



Regional Municipality of Halton

**New North Oakville Transportation
Corridor and Crossing of Sixteen Mile
Creek**

**Appendix B-3.3: TAC Meeting #3 -
June 1, 2005**



**REGIONAL MUNICIPALITY OF HALTON
NEW BURNHAMTHORPE (REGIONAL ROAD 27)
TRANSPORTATION CORRIDOR AND
POTENTIAL FUTURE BRIDGE CROSSING OF
SIXTEEN MILE CREEK**

CLASS EA

**TECHNICAL AGENCIES COMMITTEE MEETING #3
MEETING SUMMARY**

JUNE 1, 2005
REGION OF HALTON ADMINISTRATIVE OFFICES
OAKVILLE, ON

This meeting summary was prepared by TSH. It presents the key discussion points and outcomes from the June 1, 2005 Burnhamthorpe Technical Agencies Committee meeting #3 hosted by The Regional Municipality of Halton and is subject to review by meeting participants. It does not attribute comments to any particular participant. No attempt was made during the meeting to achieve consensus or agreement. If you have any questions or comments regarding the report, please contact:

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1. ABOUT THE NEW BURNHAMTHORPE CORRIDOR AND POTENTIAL FUTURE CROSSING OF SIXTEEN MILE CREEK TECHNICAL AGENCIES COMMITTEE MEETING

The Region of Halton has initiated a Class Environmental Assessment for a new transportation corridor in the vicinity of Burnhamthorpe Road (Regional Road 27) to satisfy east-west travel demands in the Town of Oakville in October 2004. This study is being undertaken as a "Municipal Class Environmental Assessment (Class EA)"¹ under Ontario's Environmental Assessment Act and follows the Schedule C provisions as set out in the June 2000 MEA Municipal Class EA document.²

The third meeting of the Class EA Technical Agencies Committee was hosted by the Regional Municipality of Halton to provide a planning context for the Study, to present the existing and future transportation conditions, and to identify transportation need, preliminary alternative solutions and assessment criteria.

Eleven people attended the meeting, including representatives from provincial, municipal and conservation organizations. The list of participants is included in Appendix A.

2. Background Information

2.1 Welcome and Introductions

Mike Delsey, TSH – Consultant Project Manager welcomed the group, acknowledging Regional Project Team staff and Dale Leadbeater, Gartner Lee Limited.

2.2 Presentation

Edward Soldo welcomed the TAC members and thanked them for their participation in the meeting.

Mike Delsey presented an overview of the project work completed to date to the TAC members. Mike discussed the:

- Approach and organization of the Study process;
- Review of transportation issues and opportunities/needs assessment;
- Alternatives solutions;
- Assessment criteria;
- Assessment of long list of alternative solutions;
- Assessment of short list alternative solutions; and
- Next Steps.

¹ A "Class Environmental Assessment" is the term used to describe a provincially legislated process for approval of municipal projects that have similar and predictable impacts, are usually of similar scale and nature and where measures can be taken to reduce or eliminate negative consequences (e.g., mitigative measures). For instance, there are Class EAs for municipal projects such as roads and sewers, Class EAs for forest management activities, and Class EAs for activities undertaken by the Ontario Realty Board for real estate activities. For more information regarding the Municipal Class EA, please reference the Municipal Engineer's Association "Municipal Class Environmental Assessment" Guide.

² Projects that adhere to Schedule C requirements are those that have the potential for more significant environmental effects. Schedule C projects require a greater level of detail of study and preparation of an "Environmental Study Report (ESR)" that is available for public review.

