	Details	Notes / Responses
	<p>distribution-associated noise, including personal vehicles honking, shouting to staff and crew, truck air brakes and idling noise, 24 hours/day, 6 days/week.</p> <ul style="list-style-type: none"> <li>- The impact on the hill of constant truck traffic and other motorized vehicles with respect to vibration, as it could result in cracks and movement in foundation of residents' homes, pools, and yards (especially where noise and vibration consistently occurs in loud bursts, strong enough to shake windows and rattle frames of the houses on the above hill)."</li> </ul>	



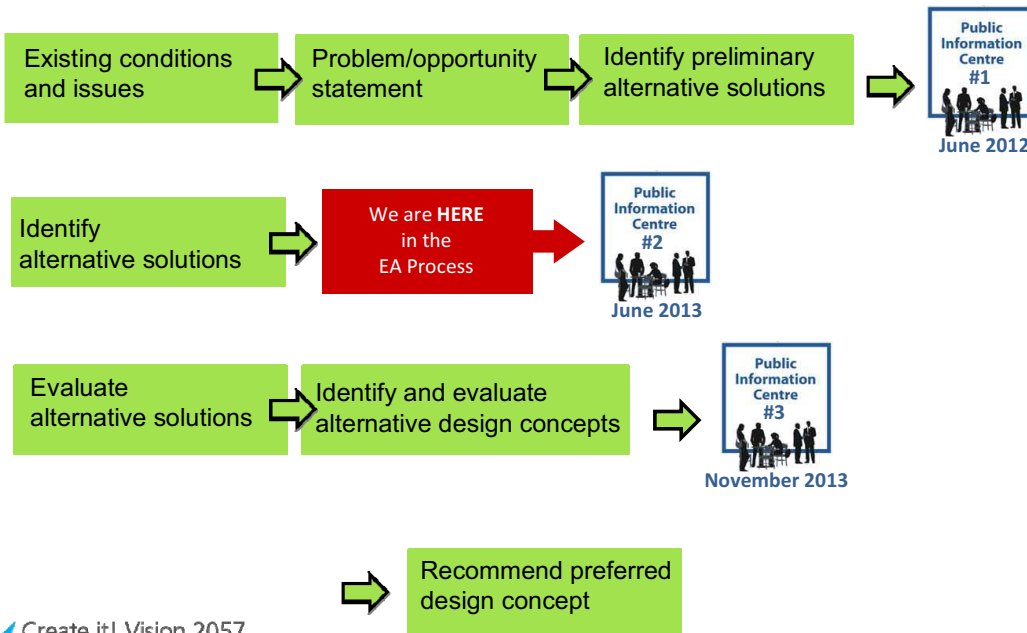
## Midtown Oakville Environmental Assessment Study

**Public Open House #2**  
Wednesday, June 19, 2013  
7–9 p.m.  
Town Hall, Oakville/Trafalgar Rooms  
South Atrium

1



## Midtown EA Process



2





## Objectives of Public Open House #2

- Present the background and context for Midtown
- Present the road, active transportation and transit needs
- Present the main priorities and evaluation criteria
- Present the alternative improvements
- Present the evaluation of the options
- Gather public input



## Midtown Oakville

- 12,000 residents and 8,000 jobs by 2031
- Trafalgar Road provides vital links
- Active transportation
- Traffic operations



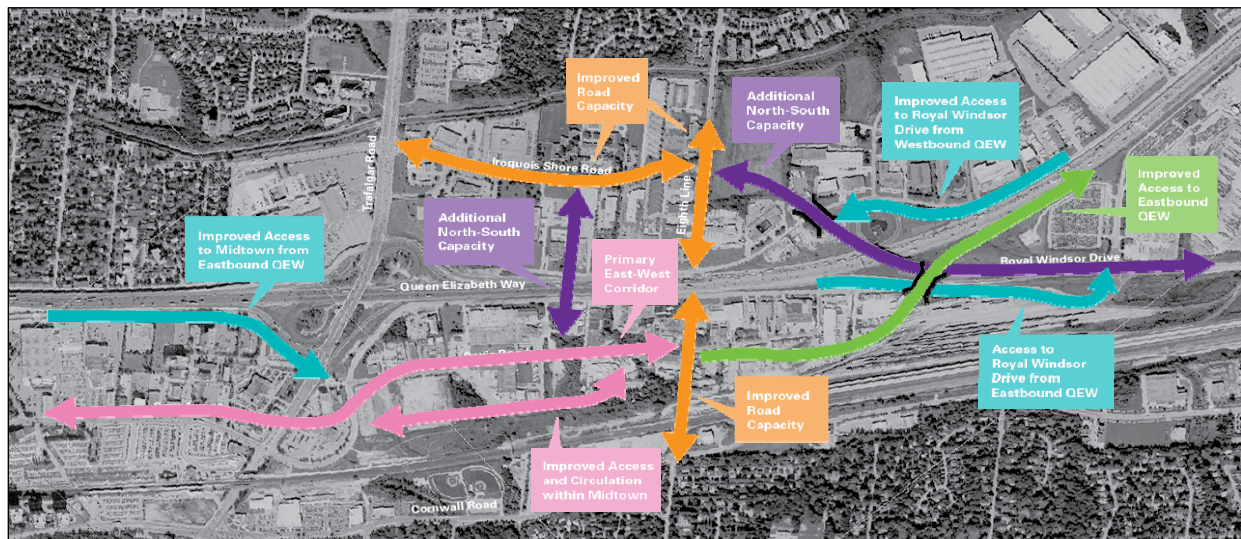


## Problems and Opportunities

- Opportunity to develop into a complete urban community
- Need to accommodate growth
- Need to encourage economic development
- Need a balanced, accessible and sustainable transportation network
- Need stormwater system improvements

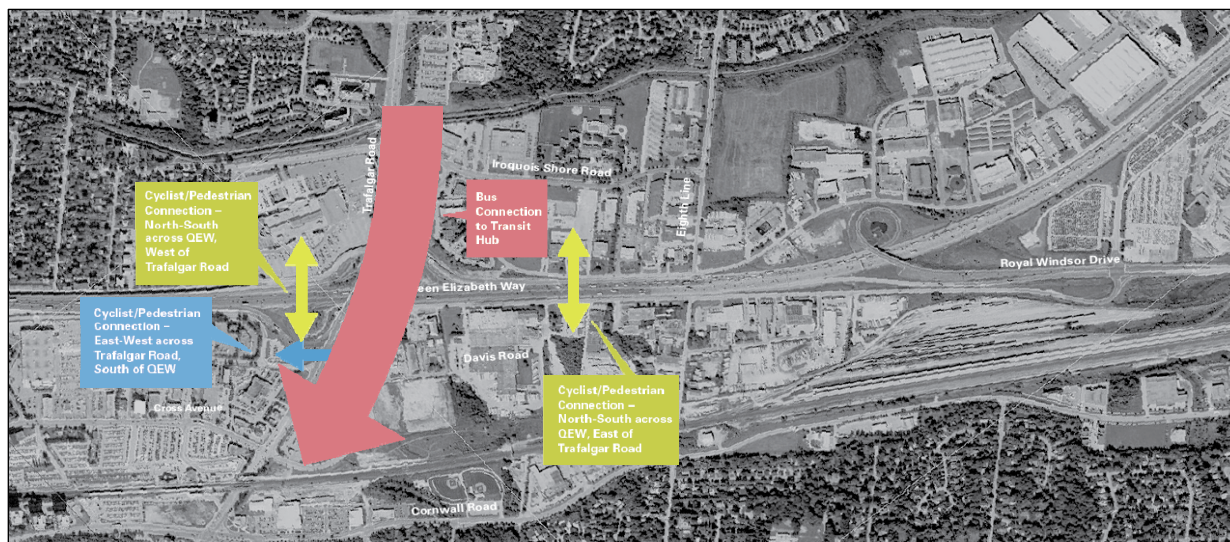


## Road Network Needs





# Active Transportation and Transit Needs



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## Main Priorities

- Minimize number of structures crossing the QEW
- Keep Active Transportation / Priority Crossing close to Trafalgar Road
- Minimize cyclist / pedestrian conflicts
- Provide cyclist / pedestrian facilities
- Provide direct access from eastbound QEW
- Improve transit station facilities
- Limit property impacts

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## Evaluation Criteria

- Natural Environment
- Land Use / Social Environment
- Cultural Heritage / Environment
- Area Economy
- Transportation
- Cost / Constructability

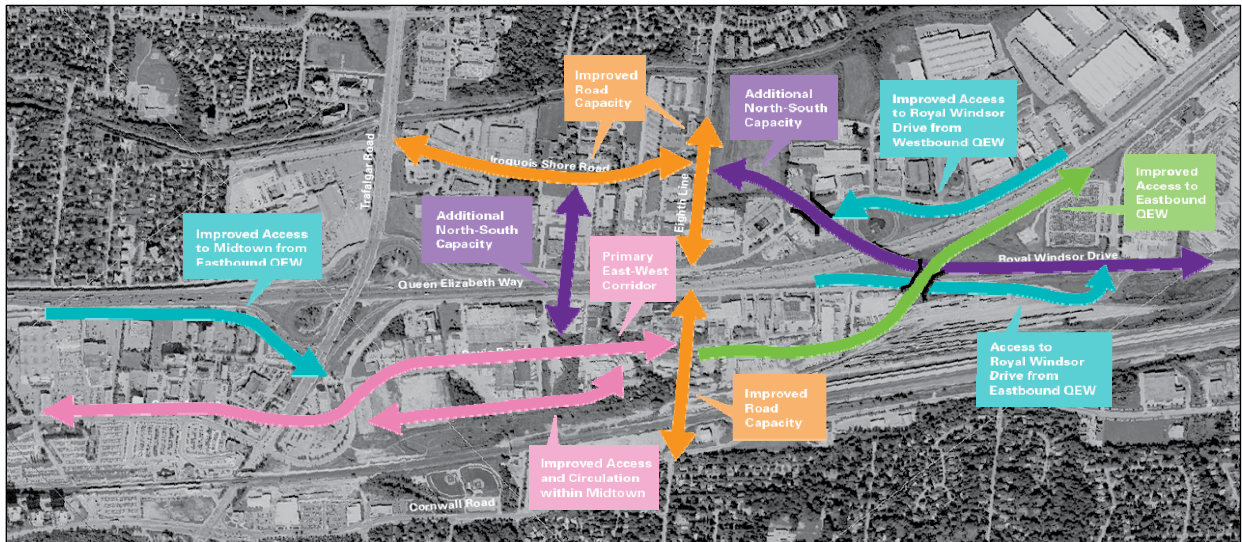


## Improvements

- **Improvement A:** North / South QEW Road Crossing
- **Improvement B:** Trafalgar Road Interchange
- **Improvement C:** North / South QEW Active Transportation / Priority Crossing
- **Improvement D:** Cross Avenue Extension
- **Improvement E:** Iroquois Shore Road Widening
- **Improvement F:** Royal Windsor Drive Interchange
- **Improvement G:** Pedestrian Connection



# Road Network Needs



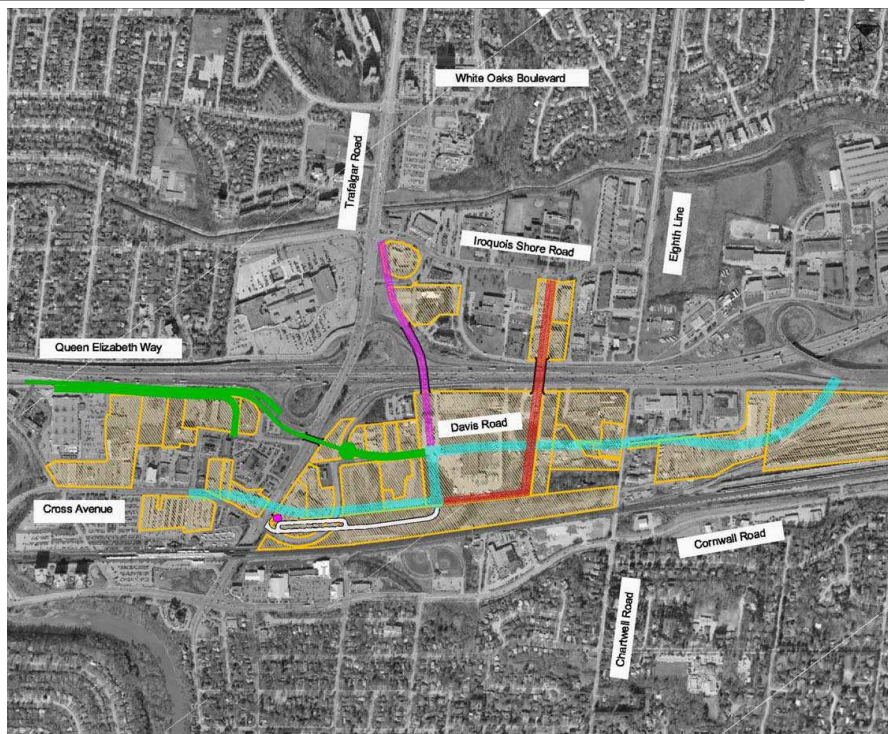
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## Option #1

LEGEND:

- █ NORTHSOUTH ROAD CROSSING
- █ TRAFALGAR ROAD INTERCHANGE
- █ NORTHSOUTH AT/PRIORITY CROSSING
- █ CROSS AVENUE EXTENSION
- TRANSIT LOOP



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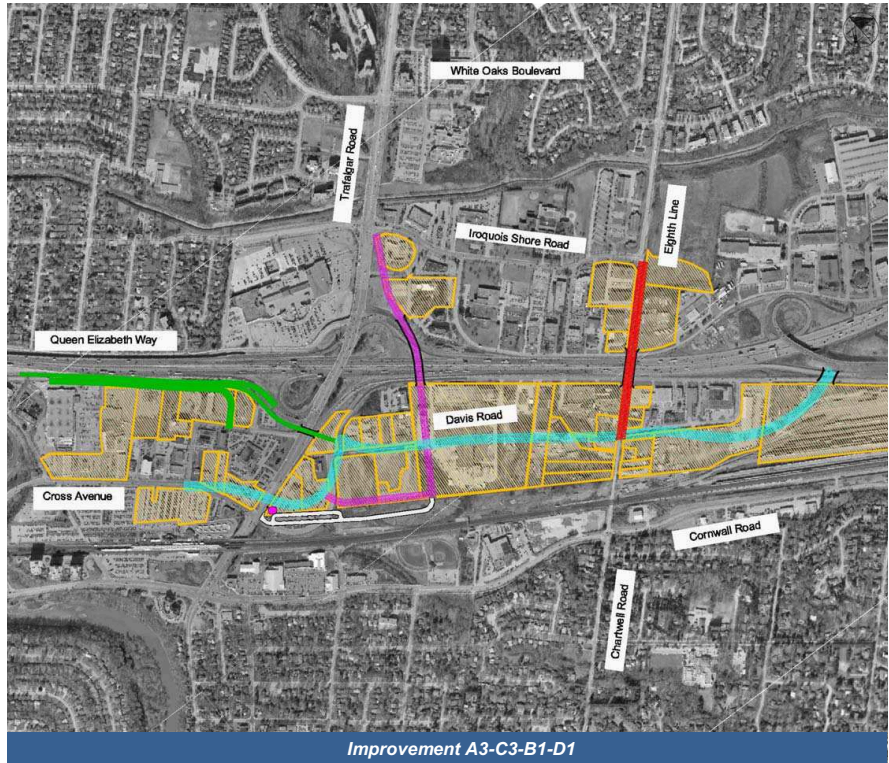
Improvement A1-C3-B1-D2



# Option #2

**LEGEND:**

- █ NORTHSOUTH ROAD CROSSING
- █ TRAFALGAR ROAD INTERCHANGE
- █ NORTHSOUTH AT/PRIORITY CROSSING
- █ CROSS AVENUE EXTENSION
- TRANSIT LOOP



