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November 16, 2004

Town of Oakville  
Box 310  
1225 Trafalgar Road,  
Oakville, Ontario  
L6J 5A6

Attention Mr. Robert Thun

Dear Mr. Thun:

**Re: North Oakville Landowners Secondary Plan**  
**File No. 42.12I.11**  
**Our File No. 3A204**

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The Region of Halton has reviewed the Official Plan amendment application of the North Oakville Landowners group and offers the following comments.

Residential and Employment Land Needs Papers

We have reviewed these two documents prepared by IBI and have identified the following issues:

- The approach in these Papers follows essentially a market-trend analysis and therefore fails to recognize policy intervention desired by the respective Regional and Local Official Plans to achieve a mixture of land uses and higher densities at early stages of the development of North Oakville.
- It also fails to recognize the recently proposed planning reform and growth management policies by the Province to influence urban form towards more sustainable communities.
- The Residential Paper did not take into account the Regional Housing Statement endorsed by Council in March 2001 as input to the review of Regional Official Plan policies.
- Both Papers misinterpret the numbers in the Hemson's Adequacy of Urban Land Supply Analysis Report (May 2002), treating them as forecasts rather than as scenarios for testing land adequacy.
- The Region continues to support the forecasts in the latest Best Planning Estimates report (June 2003) until new information is available for an update. The IBI papers do not offer sufficiently new information to warrant an update at this time.

Population density ranges are very broad and there are no minimum requirements. It is not clear how the targets and the housing mixes can be met. This could be addressed through a tertiary planning process or through a requirement for minimum densities in the secondary plan.

There are no phasing plans for the employment lands and development will proceed from south to north. This could create difficulties for creating a live/work balance if the residential lands develop first but the employment areas come much later in the planning period.

### Housing

The relevant Regional Official Plan policies are as follows:

- B5c7 Require Local Official Plans to ensure, by appropriate density and housing mixes, the provision of a full range of housing types consistent with the Regional population targets contained in Table 2
- B5c8 Require Local Official Plans and Zoning Bylaws to permit individual lot intensification such as accessory apartments or garden suites in residential neighbourhoods, provided that health, safety and other reasonable standards, are met
- B5c17 Require the Area Municipalities, in developing phasing strategies, to ensure that a full range and mix of housing types can be provided in each development phase
- B5c18 Require Local Official Plans and Secondary Plans to provide an appropriate mix of housing by type and affordability in each geographic area
- B5c19 Require Local Official Plans and Zoning Bylaws to permit special housing such as group homes, residential care facilities or other supportive housing, in all residential neighbourhoods subject to reasonable planning standards and design criteria.

At the presentation to the Region by the applicants' consultants it was suggested that the traditional housing forms (single family dwellings) would be built first because the housing market is not sophisticated enough to create enough demand for alternative housing choices with more compact form or higher density. If there is no requirement in the secondary plan policies to require the construction of higher density dwellings early in the planning period, there is concern that the density targets will never be met. Furthermore, there is often resistance from existing residents to higher density development if it is proposed or constructed after the lower density development is in place. Policies in the draft amendment should be revised to reflect a commitment by the landowners to build higher density development first. This would also be helpful in providing the population base necessary to support public transit and encourage housing affordability and a variety of tenure at the early stages of the settlement of north Oakville.

### Health

The Health Department commented that one of the key sources of air pollution in Halton is transportation. The Health Department advocates development plans that minimize the effects on air quality. This includes plans that facilitate proximity between home and work and that support the use of alternative transportation forms other than the automobile. Alternative transportation forms include, but are not restricted to, public transportation, cycling and walking. In general, the proposed plan appears to allow for a potentially close work/residence environment. According to the proposed Secondary Plan, the neighbourhood nodes and corridors are to provide accessible local commercial establishments. It is estimated in the Plan that these will be within a five minute walk of any location within the Plan area which should reduce the use of automobiles provided that the policies are firm in limiting the ability to convert the commercial sites to other residential uses. There is a "potential" cycling and pedestrian trail system identified in the secondary plan but there should

be a firmer commitment to making it a definite part of each community from the beginning of development by including the trail system as part of the required transportation network in the secondary plan.