The Committee and Project Team Members raised a number of questions in response to the presentation and the Study. Committee questions and corresponding responses from the Project Team were as follows:

Question	Response
You have identified a capacity deficiency of 4 lanes from Bronte Road to Ninth Line. Are there locations of fluctuating capacity through the Study Area (ex. near Mississauga border?)	The requirements fluctuate slightly across the Study Area in terms of reaching full demand for 4 lanes; however, the travel demand exceeds 2 lanes of traffic. It is recommended that a four-lane arterial roadway be provided across the entire Study Area.
An 8-10 lane Dundas Street is not compatible to a 6 lane Dundas Street to the east.	Comment noted.
You have suggested alternative routes/design workshops for the TAC and Stakeholder Group. Will the general public be getting involved in these?	We had not anticipated holding PIC workshops with the general public to generate alternative design concepts.
A workshop was held during the North Oakville Secondary Planning process to identify a location for Burnhamthorpe Road. At that workshop the creek crossing areas had been identified. The information from this workshop may be helpful to have at the workshop for this Study.	The Project Team welcomes this background information if the Town can provide it. For the next meeting we will develop constraints mapping, crossing criteria (potential locations) and other design criteria as input to identifying potential routes.
Is the route of Burnhamthorpe Road leading the secondary planning of North Oakville or is the secondary planning driving the route development?	The Class EA and the Secondary Planning process are being undertaken in parallel.
The Ministry of Natural Resources (MNR) is part of the Inter-Agency Review Team (IAR) that is developing a Heritage System that includes North Oakville. The Heritage System may be finalized/agreed to before this Study is completed. The location of an arterial corridor will have to avoid the natural heritage system.	The Project Team would like to co-ordinate with the IAR at this stage in the process to ensure that the best overall solution for both initiatives.
Will MNR permit an infrastructure corridor through the greenspace protection lands?	The greenspace protection policies have not been finalized, however, it appears that infrastructure corridors are permitted.
Has hydrogeology been considered as part of the definition of the natural heritage system and the greenspace protection lands?	Yes, it has.

3. Next Steps

- The next Stakeholder Group meeting is scheduled for June 1, 2005 at 6:30 p.m.
- Public Information Centre #1 is scheduled for June 9, 2005.
- Comments would be appreciated on the assessment of alternative solutions by the end of the month.
- The next TAC meeting will be held in early July 2005 as a workshop to identify alternative routes.

Meeting Adjourned

Appendix A

List of Participants

TAC

Name	Agency/Affiliation
Andy Kwan	City of Mississauga
David Gale	Halton EEAC/ Conservation Halton
John Pisapio	Ministry of Natural Resources
Dave Bloomer	Town of Oakville
Edward Soldo	Halton Region
Chris Duyvestyn	Halton Region
Doug Corbett	Halton Region
Joseph Choi	Halton Region
Mike Delsey	TSH
Colleen Goodchild	TSH
Dale Leadbeater	Gartner Lee Limited

Appendix B
Presentation

NEW BURNHAMTHORPE ROAD

(Regional Road 27) Transportation Corridor
and Potential Future Bridge Crossing of
Sixteen Mile Creek Class EA