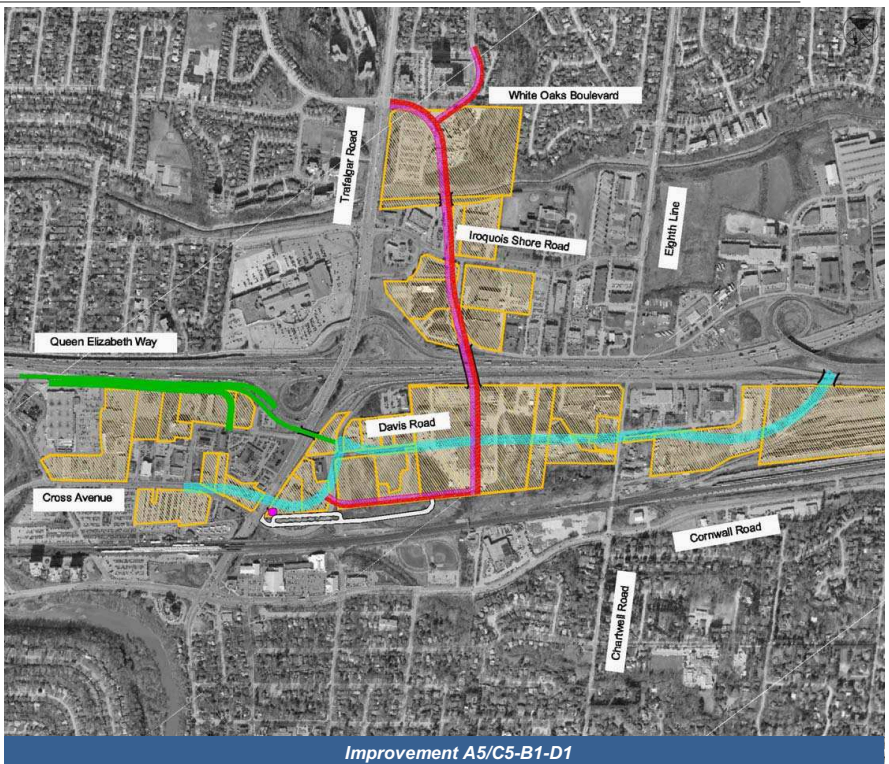
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# Option #3

**LEGEND:**

- █ NORTHSOUTH ROAD CROSSING
- █ TRAFALGAR ROAD INTERCHANGE
- █ NORTHSOUTH AT/PRIORITY CROSSING
- █ CROSS AVENUE EXTENSION
- TRANSIT LOOP



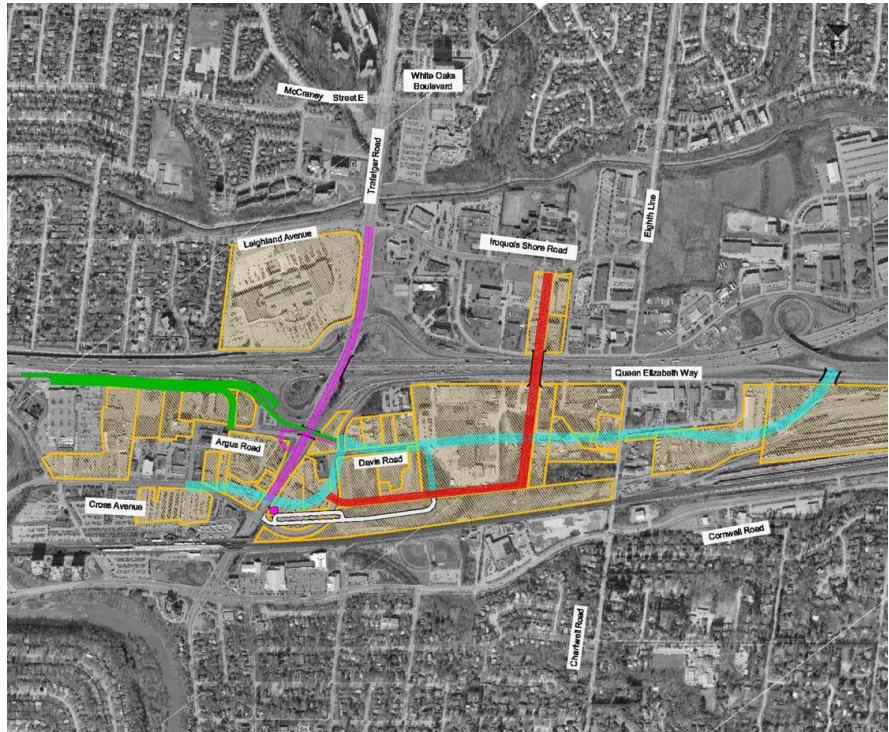
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# Option #4

**LEGEND:**

- █ NORTHSOUTH ROAD CROSSING
- █ TRAFALGAR ROAD INTERCHANGE
- █ NORTHSOUTH AT PRIORITY CROSSING
- █ CROSS AVENUE EXTENSION
- TRANSIT LOOP



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Improvement A1-C1-B1-D1

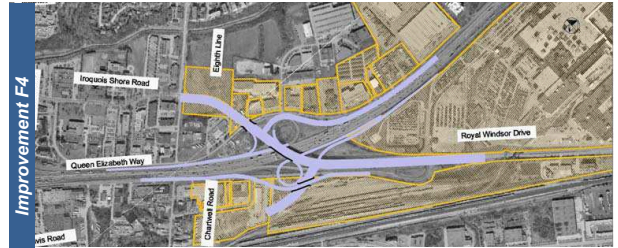
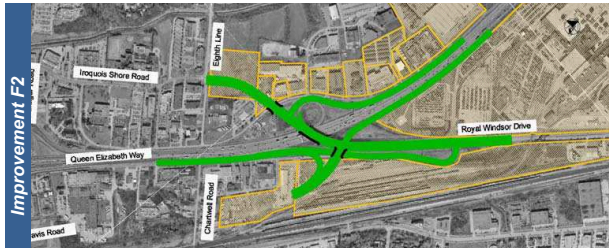
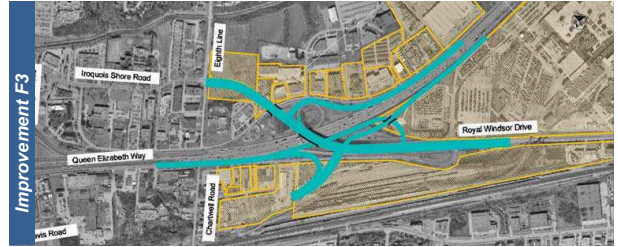
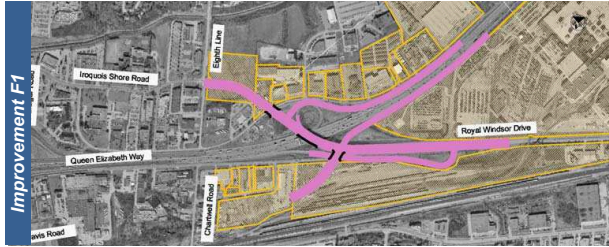


# Improvement E Iroquois Shore Road Widening



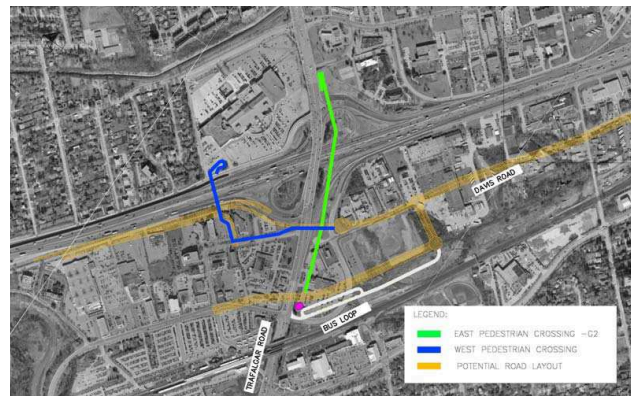
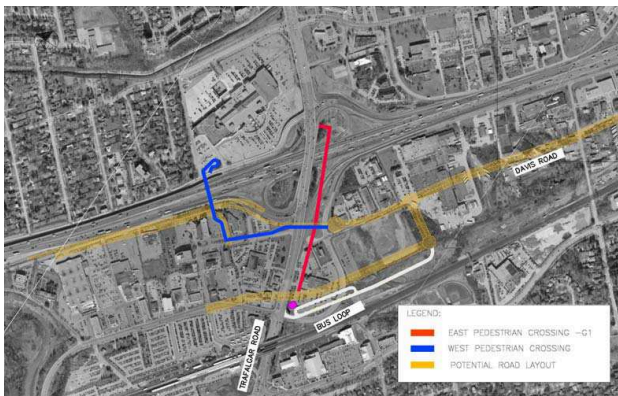
Create it! Vision 2057

# Improvement F Royal Windsor Drive Interchange



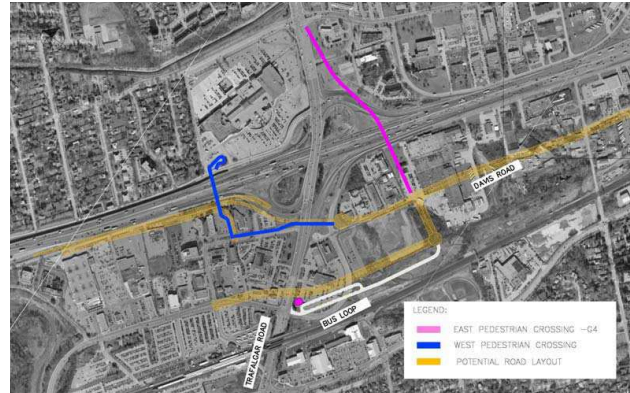
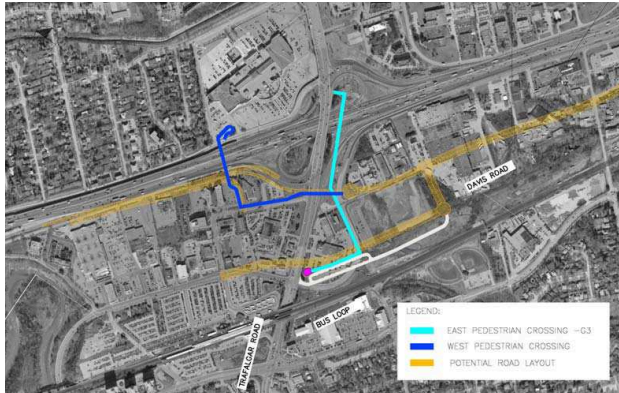
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# Improvement G Pedestrian Connection



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## Improvement G Pedestrian Connection



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19

## Next Steps

- Review of public input
- Project team meeting
- Finalize designs of preferred concepts
- Public Open House #3 (Fall 2013)
- Prepare Environmental Study Report
- Staff report to Council

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20





## Thank you for participating!

- Your comments will be reviewed and incorporated into the study.
- The public meeting materials will be posted on [www.oakville.ca](http://www.oakville.ca)
- Email [MidtownEA@oakville.ca](mailto:MidtownEA@oakville.ca) to be added to the project mailing list.

**Town contact information:**

Midtown EA Core Team  
Town of Oakville  
1225 Trafalgar Road  
Oakville, ON L6H 0H3  
905-815-6060  
[MidtownEA@oakville.ca](mailto:MidtownEA@oakville.ca)

**Consultant contact information:**

Cole Engineering Group Ltd.  
Suzette Shiu, P.Eng.  
70 Valleywood Drive  
Markham, ON L3R 4T5  
[MidtownEA@ColeEngineering.ca](mailto:MidtownEA@ColeEngineering.ca)

# Information package

Midtown Oakville EA

Open House, June 19, 2013

## The Midtown Oakville Class EA Study



The Midtown Oakville Class EA study will develop a practical, long-term strategy to guide the development of the transportation and municipal storm water network needed to accommodate the planned growth in Midtown Oakville to 2031, as identified in the Livable Oakville Plan, the town’s official plan.



Midtown Oakville is outlined as a designated urban growth centre in the province’s growth plan — *Places to Grow* and a mobility hub within the Metrolinx regional transportation plan *The Big Move*.

When completed, the preferred solution will be implemented through an amendment to the Livable Oakville Plan.



This project is a continuation of the Transportation Master Plan Study (Switching Gears) to further assess the infrastructure needs in Midtown Oakville to meet Phase 3 and 4 of the Class EA planning and design process, as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment," (October 2000, as amended in 2007).

### New infrastructure needs



There is a need for new transportation infrastructure based on the vision for Midtown Oakville, and other considerations such as:

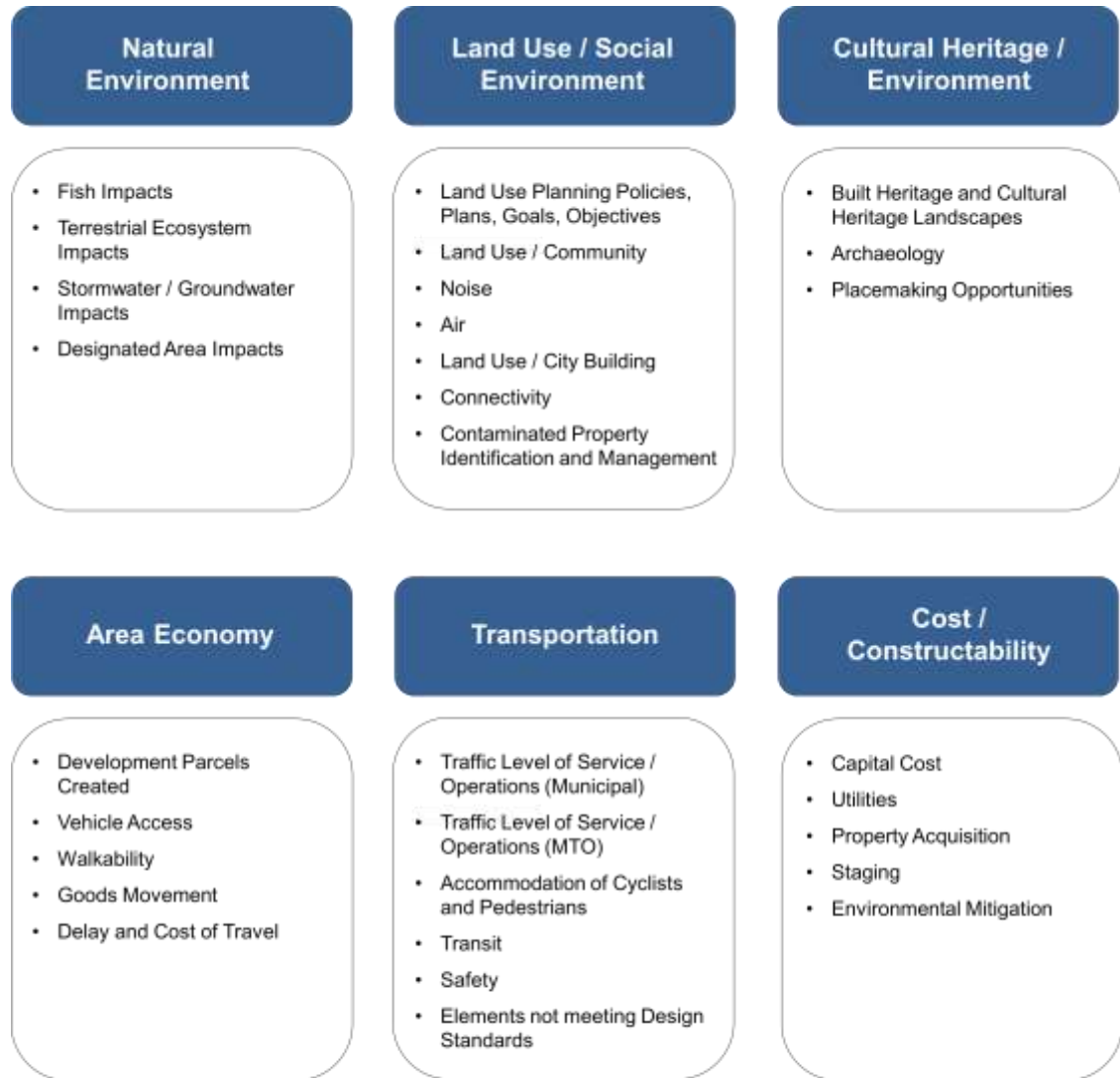
- Expected growth in Midtown
  - Approximately 20,000 residents and jobs by 2031
- Vital links from Trafalgar Road to
  - Downtown, Midtown, Oakville GO station, Current Town Hall site, Sheridan College, Uptown Core, North Oakville
- Pedestrian mobility
  - Restricted access across the QEW, the rail corridor and Sixteen Mile Creek
  - Lack of a street grid network, and sidewalks in some areas
  - Sidewalk improvements are proposed in the Active Transportation Master Plan
- Cycling infrastructure
  - No current continuous cycling routes through Midtown
  - Cycling routes are proposed in the Active Transportation Master Plan
- Traffic operations
  - Existing traffic volumes are approaching capacity
  - Capacity constraints are expected in the future

Midtown Oakville is a provincially designated Urban Growth Centre and there is an opportunity for this area to develop into a complete urban community, as identified in *Livable Oakville*, to improve the existing transportation network to enhance growth and economic development opportunities. Stormwater system improvements to support the proposed transportation network may also be required to help ensure Midtown Oakville has a balanced, accessible and sustainable transportation network for all modes of travel (walking, cycling, transit service and vehicles).