Both the Regional Official Plan and the Transportation Master Plan promote alternatives to the automobile for transportation. The Landowners' proposed amendment includes a proposal for public transportation which is supportive of the regional objectives. The public transportation proposal should be studied further in consultation with the Town of Oakville to ensure the system will be viable to ensure long-term operation and use.

The Trafalgar "Downtown Design" should promote walking as a recreation activity (window shopping) and as a form of transportation within the area. We question whether a strip development design, which is allowed in the initial phases of the development, would promote active transportation or the Downtown ambience that is being sought and which would be necessary to limit reliance on cars. Consideration should be given to limiting traditional strip development in this area.

With respect to the proposed storm water management ponds, the Health Department requires that they be designed in a manner to avoid creating mosquito-breeding habitats. Shallow storm water ponds present good breeding sites but steep-sided, deep ponds are less conducive to mosquito breeding. A fact sheet regarding ponds is attached for your reference.

### Transportation

It is noted that there is a significant distance between the transit stations and the residential areas which of concern if residents of North Oakville are to be encouraged to take transit early in the planning period.

There does not appear to be enough room to locate the Highway 407 corridor and the Burnhamthorpe Road extension as shown.

## **Land Owners' North Oakville East Secondary Plan - Transportation Study**

### *Key Issues*

The Landowners' Plan has several key departures from assumptions used in the recently approved Halton Transportation Master Plan. Some of the key conclusions reached by the Landowners that differ include:

- Highway 407 across the north end of the study area may need to be widened from a 6-lane to an 8-lane cross section;
- Dundas Street will require 6-lanes for vehicular traffic above and beyond any HOV or RBL lanes; and
- The proposed Burnhamthorpe Road bridge crossing of Sixteen Mile Creek is not required. The traffic on Burnhamthorpe Road is diverted onto Highway 407 and Dundas Street, through the increase of the road capacity of a 6-lane Dundas Street and a 6 or 8-lane untolled Highway 407.

- Trafalgar Road remains as a 4-lane roadway with the additional traffic volumes being accounted for utilizing north south service roads. This assumption is contrary to the proposal put forward as part of the DC process by the NOMI group.

### *Assessment of Landowners' Plan*

The following section outlines several concerns or questions of clarity regarding the Landowners' Plan that need further study and/or clarification:

1. On page 4 of the Landowners' Plan under the heading "Existing Road Network", the classification of existing roads presented in Section 3.2 will need to be updated to reflect the realignment of roads within Halton Region (per the Road Rationalization Study). Neyagawa Boulevard, Ninth Line, and Burnhamthorpe Road are now under the jurisdiction of the Region of Halton.
2. On page 5 of the Landowners' Plan, it states that their analysis of existing conditions was based on existing traffic data collected from Halton Region, the Town of Oakville and the Ministry of Transportation in the form of intersection counts, ATR counts and ramp/interchange volumes. The most recent traffic data available was for the years 2000 and 2002. The report states that adjustments were made at those intersections where 2002 data was not available to reflect post-Hwy 407 conditions. The adjustments used to reflect these conditions were not presented or discussed.
3. Traffic analyses conducted by the Landowners' were based on the AM peak hour. The Region's model is a PM peak hour model. The Region has put extensive time into the development of this model that reflects the commercial traffic characteristics of the Region. A verification of assumptions and overall volumes must be provided by the Landowners' group to ensure the validity of their AM model.
4. The Region has made some preliminary order of magnitude comparisons of the Landowners' AM peak model and the Region's PM peak model by reversing the volumes on the Landowners' AM model to reflect PM traffic conditions. The Landowners' group should still conduct a more detailed verification of traffic numbers.

Based on the order of magnitude comparisons, various links along the Regional Road network in the study area do not share the same magnitude of existing traffic volumes. These include:

- a. **Dundas Street** - Landowners' westbound PM peak volumes appear over represented between Trafalgar Road and Highway 403;
- b. **Dundas Street** - Landowners' eastbound PM peak volumes appear under represented between Trafalgar Road and Highway 403;
- c. **Dundas Street** - Landowners' eastbound PM peak volumes appear over represented between Sixteen Mile Creek and Neyagawa Boulevard;
- d. **Highway 407** - Landowners' eastbound and westbound volumes appear under represented across the study area;
- e. **Trafalgar Road** - Landowners' northbound and southbound PM peak volumes appear over represented between Burnhamthorpe Road and Highway 407; and
- f. **Trafalgar Road** - Landowners' southbound PM peak volumes appear over represented between Burnhamthorpe Road and Dundas Street.