Technical Agencies Committee Meeting #3

June 1, 2005

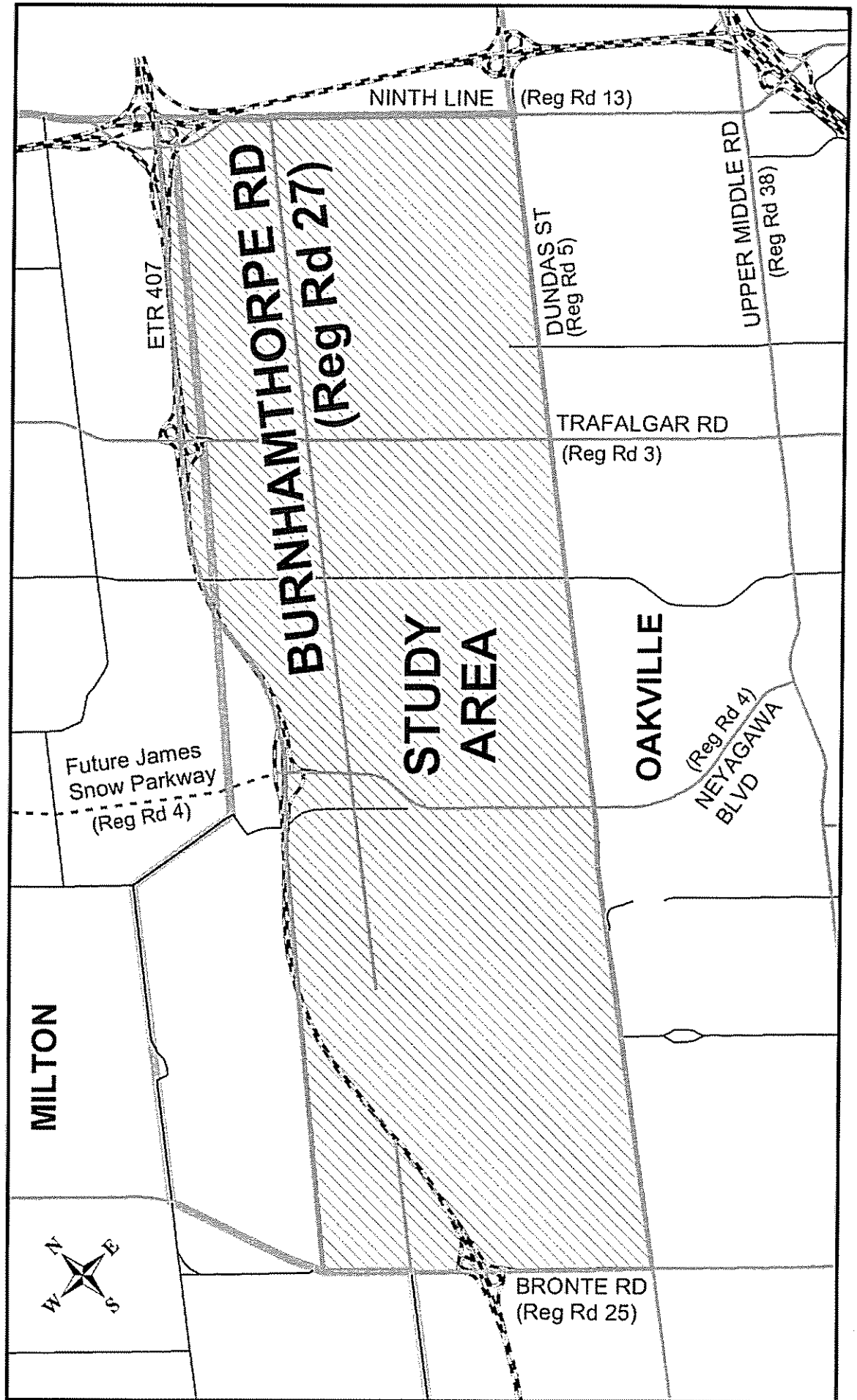
Welcome

Introductions and Overview

Agenda overview

- Presentation
 - Study Organization/Approach
 - Stakeholder Group Mandate/Responsibilities
 - Recap of last meeting
 - Summary of Transportation Problems and Opportunities (Need)
 - Assessment of Alternative Solutions
-
- Question and Answer Period