### **Main priorities**

- Minimize number of structures crossing the QEW
- Keep active transportation / priority crossing close to Trafalgar Road to avoid circuitous routes and reduce travel time for transit vehicles, cyclists and pedestrians
- Minimize cyclist / pedestrian conflicts — e.g. along Trafalgar Road near the QEW ramps
- Provide safe, convenient and accessible cyclist / pedestrian facilities to encourage active transportation
- Provide direct access from eastbound QEW to Midtown by providing an underpass of Trafalgar Road, eliminating the need for vehicles to go through the signalized intersection
- Provide convenient and accessible transit station facilities on the east side of Trafalgar Road
- Limit property impacts

### Evaluation criteria



### Improvement A: North / South QEW Road Crossing

- List of improvements**
- Improvement A:**  
North / South QEW Road Crossing
  - Improvement B:**  
Trafalgar Road Interchange
  - Improvement C:**  
North / South QEW Active Transportation / Priority Crossing
  - Improvement D:**  
Cross Avenue Extension
  - Improvement E:**  
Iroquois Shore Road Widening
  - Improvement F:**  
Royal Windsor Drive Interchange
  - Improvement G:**  
Pedestrian Connection

**Improvement A1 – Midblock between Trafalgar Road and Eighth Line - Chartwell Road**



➡ Carried forward for further evaluation.

**Improvement A2 – Along section of North Service Road**



Not carried forward for further evaluation.

Justification:

•Improvement A5, which includes extension to the intersection of White Oaks Boulevard and Trafalgar Road, has been carried forward instead.

**Improvement A3 – Along Eighth Line - Chartwell Road**



➡ Carried forward for further evaluation.

## Improvement A: North / South QEW Road Crossing

### List of improvements

**Improvement A:**  
North / South QEW Road Crossing

**Improvement B:**  
Trafalgar Road Interchange

**Improvement C:**  
North / South QEW Active  
Transportation / Priority Crossing

**Improvement D:**  
Cross Avenue Extension

**Improvement E:**  
Iroquois Shore Road Widening

**Improvement F:**  
Royal Windsor Drive Interchange

**Improvement G:**  
Pedestrian Connection

*Improvement A4 – Along section of North Service Road and extending north of diversion channel creating a new intersection with Trafalgar Road*



**Not carried forward for further evaluation.**

Justification:

- Creates three closely spaced intersections along Trafalgar Road.

*Improvement A5 – Along section of North Service Road and extending north of diversion channel intersecting Trafalgar Road at White Oaks Boulevard*



**Carried forward for further evaluation.**

## Improvement B: Trafalgar Road Interchange

### List of improvements

**Improvement A:**  
North / South QEW Road Crossing

**Improvement B:**  
Trafalgar Road Interchange

**Improvement C:**  
North / South QEW Active  
Transportation / Priority Crossing

**Improvement D:**  
Cross Avenue Extension

**Improvement E:**  
Iroquois Shore Road Widening

**Improvement F:**  
Royal Windsor Drive Interchange

**Improvement G:**  
Pedestrian Connection

*Improvement B1 – Addition of a direct underpass to Midtown from EB QEW; existing signalized at-grade intersection maintained for traffic destined to Trafalgar Road*



Carried forward for further evaluation.

*Improvement B2 – Minor realignment of EB QEW off-ramp at Trafalgar Road to accommodate through traffic to Midtown*



Not carried forward for further evaluation.

Justification:

- Does not offer a direct connection from EB QEW to Midtown Core.
- Does not provide opportunities for east-west cyclist / pedestrian crossings of Trafalgar Road south of the QEW.



**Improvement C: North/South QEW Active Transportation/Priority Crossing**

**List of improvements**

**Improvement A:**  
North / South QEW Road Crossing

**Improvement B:**  
Trafalgar Road Interchange

**Improvement C:**  
North / South QEW Active  
Transportation / Priority Crossing

**Improvement D:**  
Cross Avenue Extension

**Improvement E:**  
Iroquois Shore Road Widening

**Improvement F:**  
Royal Windsor Drive Interchange

**Improvement G:**  
Pedestrian Connection

**Improvement C1 – Along Trafalgar Road**



➔ Carried forward for further evaluation.

**Improvement C2 – East of Trafalgar Road**



➔ **Not carried forward for further evaluation.**  
Justification:  
• Greater impacts to existing properties. Improvement C3 has been carried forward instead.

**Improvement C3 – East of Trafalgar Road**



➔ Carried forward for further evaluation.

**Improvement C: North/South QEW Active Transportation/Priority Crossing**

**List of improvements**

**Improvement A:**  
North / South QEW Road Crossing

**Improvement B:**  
Trafalgar Road Interchange

**Improvement C:**  
North / South QEW Active  
Transportation / Priority Crossing

**Improvement D:**  
Cross Avenue Extension

**Improvement E:**  
Iroquois Shore Road Widening

**Improvement F:**  
Royal Windsor Drive Interchange

**Improvement G:**  
Pedestrian Connection

**Improvement C4 – Midblock between Trafalgar Road and Eighth Line - Chartwell Road**



**Not carried forward for further evaluation.**

Justification:

- Indirect route for transit operations with increased travel times.

**Improvement C5 – Along section of North Service Road and extending north of diversion channel intersecting Trafalgar Road at White Oaks Boulevard**



**Carried forward for further evaluation.**

**Improvement C6 – Along section of North Service Road and extending north of diversion channel creating a new intersection with Trafalgar Road**



**Not carried forward for further evaluation.**

Justification:

- Creates three closely spaced intersections on Trafalgar Road.

## Improvement D: Cross Avenue Extension

### List of improvements

**Improvement A:**  
North / South QEW Road Crossing

**Improvement B:**  
Trafalgar Road Interchange

**Improvement C:**  
North / South QEW Active  
Transportation / Priority Crossing

**Improvement D:**  
Cross Avenue Extension

**Improvement E:**  
Iroquois Shore Road Widening

**Improvement F:**  
Royal Windsor Drive Interchange

**Improvement G:**  
Pedestrian Connection

*Improvement D1 – Through centre of Midtown from existing South Service Road / Davis Road intersection to Royal Windsor Drive*



Carried forward for further evaluation.

*Improvement D2 – Along Hydro Corridor (south of Midtown) for approximately 500m; north 200m; then east through centre of Midtown to Royal Windsor Drive*



Carried forward for further evaluation.

*Improvement D3 – Along Hydro Corridor (south of Midtown)*



Not carried forward for further evaluation.

Justification:

- Does not provide balanced development opportunities though the Midtown Core, since it is located just north of the Hydro Corridor.

## Options

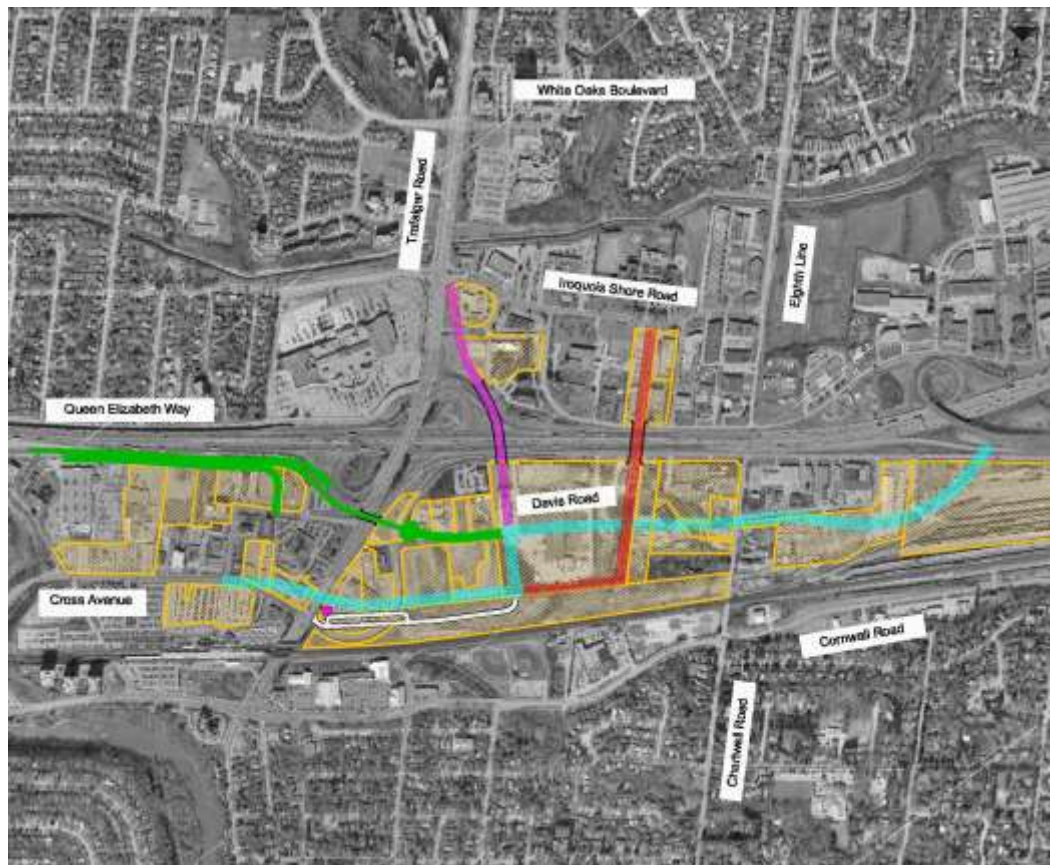
A workshop was held in March 2013 to select different combinations of Improvements A, B, C, and D for further evaluation. Workshop participants included town staff, Region of Halton, Ministry of Transportation, Metrolinx, Conservation Halton, Oakville Hydro and consultants representing transportation engineering, urban design and environmental engineering.

Through this workshop, Options 1 through 4 were selected as the best possible combinations of Improvements A, B, C and D. One of these four options will be selected as preferred option for the core area of Midtown and presented to the public in the fall of 2013. In addition, one option from each of Improvements E, F and G, will be selected as preferred to address the remaining needs for Midtown.

### Option #1

**Legend:**

- North/South Road crossing
- Trafalgar Road interchange
- North/South AT/Priority crossing
- Cross Avenue extension
- Transit loop

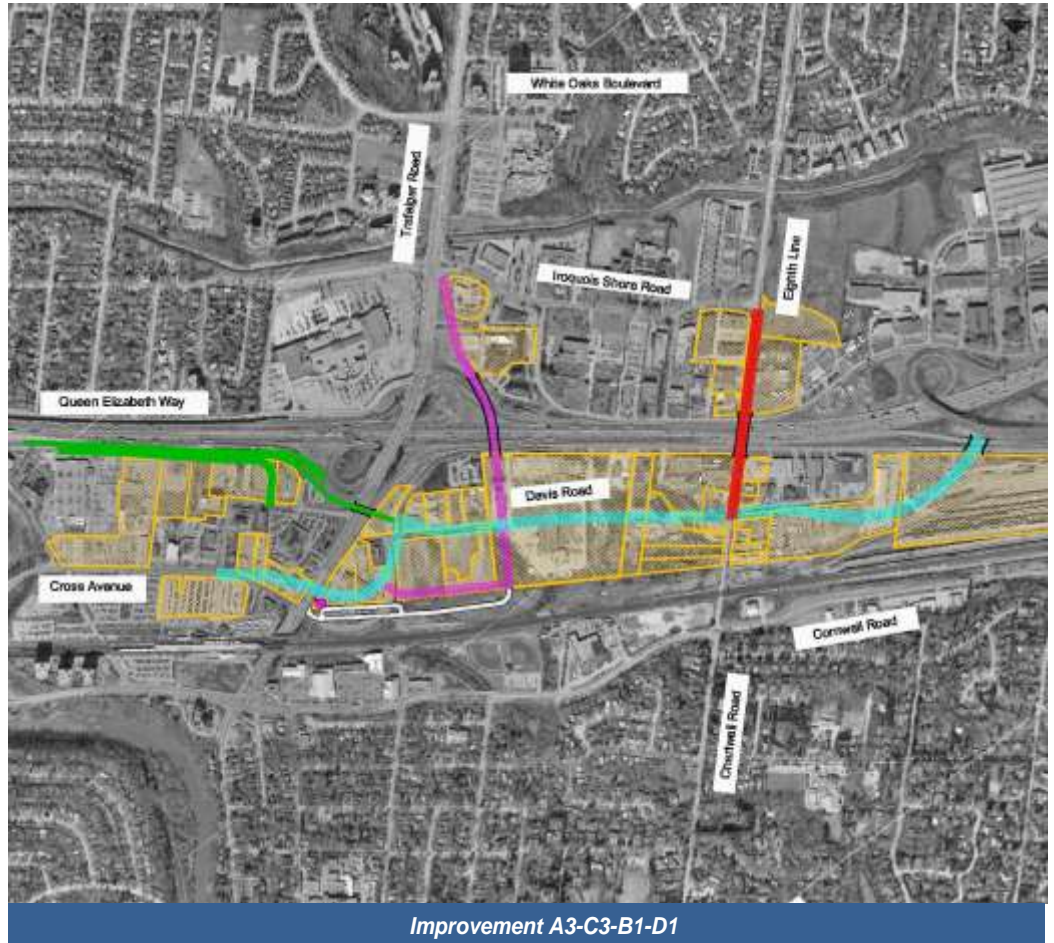


*Improvement A1-C3-B1-D2*

### Option #2

**Legend:**

- North/South Road crossing
- Trafalgar Road interchange
- North/South AT/Priority crossing
- Cross Avenue extension
- Transit loop



Option #3

Legend:

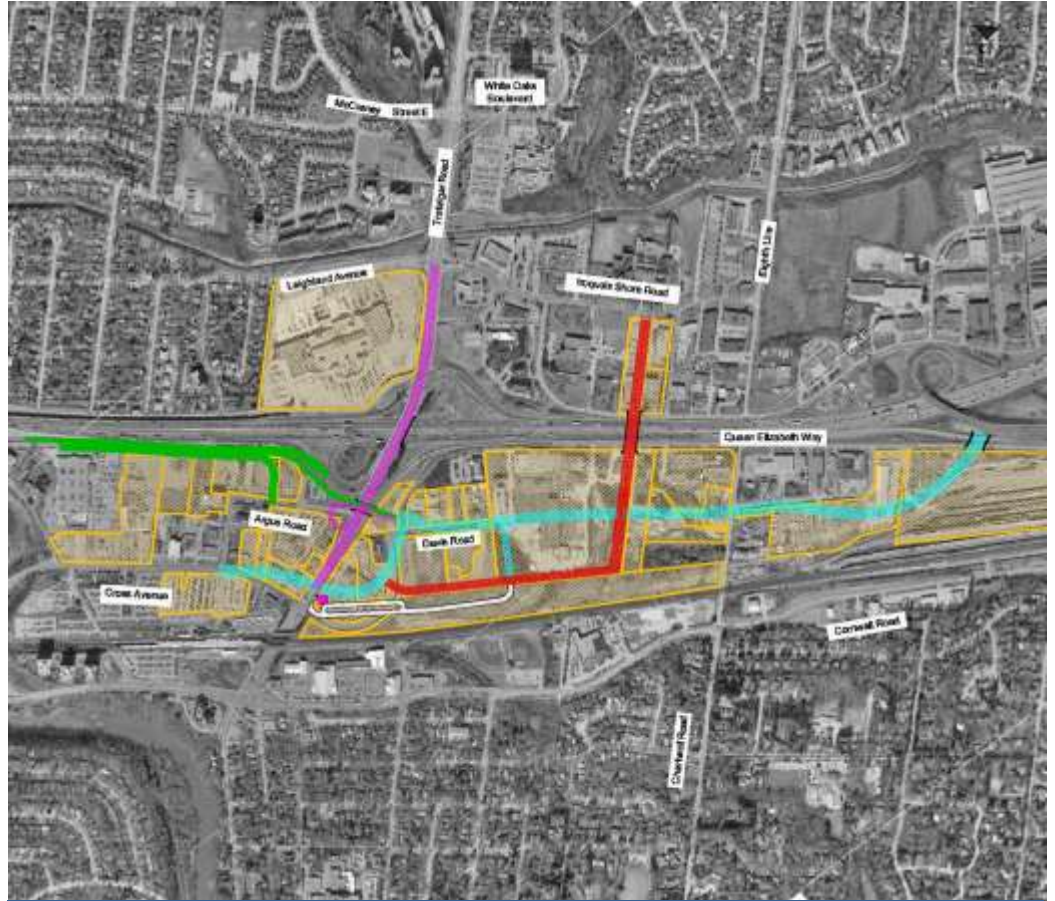
- █ North/South Road crossing
- █ Trafalgar Road interchange
- █ North/South AT/Priority crossing
- █ Cross Avenue extension
- Transit loop



Option #4

Legend:

- █ North/South Road crossing
- █ Trafalgar Road interchange
- █ North/South AT/Priority crossing
- █ Cross Avenue extension
- Transit loop



Improvement A1-C1-B1-D1

## Improvement E: Iroquois Shore Road Widening

### List of improvements

**Improvement A:**  
North / South QEW Road Crossing

**Improvement B:**  
Trafalgar Road Interchange

**Improvement C:**  
North / South QEW Active  
Transportation / Priority Crossing

**Improvement D:**  
Cross Avenue Extension

**Improvement E:**  
Iroquois Shore Road Widening

**Improvement F:**  
Royal Windsor Drive Interchange

**Improvement G:**  
Pedestrian Connection



All options carried forward for further evaluation.



## Improvement F: Royal Windsor Drive Interchange

### List of improvements

**Improvement A:**  
North / South QEW Road Crossing

**Improvement B:**  
Trafalgar Road Interchange

**Improvement C:**  
North / South QEW Active  
Transportation / Priority Crossing

**Improvement D:**  
Cross Avenue Extension

**Improvement E:**  
Iroquois Shore Road Widening

**Improvement F:**  
Royal Windsor Drive Interchange

**Improvement G:**  
Pedestrian Connection

*Improvement F1 – Direct access to Royal Windsor Drive from EB and WB QEW; Direct access from Midtown to EB QEW; No direct access to Midtown from EB QEW*



*Improvement F2 – Direct access to Royal Windsor Drive from EB and WB QEW; Direct access from Midtown to EB QEW; Direct access to Midtown from EB QEW via buttonhook ramp*



*Improvement F3 – Direct access to Royal Windsor Drive from EB and WB QEW; Direct access from Midtown to EB QEW; Direct access to Midtown from EB QEW via buttonhook ramp*



*Difference between F2 and F3 – EB QEW off-ramp intersects Royal Windsor Drive on the south side in F2 and on the north side in F3*

*Improvement F4 – All movements accommodated (to/from QEW / Royal Windsor Drive); No direct access to Midtown from EB QEW*



**All options carried forward for further evaluation.**

## Improvement G: Pedestrian Connection

### List of improvements

**Improvement A:**  
North / South QEW Road Crossing

**Improvement B:**  
Trafalgar Road Interchange

**Improvement C:**  
North / South QEW Active  
Transportation / Priority Crossing

**Improvement D:**  
Cross Avenue Extension

**Improvement E:**  
Iroquois Shore Road Widening

**Improvement F:**  
Royal Windsor Drive Interchange

**Improvement G:**  
Pedestrian Connection

*Improvement G1 – Pedestrian crossing just east of Trafalgar Road – enables pedestrians to cross QEW and 1 on-ramp within a separated right-of-way. Direct connection with GO station.*



*Improvement G3 – Pedestrian crossing east of Trafalgar Road – enables pedestrians to cross QEW and 1 on-ramp within a separated right-of-way. Route allows pedestrians to access other points in Midtown.*



*Improvement G2 – Pedestrian crossing just east of Trafalgar Road – enables pedestrians to cross QEW and all ramps on the east side of Trafalgar Road within a separated right-of-way. Direct connection with GO station.*



*Improvement G4 – Pedestrian crossing east of Trafalgar Road – enables pedestrians to cross QEW and all ramps on the east side of Trafalgar Road within a separated right-of-way. Route allows pedestrians to access other points in Midtown.*



All options carried forward for further evaluation.

### **Next steps:**

- Review of public input
- Project team meeting
- Finalize designs of preferred concepts
- Public Open House #3 (Fall 2013)
- Prepare Environmental Study Report
- Staff report to Council

### **Thank you for participating**

- Your comments will be reviewed and incorporated into the study.
- The public meeting materials will be posted on [www.oakville.ca](http://www.oakville.ca)
- Email [midtownEA@oakville.ca](mailto:midtownEA@oakville.ca) to be added to the project mailing list.

### **Town staff contact information:**

Midtown EA Core Team  
Town of Oakville  
1225 Trafalgar Road  
Oakville, ON L6H 0H3  
905-815-6060  
[MidtownEA@oakville.ca](mailto:MidtownEA@oakville.ca)

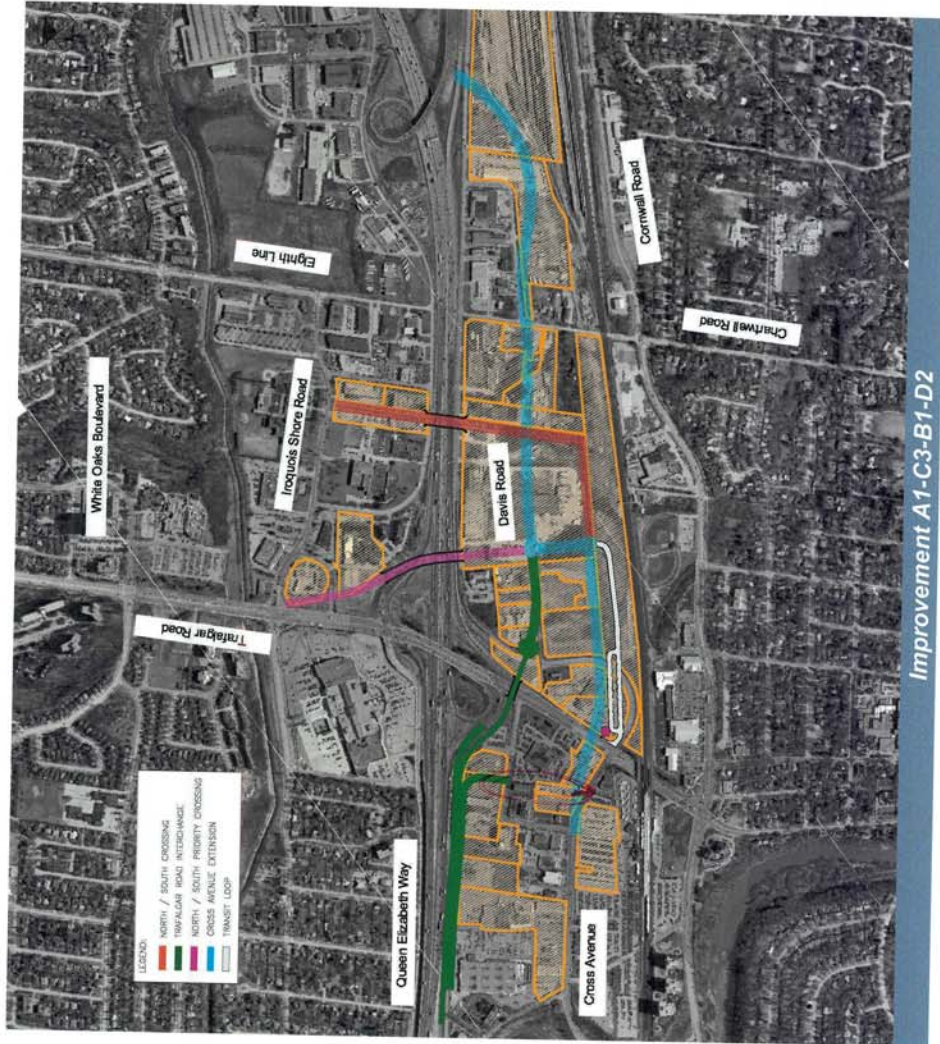
### **Project consultant contact information:**

Cole Engineering Group Ltd.  
Suzette Shiu, P.Eng.  
70 Valleywood Drive  
Markham, ON L3R 4T5  
[MidtownEA@ColeEngineering.ca](mailto:MidtownEA@ColeEngineering.ca)

The logo for Midtown Oakville features the word "midtown" in a lowercase, sans-serif font. The "mid" is colored in a light green, and the "town" is colored in a light pink. Above the "mid" and "town" are several small, colorful squares in shades of red, yellow, and green, arranged in a slightly curved pattern. Below "midtown" is the word "OAKVILLE" in a smaller, uppercase, sans-serif font, colored in a dark grey.

*midtown*  
OAKVILLE

# Option #1

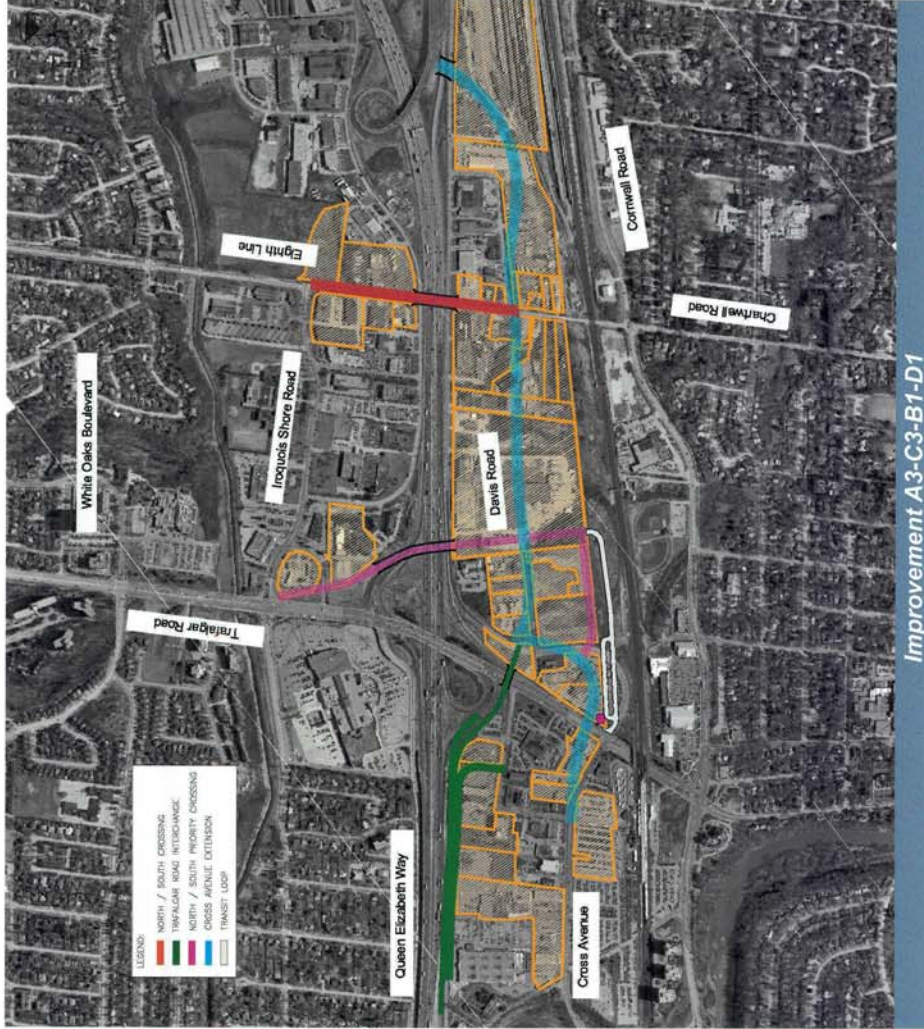


Improvement A1-C3-B1-D2

- Some properties<sup>(homeowners)</sup> unaware of project.
- Will townhall relocate? (to civic property)
- Approach on how to overtake property?
- Timing and cost of overtaking property of businesses?
- Can cross avenue and the Qew connection be left out and cross avenue be shifted a bit to not have the need to overtake some properties?
- North/South should be along eighth line (traffic moves better)
- "Green" lane?
- [Chartwell Road] Surrounding Community want like the additional traffic if N/S extend from eighth line.

Option #1

# Option #2



Eight line/Charwell x31111  
 was rejected years back!  
 V. unpopular.  
 If its absolutely necessary!  
 Consider 'dead heading'  
 Charwell at rail x31111?

QEW OVERPASS / RAIL UNDERPASS

LOCAL ROAD NETWORK

RESIDENTS S. OF RAIL - NO ACCESS  
(LIMITED)

TRAFALGAR RD. OFF RAMP - B1 ✓

THROUGH TRAFFIC - CHARTWELL

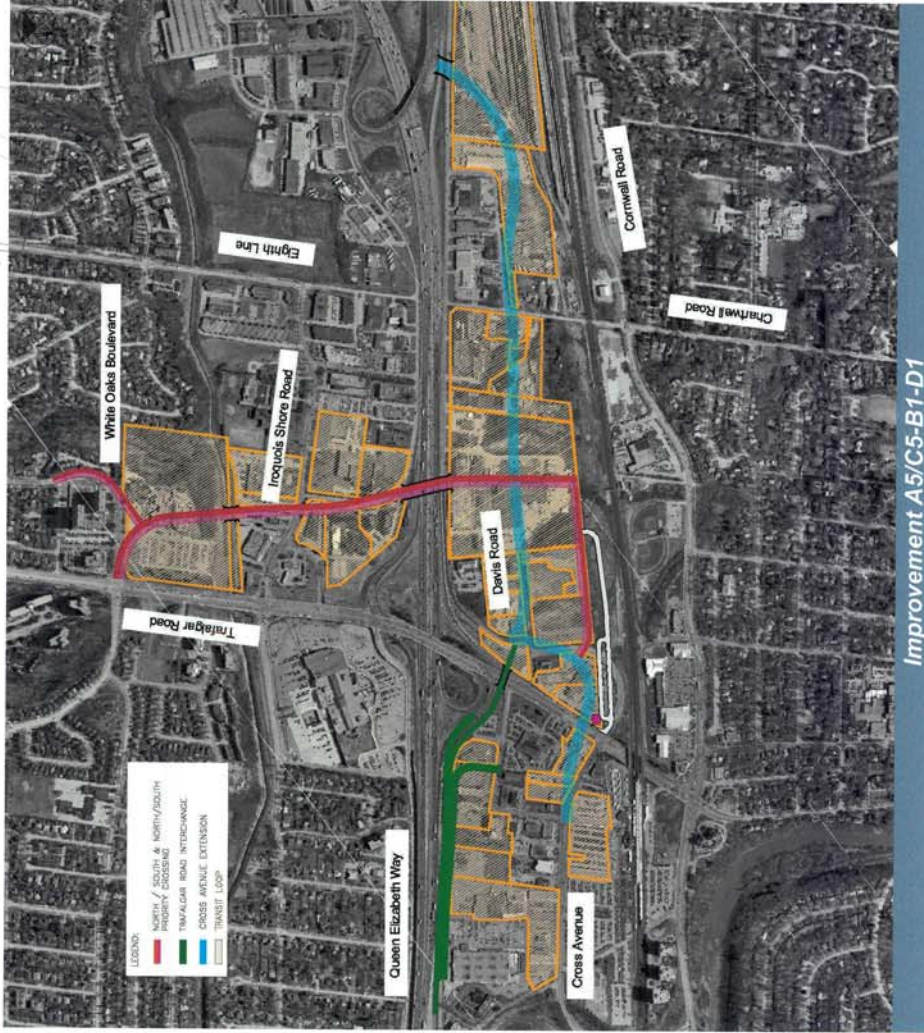
HOW MANY QEW CROSSINGS ARE NECESSARY?