The Landowners' report should clarify the approach used to determine the reason for the differences in existing traffic volumes from the Region's PM peak period model or provide/present the process to demonstrate the model accuracy.

5. The Existing Traffic Simulation volumes for Highway 407 are not included in *Figure A5*.
6. On page 8, last paragraph, the Landowners' report states that the impedance factor of tolls was not considered for Highway 407. The paragraph also states "*Highway 407 will likely be utilized to its practical and designed capacity which is generally within the capacity assumptions adopted in this analysis*". *Tables 7.1* and *7.2* present V/C ratios on Highway 407 in the range of 1.11 - 1.17. It is more likely the case that Highway 407 will continue to raise tolling rates to maintain a good level of service on the highway, thereby reducing the volumes on Highway 407 traffic from what is presented in the Landowners' report. Thus, the volumes on Highway 407 are overestimated. The Highway 407 volumes presented on the Region's 2021 PM peak model are more in line with this thinking, with peak direction volumes at approximately half that of the Landowners' group, operating at a LOS expected for a toll highway.
7. On page 8, the Landowners' report states "*For the purpose of this analysis no allowance for potential increased transit usage was made. Therefore future traffic projections included in this report are based on current transit mode splits for various travel origins and destinations. Based on conclusions reached in the draft findings of the Region's Transportation Master Planning Study, a relatively small increase in transit modal split (5% to 10%) is anticipated. This marginal increase in transit use will not materially influence the conclusions reached in this analysis.*".

While this assumption is correct (5 percent increase in transit modal split), this represents an overall 72 percent increase in new transit trips by 2021 when growth is taken into account for the Region. Since the majority of population and employment growth, as well as transit infrastructure will occur in south Halton (Oakville and Burlington), one can expect that this will be higher in and through North Oakville. The Landowners' report should reflect this growth in new transit trips in their analysis.

8. On page 9, the Landowners' report makes certain assumptions of the Future Road network that are not in the Region's capital plan. These include reconstruction and widening of Ninth Line to a four lane major arterial, and the reconstruction of Trafalgar Road from a four-lane rural cross section to a four-lane urban "mainstreet" between Dundas Street and Highway 407 with provision for HOV/Transit lanes. It is also unclear whether the Landowners' view the HOV/Transit lanes as part of the 4-lane cross section or as an addition to the 4-lane cross section, thereby increasing the cross section to 6-lanes. This is also not within the Region's Capital Roads Plan as it was moved beyond the 2021 horizon year during the Development Charges discussions by-law update.
9. On page 9, third last paragraph, the Landowners' report states "*because Dundas Street is a rapid transit corridor with 2 of the 6 future lanes being considered for exclusive transit use or HOV lanes, the traffic model was prepared and run with two scenarios - 4 and 6 lanes on Dundas Street, representing scenarios with and without the exclusive transit/HOV lanes*".

There is some confusion as to how traffic volumes on the HOV/transit lanes were incorporated in the Landowners' model. The 6-lane model assumes all lanes are for regular vehicle use (no HOV/Transit lanes). However, does the 4-lane model represent 4 regular use vehicle lanes and no HOV/transit lanes? There is no calculation presented by the Landowners' group concerning the number of vehicles that would use the HOV/transit lanes. The assumption appears to be that these lanes will only be used by transit vehicles. However, the implementation of the HOV network is intended to be phased, starting with a 2+ HOV network, moving up to 3+ once the LOS approaches that of the regular vehicle lanes. This should represent a significant number of vehicles using these lanes, and should not be discounted in the analysis.

It is also not clear if increases in the number multi-occupant vehicles or auto-occupancy were considered in the analysis, which would reduce the volume on the four traffic lanes.