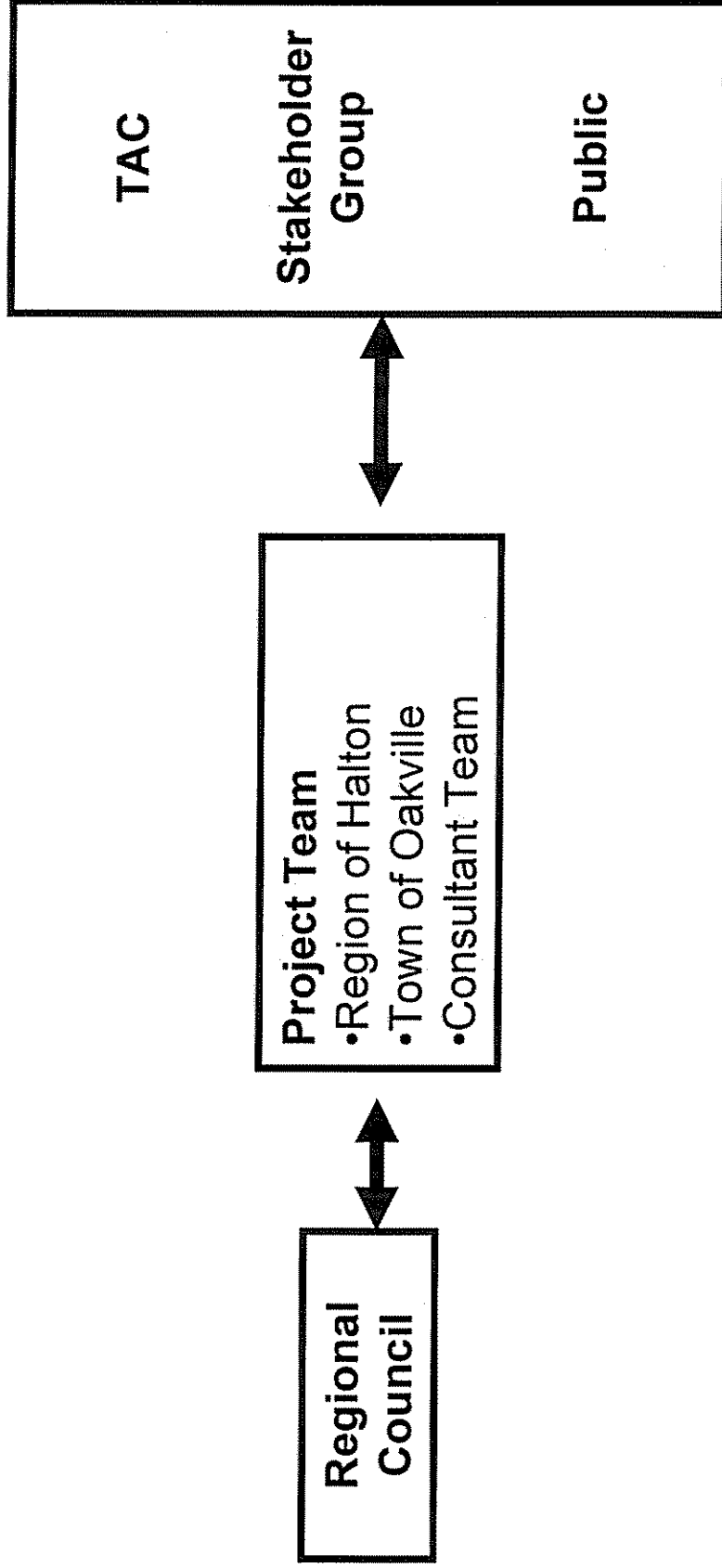
Study Area



Study Approach

- Municipal Class EA process
- Canadian Environmental Assessment process
- The Region of Halton and Town of Oakville are working together to co-ordinate the Burnhamthorpe Road Class EA and the North Oakville Secondary Planning Process