5-legged intersection

OPT #2



# Option #3



Improvement A5/C5-B1-D1

- ROUNDABOUT VS. SIGNALS ON DAVIS ROAD
- PROPERTY IMPACTS. HOW TO ACQUIRE?
  - ↳ EXPROPRIATION
- GO STATION EXPANSION
  - ↳ PARKING
- CYCLING FACILITY ALONG NORTH/SOUTH PRIORITY CROSSING
  - ↳ SEGREGATED BIKE LANES!
- REFERENCE TO MOBILITY HUB STUDY
- STUDY BOUNDARY NOT VERY CLEAR
- INTERSECTION OF DAVIS ROAD & NORTH/SOUTH PRIORITY CROSSING
  - ↳ T.C.R.A. - STATES BEST OPTION!

OPTION #3

CONCERN → CONCERN OVER TRAFALGAR  
ROAD CAPACITY NEAR IROQUOIS  
SHORE ROAD

- QUESTION ABOUT EIGHTH LINE  
WIDENING

↳ CONCERN OVER TRAFFIC  
INFILTRATION IN AROUND  
FALGARWOOD NEIGHBOURHOOD  
ON GRAND AVE

- OPTION OF N/S CROSSING  
DOES NOT WORK!

↳ ORIGINALLY NOT PART OF  
MIDTOWN EA

↳ PROPERTY IMPACTS

↳ COST

(MCDONALDS FRANCHISE OWNER  
ON IROQUOIS SHORE-ROAD)

OPTION #3

- WHAT IS THE PURPLE ROUTE?
  - ↳ BUS, CYCLING, PEDESTRIAN FACILITIES
  - ↳ SEPARATION OF BIKE LANES
  - ↳ HOW SUSTAINABLE IS IT?
  - ↳ SAFE BIKING
- METROLINX EXPANSION OF OAKVILLE GO STATION
- RESIDENTS COMPLAINING SOUTH CHARTWELL ROAD @ SITE SOUTH (ADJACENT FORD SITE)
  - ↳ NOISE IMPACTS!
  - ↳ PROTECTION FOR RESIDENTS!
  - ↳ ZONING CONCERNS

OPTION #3

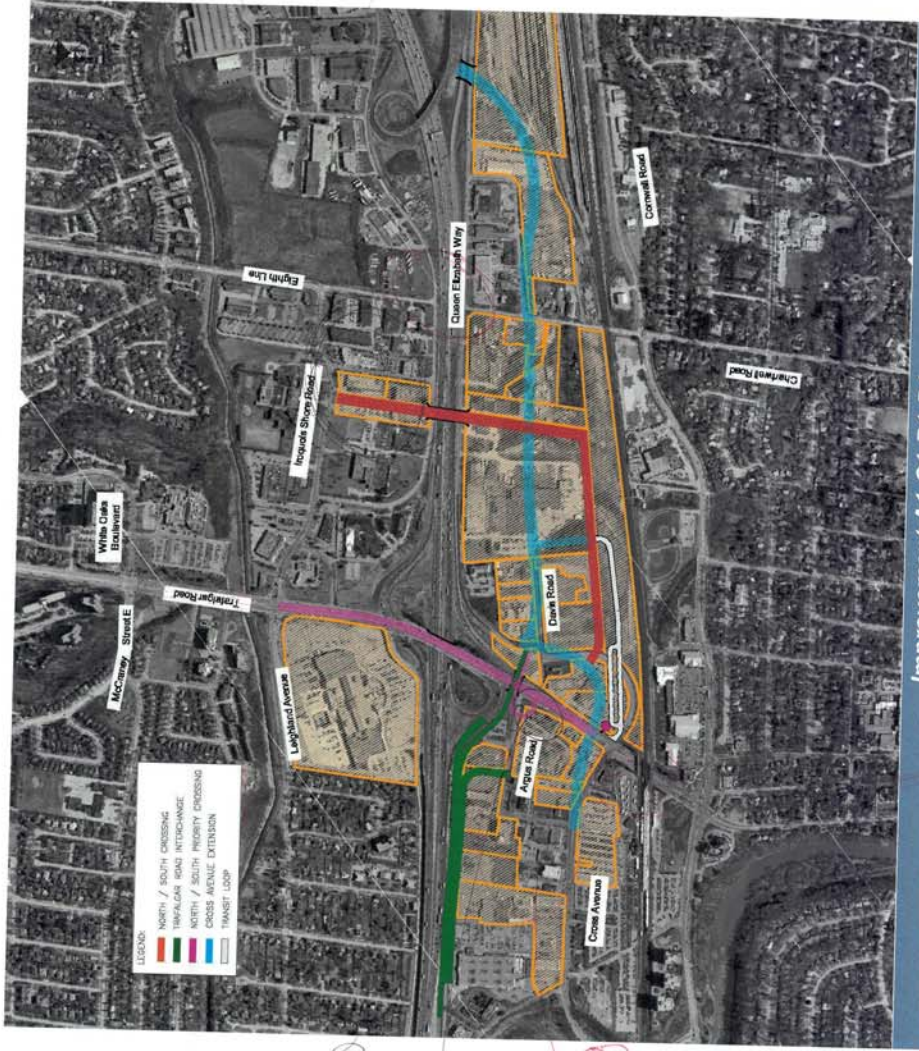
- N/S PRIORITY CROSSING  
INTERSECTIONS (QUESTION ABOUT  
GRADES)

- WE SHOULD BE LOOKING  
@ THIS IN 2031!

↳ COUNCILLOR DAMOFF

OPTION #3

# Option #4



Improvement A1-C1-B1-D1

Remain red only.  
 8th line construction  
 sig in @ EW.  
 Coaster before early 17.  
 Time lines  
 Ron Blas Balazs  
 Vice president @ local 707.com.ca  
 Why not showing up on  
 our mailing list?

Is there a way to  
 clear bus  
 lanes to  
 allow travel  
 in direction  
 of departure.  
 - British example.

Local -  
 @ -  
 roads, parking  
 local  
 also  
 design  
 for  
 local

# Option 4

- Site on Argus; How they will be impacted? <sup>(cross)</sup>
- What will be the impact on Oakvill Place?
- Pedestrian crossing?
- Is the Town Hall site going to be turned into a transit hub?
- The new NS road (Red), Why there?
- How the local roads proposed in our OP will fit in this?
- Impact properties (evaluation criteria)
- Site @ Argus & Trafalgar - land Use change?
- Property impacted by all options (Red Road) north of AEW  
↓  
when this is going to happen? general time ~~line~~ frame

- Land use north of QEW & east of Trafalgar
- Can we put a Hold on lands in this area?
- Impact on surface parking of office buildings (e.g. the new bldg east of Trafalgar)
- Where to start? which road first?
- Parking on Hydro land? Metrolinx Parking
- Trafalgar Rd in this option will be congested! not widening it.
- Configuration around the new bus terminal
- Building over the railroad for buses (eg. in England)
  - ↓
  - Shorter ~~pp~~ routes for pedestrians
  - Buses will park in the direction they will be going



- take the new Red road out  
and move it to 8<sup>th</sup> line

- Hopefully not the death of Downtown

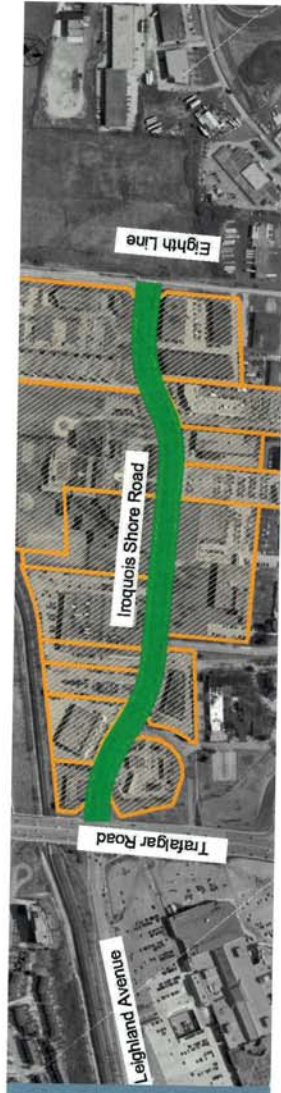
# Improvement E – Iroquois Shore Road Widening

Concern re: 5th Line  
+ traffic



Improvement E1 – Widening to the south.

Widening is needed



Improvement E2 – Widening along the centreline.

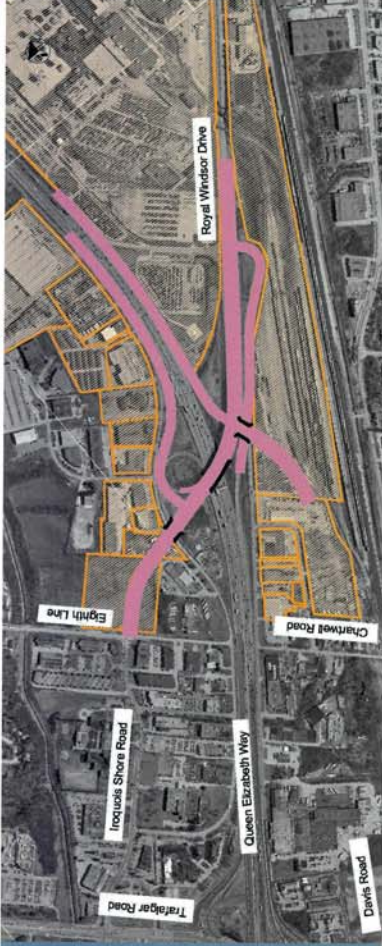
Bike lanes should be considered



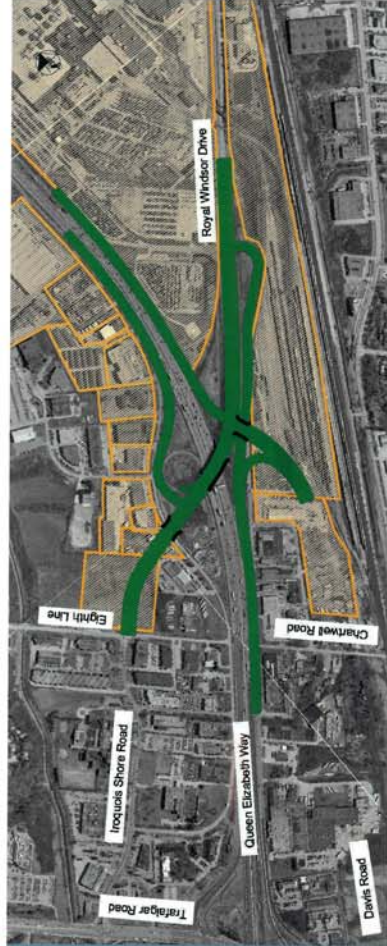
Improvement E3 – Widening to the north.

## Improvement F – Royal Windsor Drive Interchange

*Improvement F1 – Direct access to Royal Windsor Drive from EB and WB QEW; Direct access from Midtown to EB QEW; No direct access to Midtown from EB QEW.*



*Improvement F2 – Direct access to Royal Windsor Drive from EB and WB QEW; Direct access from Midtown to EB QEW; Direct access to Midtown from EB QEW via buttonhook ramp.*



# Improvement F – Royal Windsor Drive Interchange

*JMBL MIDDLE*  
*access enter new*



**Improvement F3 – Direct access to Royal Windsor Drive from EB and WB QEW; Direct access from Midtown to EB QEW; Direct access to Midtown from EB QEW via buttonhook ramp.**



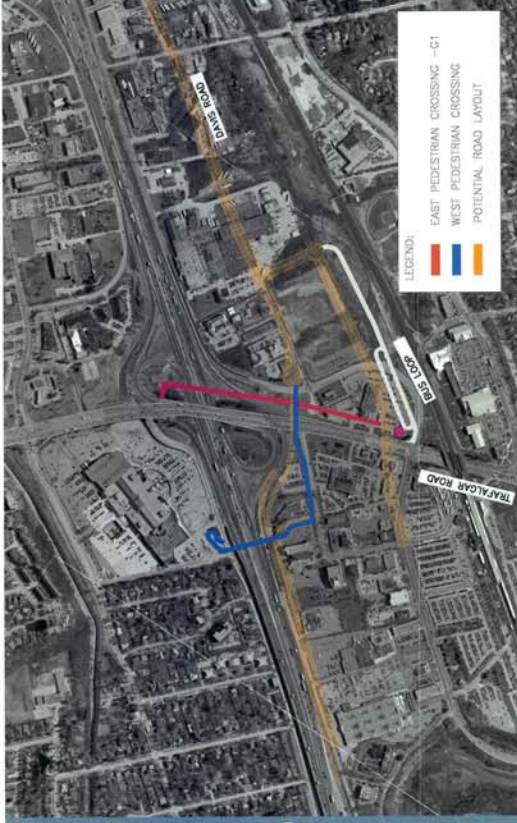
**Improvement F4 – All movements accommodated (to/from QEW / Royal Windsor Drive); No direct access to Midtown from EB QEW.**

- Timing of Iroquois Shore rd extension?
- Who evaluated criteria?
  - Town staff, consultant
- All transition come off 8<sup>th</sup> line
- Concern of impact on environment with development
- Limited access to E. Bound 8<sup>th</sup>
- Additional E. bound access from N.  
~~at~~ from 8<sup>th</sup> line
- If work is to be done, should go all the way with option F
- Is 8<sup>th</sup> line going to be expanded with spill over from Trafalgar. Concern with more traffic in 8<sup>th</sup> line and Falgoutwood and Grand
- 8<sup>th</sup> line crossing. Need for 8<sup>th</sup> line widening or other roads to divert traffic