10. On **Table 7.1** and **7.2**, the Landowners' will need to specify if the 4-lane Dundas Street options includes traffic on the HOV/transit lanes, and if so, does this reflect 2+, 3+, or transit only priority?
11. On page 12, the Landowners' report states that "widening Dundas Street to six lanes, but reserving the additional two lanes for exclusive transit use, will not provide any additional road capacity over the current condition of four lanes". It further states that "*should local transit usage increase to a transit mode split in excess of 15%, traffic volumes on Dundas Street should decline to within the capacity provided by six lanes.*" There is no mention in the report of increase multi-occupant vehicle usage. The HOV lanes are intended to be phased in initially as a 2+ HOV, increasing to 3+, then to transit only as these lanes reach capacity. The analysis should be redone to reflect the use of a 2+ and 3+ HOV network.
12. On page 13, Ninth Line is assessed as a four-lane major arterial road. The Region of Halton has no plans to widen Ninth Line between Dundas Street and Highway 407 within the 2021 time horizon.
13. On page 13 of the Landowners' Report, conclusions are reached regarding the necessity of the Burnhamthorpe Road/Sixteen Mile Creek crossing which are inconclusive. Assumptions regarding the distribution of traffic are not available. The Landowners' model shows a significant drop in traffic volumes on Burnhamthorpe Road (**Figure A12**) east of Neyagawa Boulevard. However, in the Region's 2021 PM peak model, the magnitude of traffic volumes east of Neyagawa Boulevard is more consistent with the traffic volumes west of Neyagawa Boulevard.

The Landowners' model illustrates that the majority of vehicles on Burnhamthorpe Road access Highway 407 off of Neyagawa Boulevard. This over estimation as described on page 12 of the Landowners' report is likely due to the analysis of Highway 407 being undertaken without toll-factors. As such, volumes are over represented on Neyagawa Boulevard between Burnhamthorpe Road and Highway 407 and under represented on Burnhamthorpe Road east of Neyagawa Boulevard. Other than traffic impacts, there is little mention of other impacts the Burnhamthorpe Road crossing of Sixteen Mile Creek will have, including connectivity, emergency service response, and transit operations.

14. Also on page 13, the Landowners' report states that Neyagawa Boulevard between Burnhamthorpe Road and Highway 407 exceeds the capacity of a four lane arterial road and suggests that the proposed four-lane cross section may have to be widened to six lanes. The Region's 2021 PM peak model illustrates that Neyagawa Boulevard has sufficient capacity with a two-lane cross section to accommodate forecasted volumes. Again, the assumptions used to distribute traffic on Neyagawa Boulevard need to be clarified. This is likely due to the over estimation of volumes on Highway 407, since the analysis was undertaken without toll-factors.
15. On page 14, the Landowners' report states that about 8.1 percent of trips to/from Oakville in the 6:00 to 9:00 a.m. period are by transit and that trips by automobile represent 91.8 percent of all trips in the 6:00 to 9:00 a.m. period. According to the Draft Town of Oakville Transportation Master Plan, *Exhibit 5.1* indicates that only 78 percent of AM peak period trips in Oakville are by automobile, and that 11 percent of trips are by transit. Both sources indicate the use of 2001 TTS data.

The Landowners' report will need to clarify these discrepancies. If the 8.1 percent of "**trips to/from**" Oakville presented in the Landowners' Plan refers only inter-municipal/regional trips, some clarification on the percent of local transit trips within the municipality should be made given the live/work objectives of the Oakville Plan.

16. At the end of page 15, the Landowners' Plan states "...given the present usage of local transit (8.1 percent of which about 85 percent is by GO train)". Again, 2001 AM peak period transit usage identified in the Draft Town of Oakville Transportation Master Plan identifies 2 percent local transit usage and 9 percent GO Transit usage during the AM peak period. Please identify the discrepancy of the two modal splits, given both data sources appear similar. Also, the reference here includes all transit usage, while the reference on page 14 (described above) seems to only include trips **to/from** Oakville.
17. *Table 7.3* in the Landowners' report illustrates a summary of transportation requirements for arterial and collector roads in North Oakville. The Dundas Street requirements do not indicate whether the 6-lane road includes HOV/transit lanes. Also, *Figure 6.2* of this report indicates that Trafalgar Road between Dundas Street and the southern E-W collector, and between Burnhamthorpe Road and Highway 407 is proposed as a 6-lane Regional Arterial including HOV/transit lanes. This is not indicated in the Requirements column of *Table 7.3*. This discrepancy should be clarified.
18. *Table 7.3* also indicates a number of other discrepancies with the Regional Capital Plan, including the ROW widths of several Regional Roadways, and lane widening assumptions that are not identified in the Region's Capital Roads Plan. This should be adjusted.
19. On page 18, Conclusions and Recommendations, the Landowners' Plan reiterates "Traffic forecasts prepared in this study for Dundas Street would suggest that six lanes are going to be required for automobile traffic". The Landowners' will need to revisit their analysis to include use of a 2+ and 3+ HOV lane.

On Neyagawa Boulevard, again, the volumes should be revisited based on the assumptions used for Highway 407 to necessitate the need for potential 6-lane widening in the long-term, since no widenings are included in the Region's 2021 Capital Roads Plan.

20. On page 19, the Landowners' provide a number of comments, conclusions and recommendations based on the transportation analysis carried out for 2021 a.m. peak hour traffic. These include:
- a. the potential need to widen the current 6-lane cross-section of Highway 407 to 8-lanes;
  - b. the need for 6-lanes on Dundas Street for only vehicle traffic (elimination of HOV/transit lanes in the 6-lane cross section); and
  - c. the minimal impact the Burnhamthorpe Road bridge crossing of Sixteen Mile Creek will have on the Highway 407, Burnhamthorpe Road, or Dundas Street traffic volumes east of Neyagawa Boulevard.

These conclusions need to be revisited based on three primary adjustments of clarifications required in the analysis:

- a. The number of vehicles that will use a 2+ and 3+ HOV network on Dundas Street, including vehicle occupancy rates;
- b. Inclusion of a Highway 407 toll-factor, and the impacts of this on the Burnhamthorpe Road crossing and traffic volumes on Neyagawa Boulevard; and
- c. Verification of the Landowners' AM peak model with the Region's PM peak model.

### *Road Network*

The Landowners' plan alters the road network slightly. Slight differences include:

- a. **Burnhamthorpe Road Sixteen Mile Creek Crossing** - in the Landowners' Plan, two options are presented: one without a Burnhamthorpe Road Sixteen Mile Creek Crossing and one with a crossing running adjacent to Highway 407. In the Town of Oakville plan, Burnhamthorpe Road runs near the centre of Highway 407 and Dundas Street. The Landowners' Plan questions the need for the Burnhamthorpe Road crossing and suggests it is not needed with the widening of Highway 407 to 8 lanes and Dundas at 6-lanes.
- b. **Dundas Street Connections** - there are 12 connections to Dundas Street from North Oakville East in the Landowners' Plan (excluding Highway 403) and 14 connections in Oakville's Plan. All of the intersections to Dundas in the Landowners' Plan intersect with existing streets south of Dundas Street. Two intersections in the Oakville Plan do not intersect with existing streets south of Dundas Street.

## Key Differences Between Landowners' Plan and Region of Halton Policies and Capital Plans

### Existing Road Network

#### Dundas Street

	Landowners	Halton
Classification	Major Arterial	Major Arterial
Jurisdiction	Halton Region	Halton Region
Planned ROW	42 m	47 m

#### Trafalgar Road

	Landowners	Halton
Classification	Major Arterial	Major Arterial
Jurisdiction	Halton Region	Halton Region
Planned ROW	47 m	47 m

#### Neyagawa Boulevard

	Landowners	Halton
Classification	Major Arterial	Major Arterial
Jurisdiction	Town of Oakville	Halton Region
Planned ROW	35 m	40 m south of Burnhamthorpe 42 m north of Burnhamthorpe

#### Ninth Line

	Landowners	Halton
Classification	Arterial	Major Arterial
Jurisdiction	Town of Oakville	Halton Region
Planned ROW	35 m	35 m

### Future Road Network

There are a number of discrepancies noted in the Landowner's Plan versus the Region's 2021 Capital Roads Plan. Most notable are the Landowners' lane-widening assumptions for Trafalgar Road, Neyagawa Boulevard and Ninth Line, which are not in the Region's current Capital Plan.