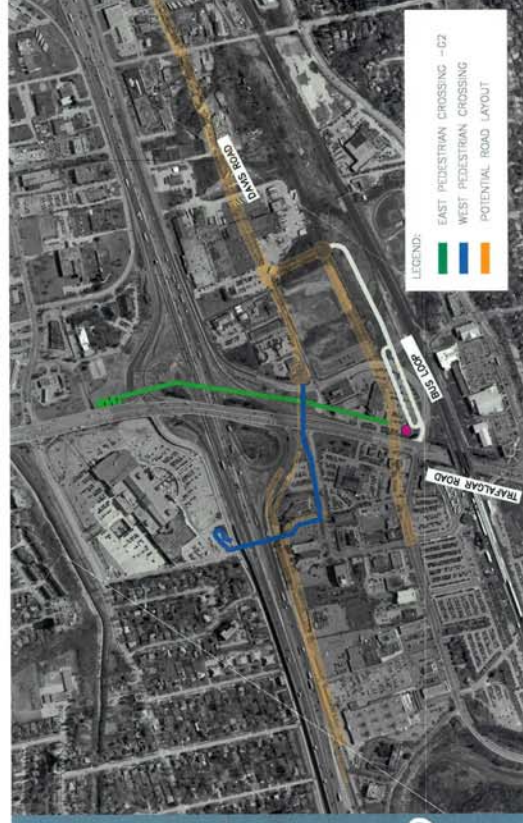
- Iriquois shore turning into a parking lot (backing up with traffic even if it was widened)
- No 8<sup>th</sup> line bridge over QEW
- Iriquois shore bridge over 8<sup>th</sup> line to reduce flow on 8<sup>th</sup> line, increase flow on Iriquois
- interchange will be underutilized for years until mid town develops
- ped/cycle trail to be separate from road for cyclists safety
- bridge over 16<sup>th</sup> mile
- F4 recommend

## Improvement G – Pedestrian Connection

**Improvement G1 –**  
*Pedestrian crossing just east of Trafalgar Road – enables pedestrians to cross QEW and 1 on-ramp within a separated right-of-way. Direct connection with GO station.*

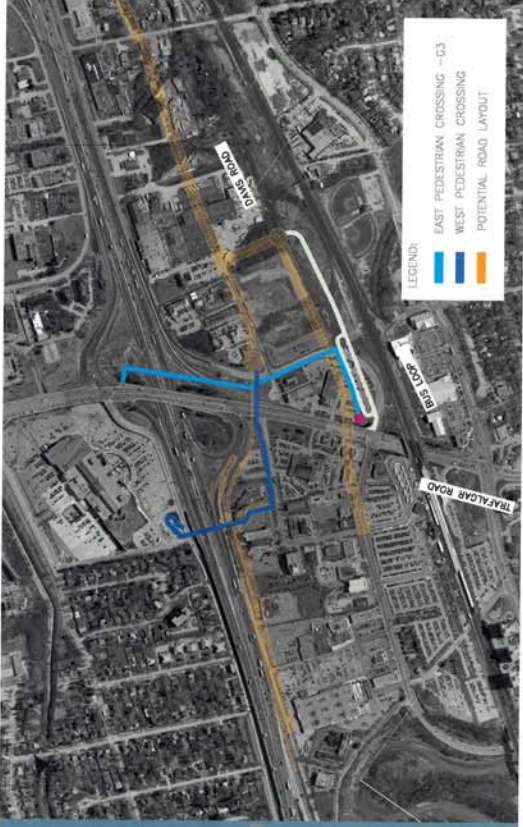


**Improvement G2 –**  
*Pedestrian crossing just east of Trafalgar Road – enables pedestrians to cross QEW and all ramps on the east side of Trafalgar Road within a separated right-of-way. Direct connection with GO station.*

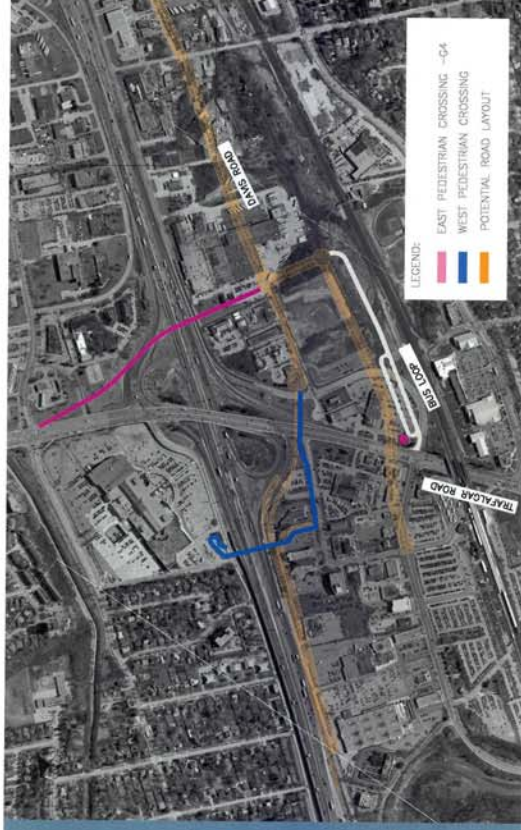


# Improvement G – Pedestrian Connection

**Improvement G3 –**  
**Pedestrian crossing east**  
**of Trafalgar Road –**  
**enables pedestrians to**  
**cross QEW and 1 on-ramp**  
**within a separated right-**  
**of-way. Route allows**  
**pedestrians to access**  
**other points in Midtown.**



**Improvement G4 –**  
**Pedestrian crossing east**  
**of Trafalgar Road –**  
**enables pedestrians to**  
**cross QEW and all ramps**  
**on the east side of**  
**Trafalgar Road within a**  
**separated right-of-way.**  
**Route allows pedestrians**  
**to access other points in**  
**Midtown.**



DEVELOPMENT  
 CONSULTATION  
 10/17/2014



# FED G

on Trafalgar Rd.

- ⊗ Improving existing walkability is essential irrespective of which option we choose.
- ⊗ G2 : Where there is a staircase, no elevator proposed, so therefore accessibility issue. Ramps are required!!
- ⊗ If pedestrian bridge is covered, then we have to provide illumination, but we won't have to worry about drainage.
- ⊗ The proposed plans aren't just for the people of today but for the growth of 20,000 in the years to come.
- ⊗ Will there be bike lanes on Iroquois shore?

**APPENDIX B3**  
**Public Open House #3**

# Meeting Summary



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<b>Project Name:</b>	Midtown Oakville EA Public Open House #3	<b>Date:</b>	April 2, 2014
<b>Meeting Location:</b>	Town Hall Trafalgar Room, Oakville Room	<b>Time:</b>	6:30 – 8:30 PM
<b>Town of Oakville Core Team:</b>	Chris Clapham, Engineering and Construction Joanne Phoenix, Oakville Transit Kristina Parker, Engineering and Construction Lin Rogers, Development Engineering Philip Kelly, Development Engineering regrets: Dan Cozzi, Engineering and Construction Tricia Collingwood, Planning Services		
<b>Consultant Team:</b>	John McGill, Cole Engineering Laurella Chadee, Cole Engineering Rory O’Sullivan, Cole Engineering Suzette Shiu, Cole Engineering Glenn Pothier, GLPi		

---

## 1.0 Public Open House #2 Summary

The third Public Open House (POH) for the Midtown Oakville Environmental Assessment was held on April 2, 2014, from 6:30 to 8:30 PM. Fifty six persons signed in. The purpose of the POH was to review the project details, present the preferred solution to the public, and address public comments.

Attendees were greeted by a member of the study team upon arrival. They were provided with an information package and were invited to review the display boards between 6:30 and 7:00 PM. They were also informed that a presentation will begin at 7:00 PM.

Glenn Pothier (GLPi) gathered all attendees at 7:00 PM and welcomed them to the third public meeting for the study. He provided some opening remarks and introduced various members of the study team from the Town of Oakville, as well as the consulting firm – Cole Engineering. Finally, he introduced Suzette Shiu (Cole Engineering), who then led attendees through a comprehensive presentation which presented the study background and preferred solution.

Following the presentation, which lasted approximately 20 minutes, comments and questions were invited.

Comment cards were also provided for attendees to record any additional comments relating to the study. Attendees were also informed that they could mail, fax, or email their comment cards to the study team at a later date.

A summary of comments and questions received to date is provided in the following section.

## 2.0 Comments and Questions received immediately following the Presentation

Comment / Question	Details	Notes / Responses
• What is the extent of MTO buy-in into the study?		• The study team has engaged in frequent meetings with the MTO. The latest designs were recently presented to the MTO Senior Management team and they were supportive.
• There is existing congestion experienced at Trafalgar Road / Cornwall Road and Trafalgar Road / Cross Avenue – Is there any consideration to provide a grade separation of Trafalgar Road / Cross Avenue?		• The north/south QEW crossing, as well as the Royal Windsor Drive extension provides additional crossings of the QEW, so it is expected that Trafalgar Road congestion would be relieved.
• Does the north/south QEW crossing pass through the current Town Hall site?		• Yes – Town Hall will be relocated, but it is planned to occur in the long-term.
• Does the road layout accommodate the future Metrolinx plans? – GO bus and GO train will be on opposite sides of Trafalgar Road, and connecting transit users will have to walk approximately 300 m.		• A connection will be provided between the bus and train services. There are plans to extend the train platform east of Trafalgar Road.
• With the hospital at Trafalgar Road / Cornwall Road closing, are traffic issues expected to be eliminated?		• The study looked at future volumes (2031), and did not consider short-term changes.
• Why does the plan not show a bridge over the QEW at Eighth Line / Chartwell Road?		• This option for crossing the QEW was considered, and presented at the second POH in June 2013, but it was found to be not technically preferred since it would be impossible to provide this crossing, as well as provide a grade separated crossing of the rail at Chartwell Road, because the QEW and rail are so close.
• Does the study consider the zoning by-laws? Will zoning be changed?		• When the study is closer to completion, zoning will be more reflective.
• What is the timing to present to Council?		• End of May.
• Where are 20,000 residents planned to be located?		• 20,000 includes residents and jobs to be introduced by 2031 – Most of the residential units are planned for the west side of Trafalgar Road.
• Will zoning by-laws be followed to achieve high density residential targets?		• Zoning will be in accordance with the Official Plan guidelines for land use, density, and building heights.
• It is a good plan – why is it taking so long?		• The improvements will be implemented over time as shown. Funding will also be an issue.
• Are there plans to accommodate the 12,000 residents on GO property (surface parking lot west of Trafalgar Road)?		• It is possible that some residential units could be accommodated on the GO property.
• Are there plans for any more parking structures?		



## Midtown Oakville Environmental Assessment Study

**Public Open House #3**  
Wednesday, April 2, 2014  
6:30 – 8:30 PM  
Town Hall, Oakville/Trafalgar Rooms

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1



## Presentation Outline

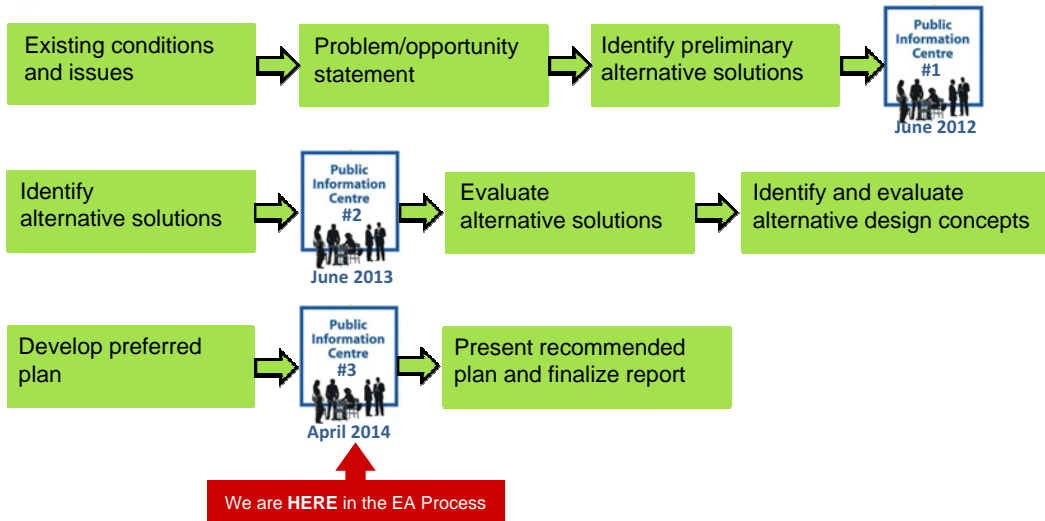
- Study Process
- Study Background
- Study Update
- Elements of Preferred Design
- Preferred Plan
- Timing of Improvements
- Impacted Properties
- Next Steps

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2



## Study Process



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3

## Study Background

- Midtown Oakville
  - 12,000 residents and 8,000 jobs by 2031
  - Trafalgar Road provides vital links
  - Active transportation
  - Traffic operations

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4

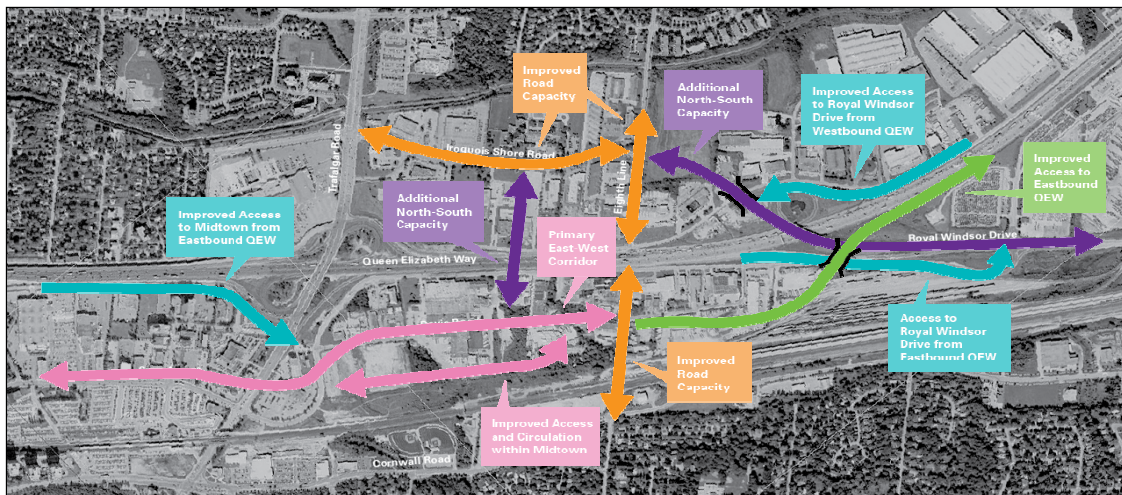
## Problems and Opportunities

- Opportunity to develop into a complete urban community
- Need to accommodate growth
- Need to encourage economic development
- Need a balanced, accessible and sustainable transportation network
- Need stormwater system improvements

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5

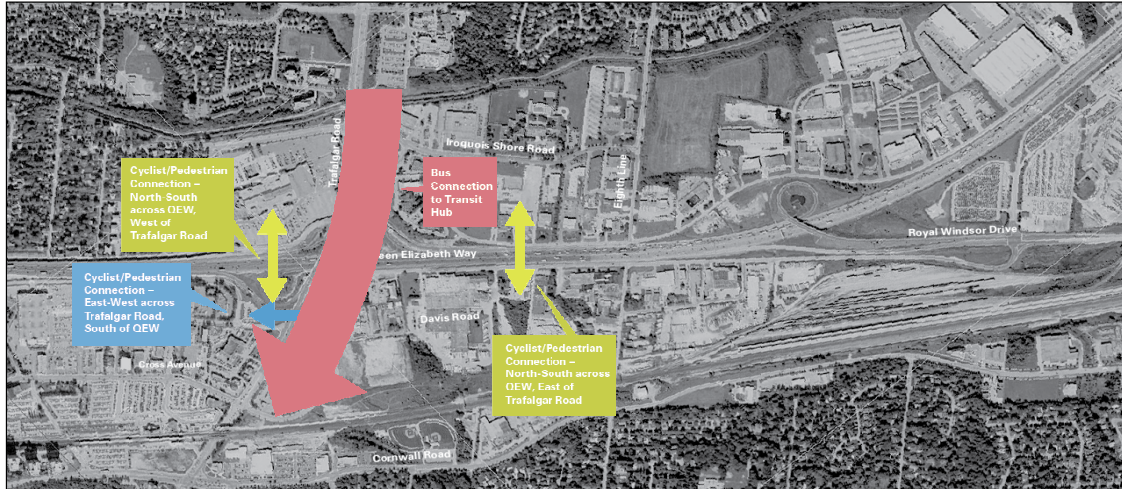
## Road Network Needs



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## Active Transportation and Transit Needs



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7

## Main Priorities

- Minimize number of structures crossing the QEW
- Keep Active Transportation / Priority QEW Crossing close to Trafalgar Road
- Minimize cyclist / pedestrian conflicts
- Provide cyclist / pedestrian facilities
- Provide direct access from eastbound QEW to Midtown

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8



## Study Update

- Consulted with Technical Agencies
- Evaluated alternative design concepts
- Identified preferred plan
- Met with impacted landowners

## Stormwater Management

- Established SWM criteria for future development within study area:
  - Quantity control criteria in accordance with approved sub-watershed studies and knowledge of current conditions of creek systems
    - Diversion of flow from flood/erosion sensitive areas in Lower Morrison Creek to 16 Mile Creek
  - Quality control criteria as per MOE guidelines
  - Water balance criteria
    - Low Impact Development (LID) measures to be considered for future development
- Hydraulic analysis to analyze flood impacts at proposed crossings:
  - Lower Morrison Creek
  - Morrison/Wedgewood Diversion Channel



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## Elements of Preferred Design

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11



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## Combined Option

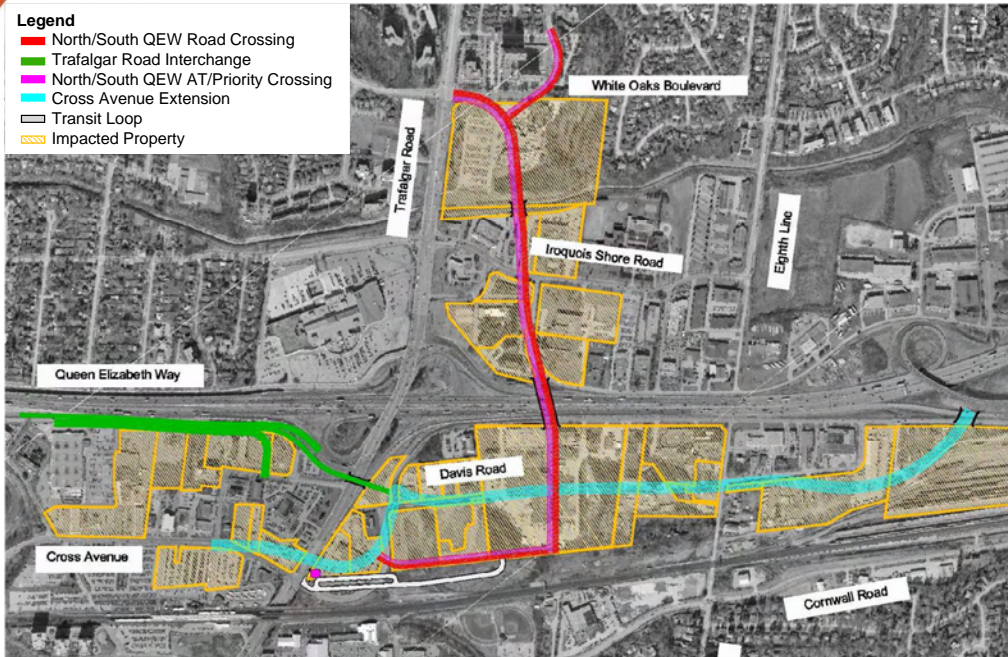
- Combination of improvements
  - North/South QEW Crossing
  - Trafalgar Road Interchange
  - Cross Avenue Extension

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12



- Legend**
- North/South QEW Road Crossing
  - Trafalgar Road Interchange
  - North/South QEW AT/Priority Crossing
  - Cross Avenue Extension
  - Transit Loop
  - Impacted Property



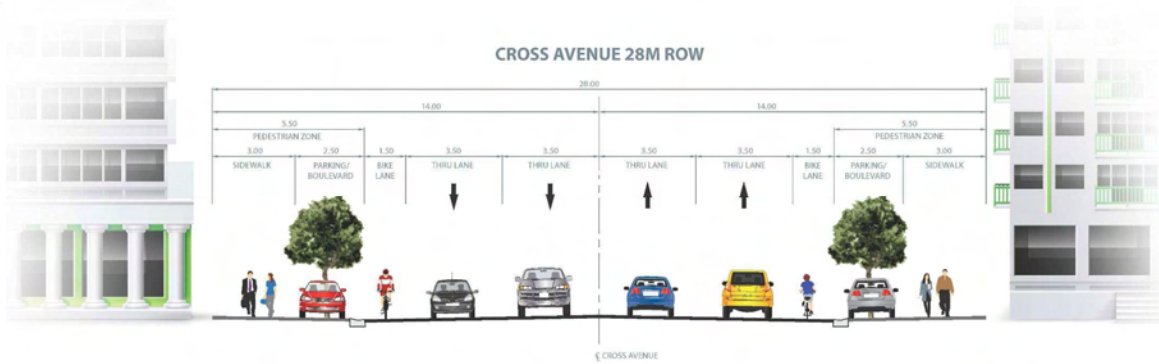
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### Cross Avenue



Create it! Vision 2057

Cross Avenue



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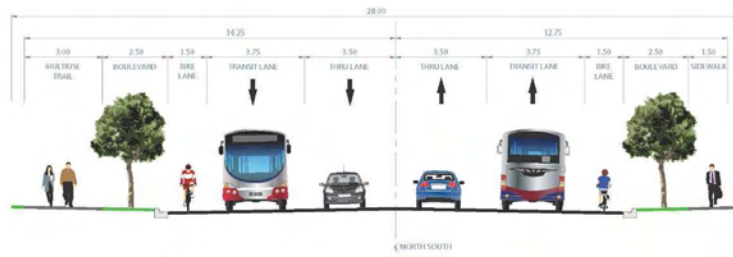
North/South Corridor



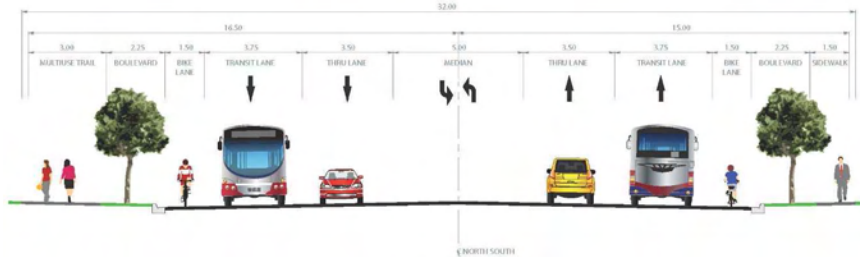
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North/South Corridor

NORTH SOUTH (NORTH OF IROQUOIS SHORE)



NORTH SOUTH (SOUTH OF IROQUOIS SHORE)



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Cross Avenue and North/South Corridor



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## Trafalgar Road Underpass



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## Iroquois Shore Road Widening



**Legend**  
Impacted Property

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### Iroquois Shore Road

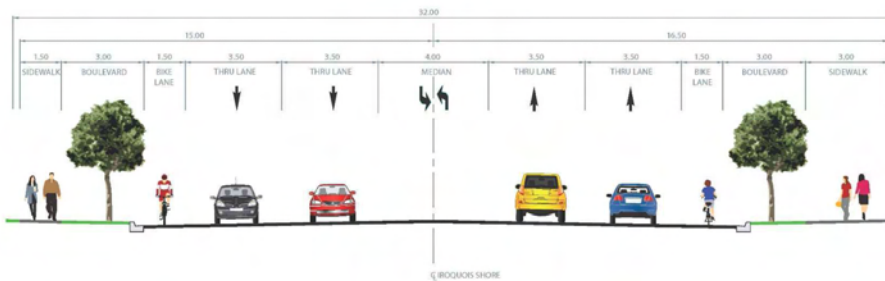


Create it! Vision 2057



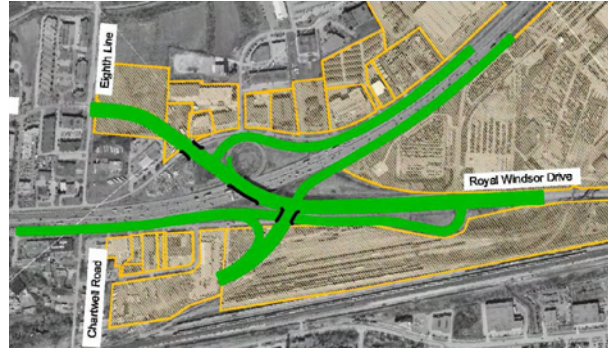
### Iroquois Shore Road


IROQUOIS SHORE ROAD



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# Royal Windsor Drive Interchange



Legend  
 Impacted Property

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## Royal Windsor Drive

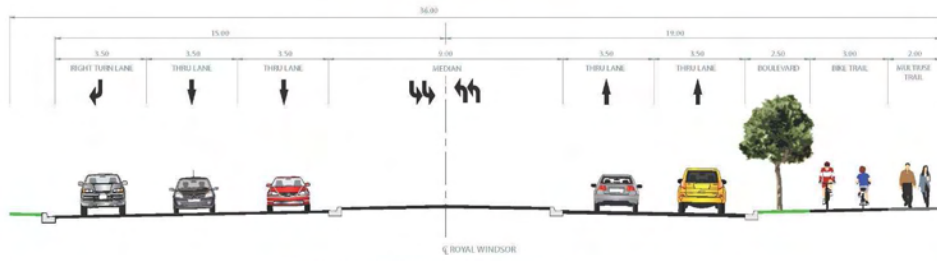


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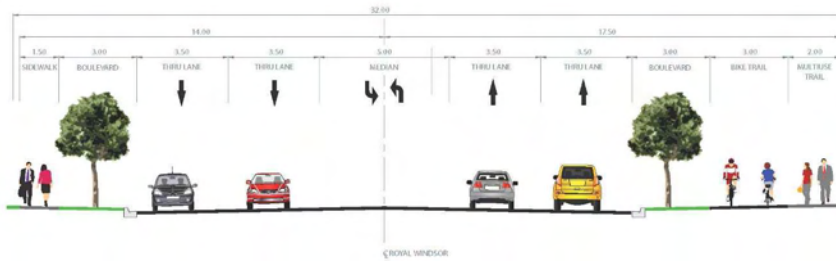


## Royal Windsor Drive

ROYAL WINDSOR (SOUTH OF QEW)



ROYAL WINDSOR (NORTH OF QEW)



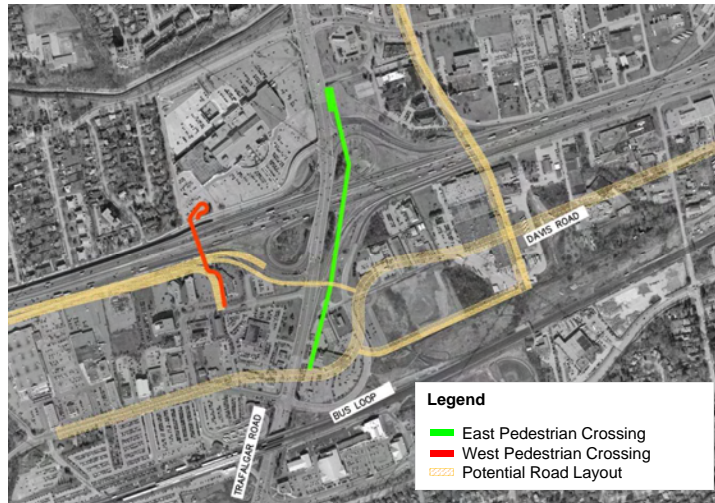
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## Iroquois Shore Road and Royal Windsor Drive



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# Pedestrian Connections



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# Active Transportation

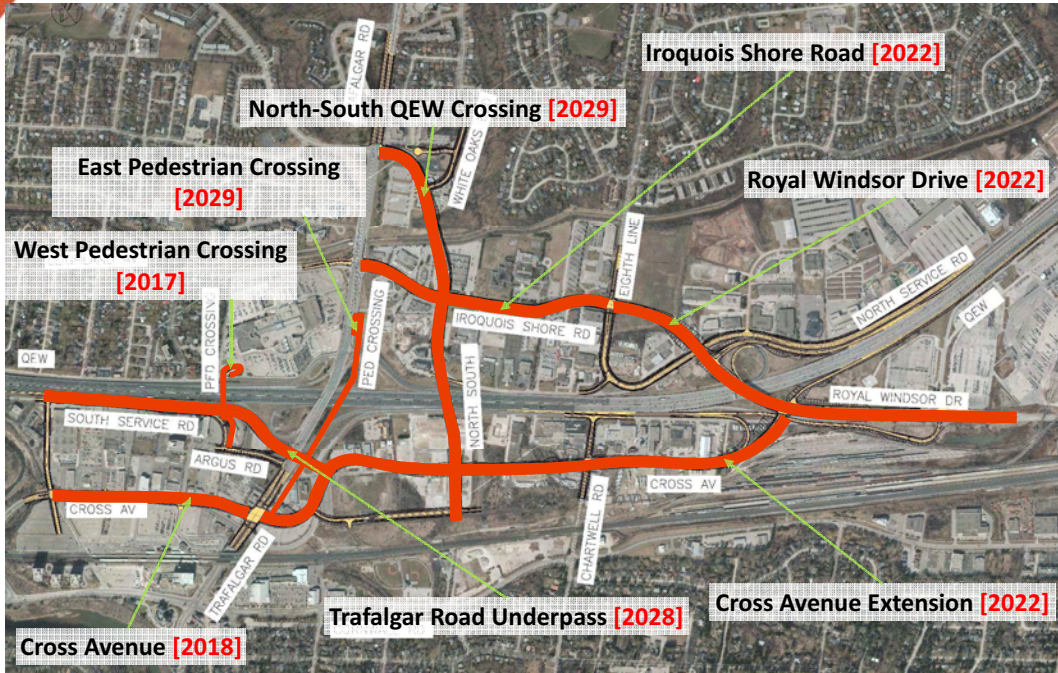
## Pedestrian Network



## Cycling Network



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## Funding

- Capital cost estimate: \$150-180 M
- Growth-driven funding through Development Charges
- Contributions from other levels of government



## Impacted Properties

- Property needed to accommodate widenings, extensions, and new roads
- On-going meetings with impacted landowners



## Midtown Today

- Low-density development
- Strip mall retail
- Big box stores
- Stand alone commercial buildings
- Abundance of surface parking
- Limited pedestrian mobility
- Limited cycling facilities

## Midtown Tomorrow

- Vibrant, mixed-use urban community – to live, work and play
- Integration of modes – automobile, GO, Oakville Transit, cycle, walk
- Economic growth – new development, redevelopment
- High quality public realm



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## Next Steps

- Finalize Environmental Study Report
- Staff report to Council

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## Thank you for participating!

- Your comments will be reviewed and incorporated into the study.