Corridor	Landowners' North Oakville East Secondary Plan		Halton Transportation Master Plan	
	Lanes	ROW	Lanes**	ROW*
Dundas St.	6 including RBL/HOV	42	6 (2006) plus RBL/HOV	47
Burnhamthorpe Rd	4 (does not cross 16 Mile Creek)	32	4 (2016) crosses 16 Mile Creek	35

Trafalgar Rd			4	47
1. Dundas to south collector	6	40	(no widening) plus RBL/ HOV***	
2. South collector to Burnhamthorpe	4	32		
3. Burnhamthorpe to Hwy 407	6	40		
	(including HOV/RBL lanes)			
Neyagawa Blvd	4	40	2	40
1. South of Burnhamthorpe			(no widening)	42
2. North of Burnhamthorpe				
Ninth Line	4	35	2	35
			(no widening)	

\* Halton TMP - Map 4 – Right-of-Way Requirements of Arterial Roads

\*\* Halton TMP – Figure 4 – Required Lane Widening by Time Horizon (2004-2021)

### **Summary**

The conclusions reached by the Landowners' Plan require additional information on the manner in which the analysis was conducted. This will require some points of clarification and reassessment, including:

- Provision of detailed assumptions of the AM peak period traffic model, and verification of the Landowners' volumes with the Region's PM peak period volumes for both the existing and 2021 time horizon. Large discrepancies between traffic volumes are apparent on Highway 407 and Neyagawa Boulevard in 2021 based on an order of magnitude comparison;
- Re-analysis of the 2021 traffic volumes with toll-rates used for Highway 407;
- Re-analysis of Dundas Street traffic operations, with traffic using a 2+ and 3+ HOV lane, including suggested vehicle occupancy and assumed shifts in multi-occupant vehicles; and
- An increase in the transit modal split for 2021, which includes a 72 percent growth in new transit trips, should be included in the Landowners' analysis.

### **Noise Discussion Paper**

The paper identifies the relevant provincial noise criteria and noise sources from the major roads in the study area. The paper concludes that noise barriers and in some cases, air conditioning will be required to buffer sensitive lands uses against noise to meet the provincial criteria. When planning at this scale, there is opportunity to exceed minimum noise attenuation criteria and to avoid relying on traditional noise attenuation through engineering. The paper should consider using intervening non-sensitive lands uses or building orientation to buffer noise rather than just noise barriers and air conditioning. The policies of the Secondary Plan should be revised to include specific noise policies that promote alternative approaches to addressing noise issues well in advance of the subdivision or site plan stage of development.

## Servicing

With respect to the Master Servicing Plan, (Marshall Macklin Monaghan, February 25, 2004) we note the following issues.

### Master Servicing Plan

- Page 9 – Exhibit 1.7 shows absorption of residential units in 2006 and 2007. Development in North Oakville is contingent upon completion of the Burloak WPP. The schedule for completion of this plant is not until 2007.
- Page 18 – The projects listed in Exhibit 2.4 have been revised and are shown on the attached “Development Charge Water Capital Projects (2004 – 2021) map.
- Exhibit 2.5 – Projects have also been revised as per above comment.
- Exhibit 2.12 – The size of watermains on Dundas and Ninth Line and Burnamthorpe and 403 do not conform to the size show on the Regional Master Servicing Plan.
- Page 26 – The Region’s distribution system has been modeled by KMK on behalf of the Region and should be used to model the proposed distribution system. The modeling should be included in the applicant’s report.
- Exhibit 3.1 – The trunk wastewater main on Grand Oak Trails should be shown on this plan (detailed drawing attached).
- Exhibit 3.3 – The timing of projects shown on this exhibit has been revised and are shown on the attached map.
- Page 34 – The report states that “The difference is the peak flows between the Region’s projections and from those generated from the NOLO Plan are not likely to impact the sizing of the Dundas Street trunk sewer.” However, if you compare the sizing proposed by NOLO – Alternative 1 and 2 to the sizing proposed by the Region’s Master plan, the pipe sizing is quite different.
- Exhibit 3.9 – Further analysis in terms of a Plan & Profile should be completed for the trunk sewer on Dundas Street as well as the five trunks to the north and included in this report. Further analysis on the two pump stations on Dundas with respect to size, land requirements and possible locations is required and should be included as part of the report.
- Exhibit 3.10 – Further analysis in terms of a Plan & Profile should be completed for the trunk sewer on Dundas Street as well as the five trunks to the north and included in this report. Further analysis on the two pump stations on Dundas with respect to size, land requirements and possible locations is required and should be included as part of the report.
- Page 47 – The report states “The Region’s conceptual plan has been modified to suit the road pattern, but the concept still meets the objective and intent of the Region’s Master Plan, (subject to modeling). This report should include the modeling. Also on this page the report states, “The wastewater system requires major upfront infrastructure to be constructed”. Further analysis in terms of projects and costs should be included in this report.