**Town contact information:**

Midtown EA Core Team  
Town of Oakville  
1225 Trafalgar Road  
Oakville, ON L6H 0H3  
905-815-6060  
[MidtownEA@oakville.ca](mailto:MidtownEA@oakville.ca)

**Consultant contact information:**

Cole Engineering Group Ltd.  
Suzette Shiu, P.Eng.  
70 Valleywood Drive  
Markham, ON L3R 4T5  
[MidtownEA@ColeEngineering.ca](mailto:MidtownEA@ColeEngineering.ca)



## Midtown Oakville Environmental Assessment Study

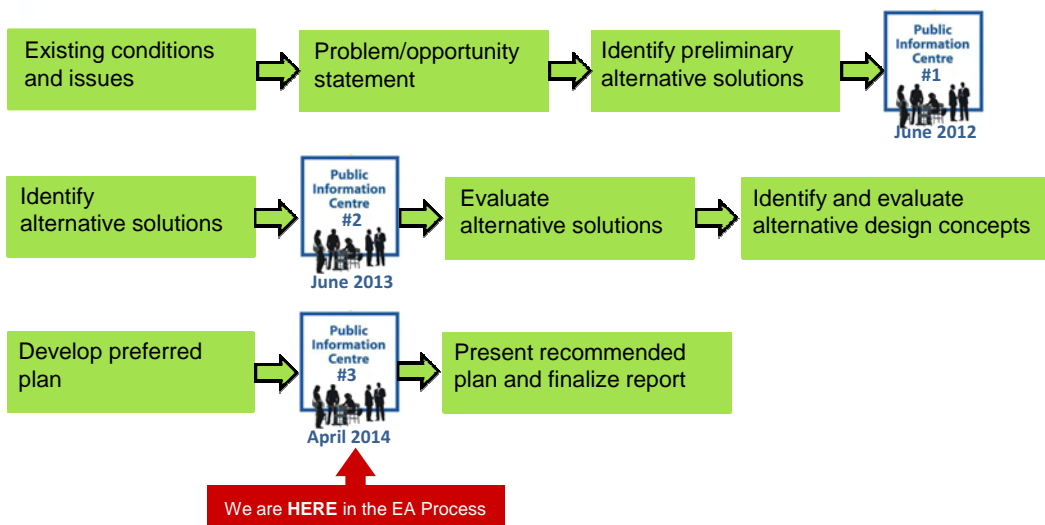
**Public Open House #3**  
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Town Hall, Oakville/Trafalgar Rooms

Create it! Vision 2057

1



## Study Process

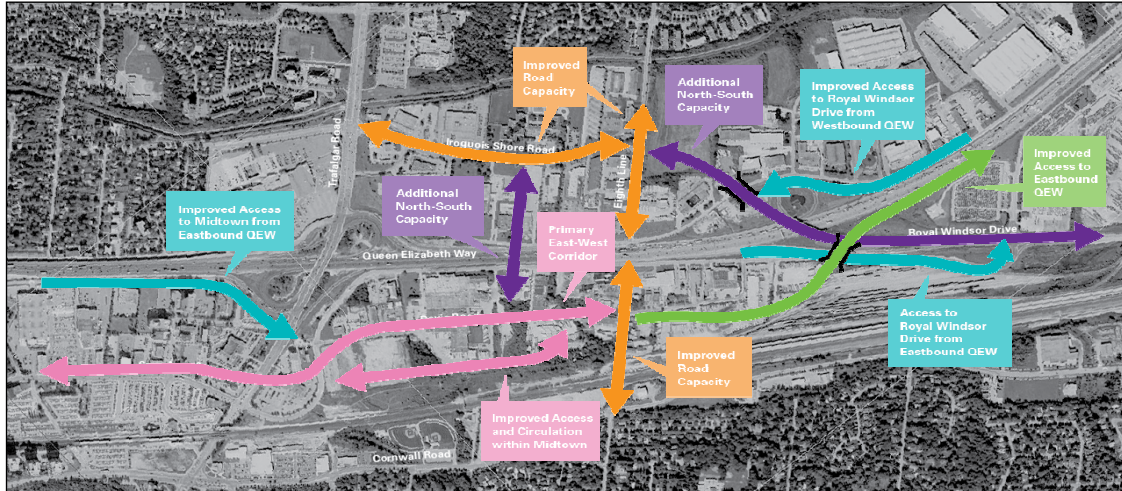


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2

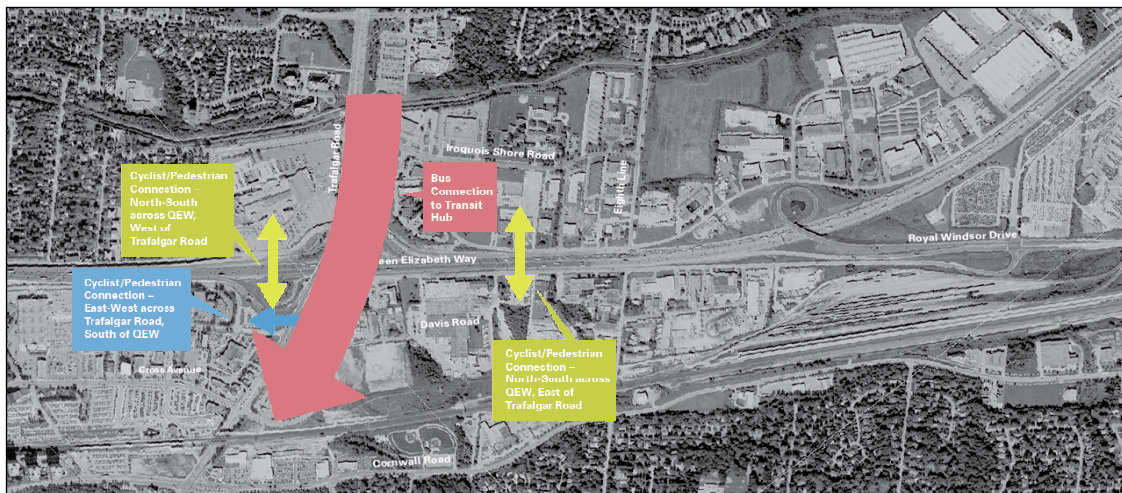


# Road Network Needs



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# Active Transportation and Transit Needs



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# Stormwater Management

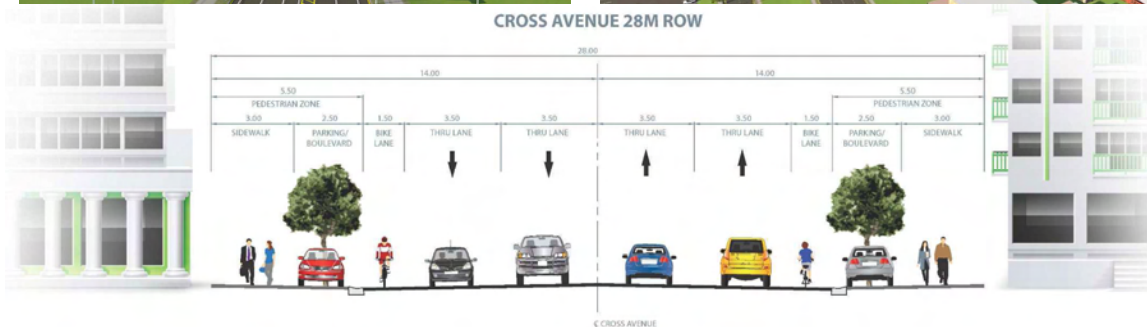
- Established SWM criteria for future development within study area:
  - Quantity control criteria in accordance with approved sub-watershed studies and knowledge of current conditions of creek systems
    - Diversion of flow from flood/erosion sensitive areas in Lower Morrison Creek to 16 Mile Creek
  - Quality control criteria as per MOE guidelines
  - Water balance criteria
    - Low Impact Development (LID) measures to be considered for future development
  
- Hydraulic analysis to analyze flood impacts at proposed crossings:
  - Lower Morrison Creek
  - Morrison/Wedgewood Diversion Channel

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## Cross Avenue



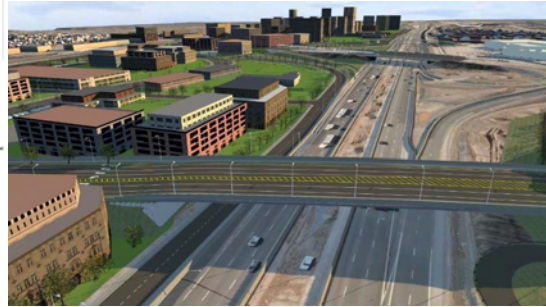
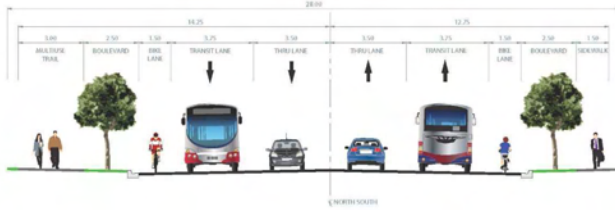
CROSS AVENUE 28M ROW



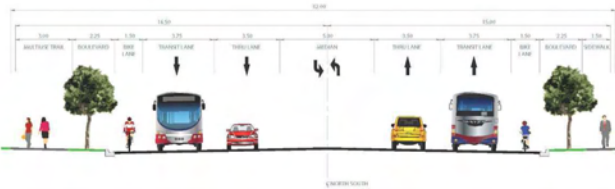
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## North/South Corridor

NORTH SOUTH (NORTH OF IROQUOIS SHORE)



NORTH SOUTH (SOUTH OF IROQUOIS SHORE)

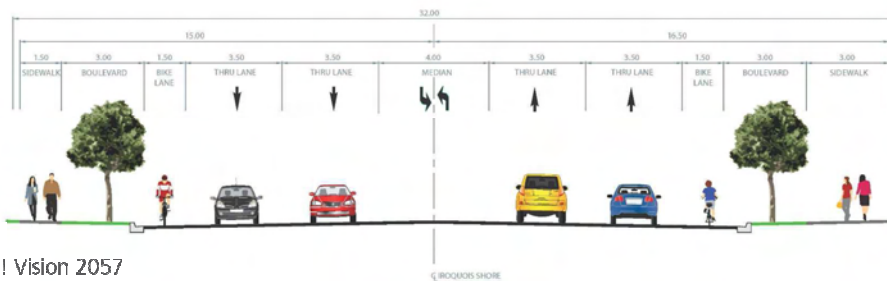


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## Iroquois Shore Road



IROQUOIS SHORE ROAD

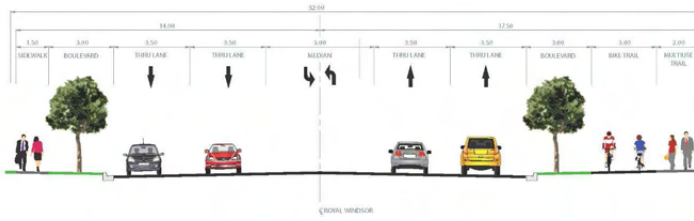


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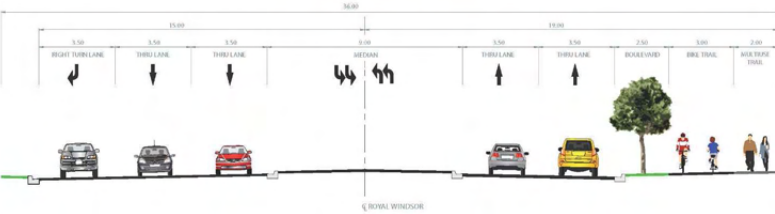
## Royal Windsor Drive



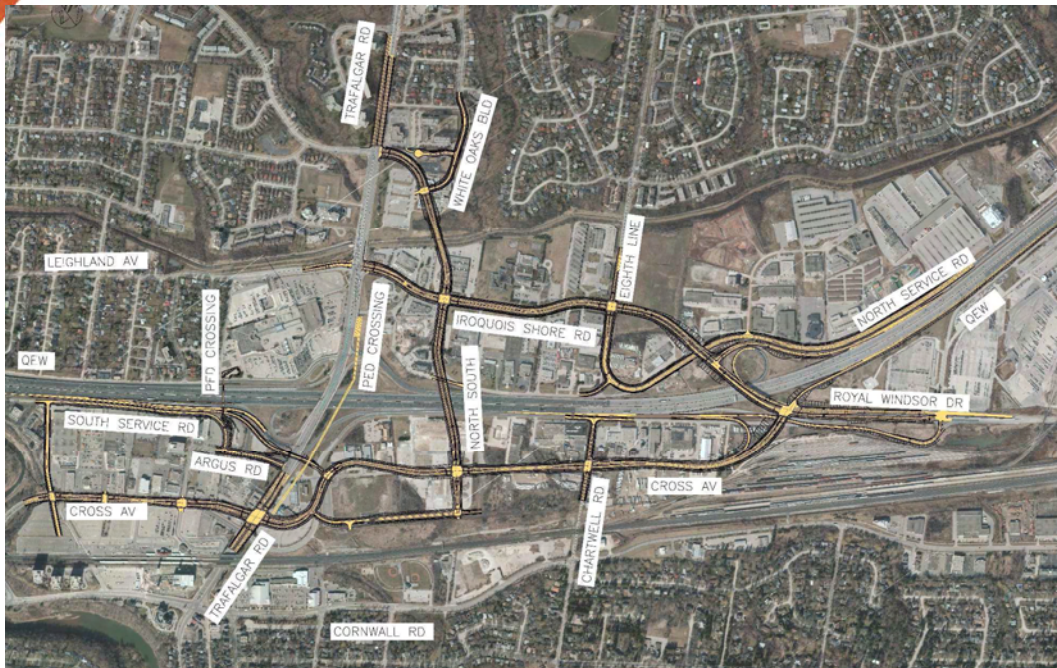
ROYAL WINDSOR (NORTH OF QEW)



ROYAL WINDSOR (SOUTH OF QEW)



## Preferred Plan





## Funding

- Capital cost estimate: \$150-180 M
- Growth-driven funding through development charges
- Contributions from other levels of government



## Impacted Properties

- Property needed to accommodate widenings, extensions, and new roads
- On-going meetings with impacted landowners

If you are an impacted property owner and have questions, town staff are available to meet with you in the Palermo Room this evening.



## Next Steps

- Finalize Environmental Study Report
- Staff report to Council

## Thank you for participating!

- Your comments will be reviewed and incorporated into the study.

**Town contact information:**

Midtown EA Core Team  
Town of Oakville  
1225 Trafalgar Road  
Oakville, ON L6H 0H3  
905-815-6060  
[MidtownEA@oakville.ca](mailto:MidtownEA@oakville.ca)

**Consultant contact information:**

Cole Engineering Group Ltd.  
Suzette Shiu, P.Eng.  
70 Valleywood Drive  
Markham, ON L3R 4T5  
[MidtownEA@ColeEngineering.ca](mailto:MidtownEA@ColeEngineering.ca)

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**APPENDIX B4**  
**Public Correspondence**

# Summary of Comments



No.	Comment / Question	Study Response
1.	Residents asked to be kept informed on study updates.	Residents were added to the study mailing list and advised to visit the Midtown EA website to keep informed on the study.
2.	Resident enquired if any study documents were available for review in advance of the Public Open House meetings.	Materials were posted on the study website after the Public Open House meetings.
3.	Resident asked why more notice was not given for events/meetings.	It is the town's procedure to have notices delivered (by mail/email) 2 weeks prior to any event/meeting.
4.	Planning consultants / legal counsel / property owners expressed concerns regarding various issues and potential impacts to properties in Midtown Oakville.	Comments noted and responded to individually.
5.	Residents expressed concerns about noise and vibration due to activities at an existing distribution centre in Invicta Drive.	No potential noise impacts resulting from the proposed transportation network improvements, which would require mitigation, are anticipated. Vibration studies are not typically part of an EA study, and as such, were not carried out.
6.	Resident noted that the figures in the 2009 Active Transportation Master Plan document were too small to be able to identify the future cycling infrastructure plans for Midtown Oakville.	Comment noted.
7.	Resident enquired if a Sixteen Mile Creek crossing is part of the study.	The recently approved Transportation Master Plan recommended improvements to provincial infrastructure, including widening the QEW to accommodate one additional lane in each direction across Sixteen Mile Creek, as an alternative to extending North Service Road across the creek.
8.	Resident asked for clarification regarding preliminary proposed improvement C1 which was presented at the Public Open House on June 19, 2013.	In Improvement C1, the buses would travel along Trafalgar Road, and a loop under Trafalgar Road would then enable them to access the bus loop on the east side of Trafalgar Road. Pedestrians and cyclists would also be accommodated along this underpass of Trafalgar Road.
9.	Resident asked when the EA report would be presented to Council.	The report and the preferred concept for the transportation network and stormwater management will be presented at the May 27 <sup>th</sup> Planning and Development Council at 7 pm.