The Master Servicing Plan is not acceptable in its current form and it should be revised prior to any decision with respect to the Official Plan Amendment.

## Discussion Paper – Servicing

- The Discussion Paper states the following in reference to the Region’s Master plan, “This report is in the final stages of public review and is expected to be endorsed by Regional Council in early 2003”. Regional Council endorsed the Master plan with the exclusion of the Mid-Halton component in February 2003.
- Figure 8 –The wastewater main on Grand Oak Trails (attached) should be taken into consideration by including it in this figure and explaining how it could be used to service North Oakville.

## Infrastructure Staging Plan

- Costs for piped should be based on the Region’s Master Servicing Plan.
- A summary table of total cost for each phase would be helpful.
- Tables showing total cost (water and wastewater) with the year would be helpful.
- Page 3 - Is the identified 2.95 PPU a blend of unit types? Our DC study assumed 3.533 PPU for singles, 2.667 for medium density and 1.807 PPU for high density.
- Page 3 - The Moore Reservoir was recently expanded. The next scheduled expansion is in approximately 2028.
- Page 3 & 4 - The infrastructure costs listed appear to be North Oakville East's share of required Regional works. Tables should be provided identifying individual projects and documenting how N.O.E.'s share was calculated.

## North Oakville East Secondary Plan

1. Page 1 - Halton staff have made the determination that the Water & Wastewater Master Plan Review (by KMK, October 2002) has not satisfied Phase 2 of the Class EA process for Schedule "B" projects since insufficient environmental screening has taken place. There are three ways of resolving this issue, namely:
  - i) Halton can undertake this work for the Schedule "B" projects.
  - ii) Certain projects may be constructed by developers as a condition of planning approval (provided the review process satisfies requirements of the MEA Class EA document).
  - iii) Master Planning of North Oakville East water & wastewater servicing can be integrated with Planning Act Approval of the secondary plan (again, provided the review process satisfies requirements of the MEA Class EA document).
  - iv) Revise the Master Plan list to remove allow the option for the developers to assume the proponenty role for certain projects with low environmental impact potential which allows EA requirements to be waived. We recommend that the master planning process being undertaken by the Town be followed in order to satisfy the Class EA requirements.
2. Page 10 - Please identify the source of the identified Region Population Projections. It does not match figures in KMK's land use tables used for the Master Plan Review and Development Charge Update.
3. Page 11 - Halton is able to provide a copies of the KMK WaterCAD & SewerCAD models to MMM provided they execute our standard Data Licence Agreement.

4. Page 12 - Halton has obtained the property required for the Burloak WPP. The Class EA for the Burloak WPP recommends a gravity fed tunnel from Lake Ontario to the treatment site, so there is no property acquisition required for a low-lift pumping station.
5. Page 13 - The Zone 4 water system has a high contour of approximately 195.8 metres.
6. Page 13 - Zone 3 water supply is also available from the Upper Middle Road/Bronte Road pump station.
7. Page 13 - The R. J. Moore Reservoir capacity is currently 32 ML. It will be expanded to 40 ML in approximately 2028.
8. Page 18 - Recent work with the Development Charge By-law has resulted in the following changes to water project scheduling:

Project	Date
G-W15	2007
G-R3	Done
G-R6	2028
G-PS9	2007
T-W20A	2007
G-W19	2007

9. Pages 21, 22, 23 - For Exhibits 2.8, 2.9, 2.10 & 2.11, it would be helpful to show the population and land use figures used to generate the capacity requirements.
10. Page 27 - The Mid Halton WWTP will also serve growth in the Halton Hills 401 Corridor.
11. Page 27 - Improvements such as biosolids handling and a new outfall are currently being reviewed. Please remove the 65,000 m<sup>3</sup>/d reference for biosolids and the timing of the outfall upgrade.
12. Page 27 & 45 - Halton is not currently pursuing a re-rating of the Mid Halton WWTP. It is unlikely a re-rating could be secured from the MOE before expansion of the plant to 75,000 m<sup>3</sup>/d.
13. Page 30 - Mention is made of a Neyagawa Blvd. forcemain as a temporary measure to service NOESP lands in advance of the Master Plan servicing option. This temporary forcemain could be considered as long as costs are borne by NOESP and it does not interfere with Halton's ability to secure financing for the Dundas Street/Third Line/Upper Middle Road wastewater system.
14. Page 14 - Recent work with the Development Charge By-law has resulted in the following changes to wastewater project scheduling:

Project	Date
EXP-TP1	2007
WOT-S1	2006
D-S7	2006
D-F2	2006
D-P2	2006
D-S6	2006
D-F1	2008
D-P1	2008
GS-5	2007
GS-4	Not DC

	Main
GS-3	2007
GS-2	2007
J-S1	2008

15. Pages 33, 34 & 35 - For Exhibits 3.5, 3.6, 3.7 & 3.8, it would be helpful to show the population and land use figures used to generate the capacity requirements.

16. Exhibits 3.9 & 3.10 - It is noted that two-wastewater pumping stations are required that were not anticipated in Halton's Master plan. Is it possible to deepen downstream wastewater mains in order to avoid these pumping stations? Profile information will be required to review these servicing options.

Financial

Comments from the Region's Finance Department regarding the Financial Impact Report are still pending and will be provided at a later date.

Environmental

Generally it appears that the Secondary Plan includes all the Greenlands areas and candidate woodland areas in ROPA 25 and designates them as Natural Area on Figure R Land Use map. The significant difference between the landowners' secondary plan and that of the Town is that the linkages between the Natural Areas (Core Areas in the Town's plan) are not included. This is a serious deficiency with the landowners' plan from an environmental perspective. Linkages are necessary to create a permanent natural heritage system in this urban area and that was the intent of the Town's plan. Without the linkages, the latest natural heritage science indicates that the islands of green will be negatively affected over time, especially in an urban setting.

It is also noted that the buffer areas around the Natural Areas in the Landowners' plan are limited or non-existent. This would also have a negative impact on the Natural Areas and there would be much less opportunity to create a permanent natural heritage system. The linkages and buffers support wildlife movement, seed and gene pool interaction, biodiversity and the important connectivity between ecosystems.

In addition, the landowners' plan offers less policy support for long-term retention of the Greenlands areas. The Natural Areas are divided into NA 1, 2 and 3 and only the first category is protected from development to a great extent. NA 2 and particularly NA 3 are subject to an EIA that could eliminate or seriously reduce the natural area. The EIA is actually comparable to the requirement in the Halton ROP for woodlands and Greenlands B generally. The comparison however with the Town's strong environmental secondary plan is that the permitted uses in that plan are much more restrictive and the core and linkage area designations are not subject to the refinement of an EIA.

Comments of a subcommittee of the Ecological and Environmental Advisory Committee (EEAC) were adopted by EEAC at their meeting in June 2004 and a copy of those comments is attached. Regional staff has

considered the recommendations and they will be taken into account throughout the consultation process on the Secondary Plan.

### Subwatershed Study

The subwatershed study was received later than the rest of the documents and so comments on this study will be submitted at a later date.

We trust that these comments are of assistance. Please contact me at Ext. 7181 if you have any questions in this regard or if you would like to arrange a meeting to discuss them in detail.

Yours truly,

Nancy Mott-Allen, M.Sc.Pl., RPP  
Manager  
Current Planning

cc. Jane Clohecy, Director, Planning & Transportation  
Paul Lowes, Sorensen Gravely Lowes

Encls.

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