Study Organization



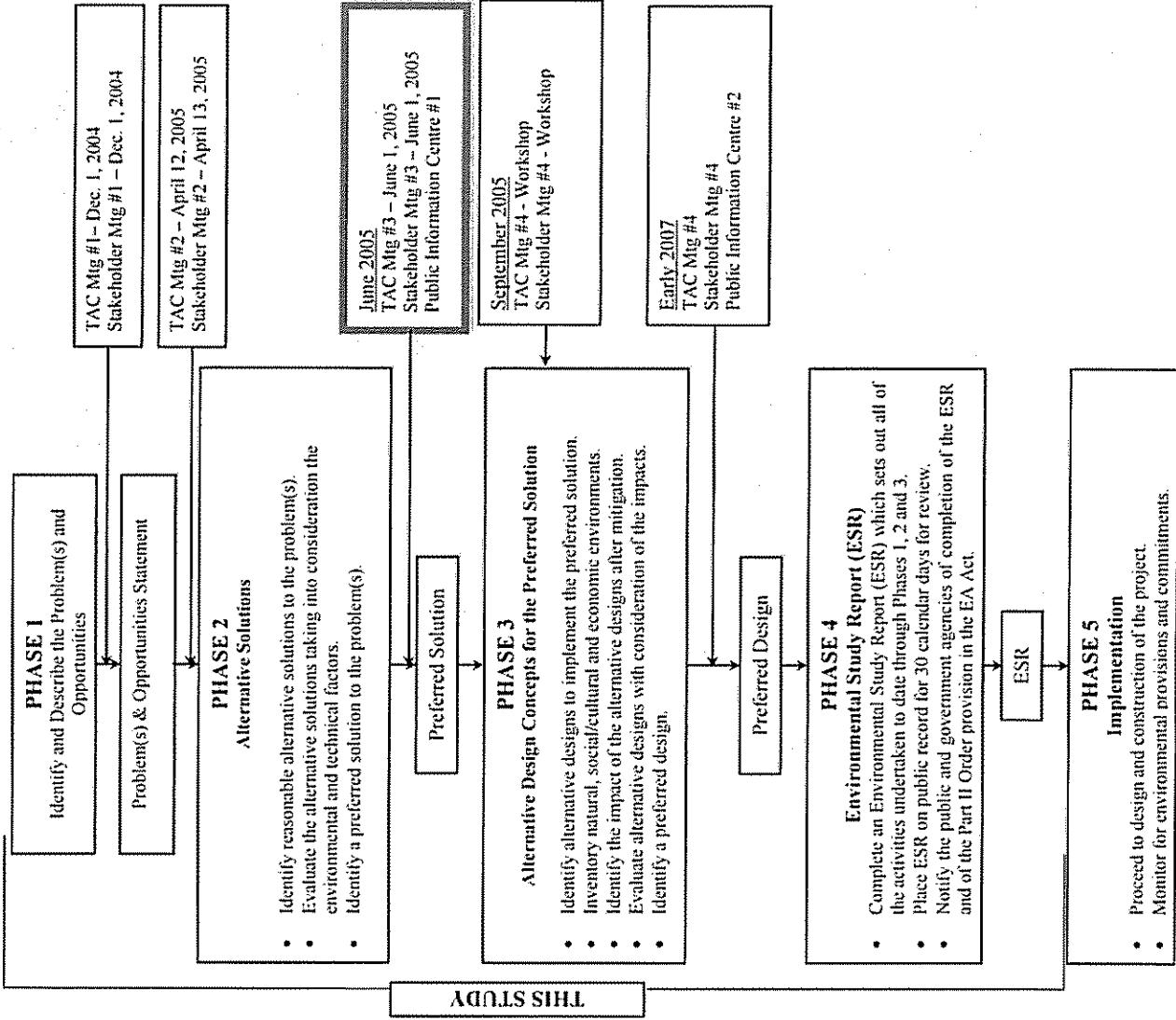
1. Identification of the problem or opportunity

2. Assessment and evaluation of alternative solutions

3. Assessment and evaluation of the alternative design concepts for the preferred solution

4. Documentation in an Environmental Study Report

5. Project Implementation



Stakeholder Group Mandate

- Provide **advice** and **suggestions** to the Project Team
 - Provide a forum to:
 - Discuss issues, opportunities and solutions
 - Review and comment on documents produced by the Project Team
 - Identify missing information to ensure that data and analyses are comprehensive
-

Meeting Recap - Regional/Local Planning Context

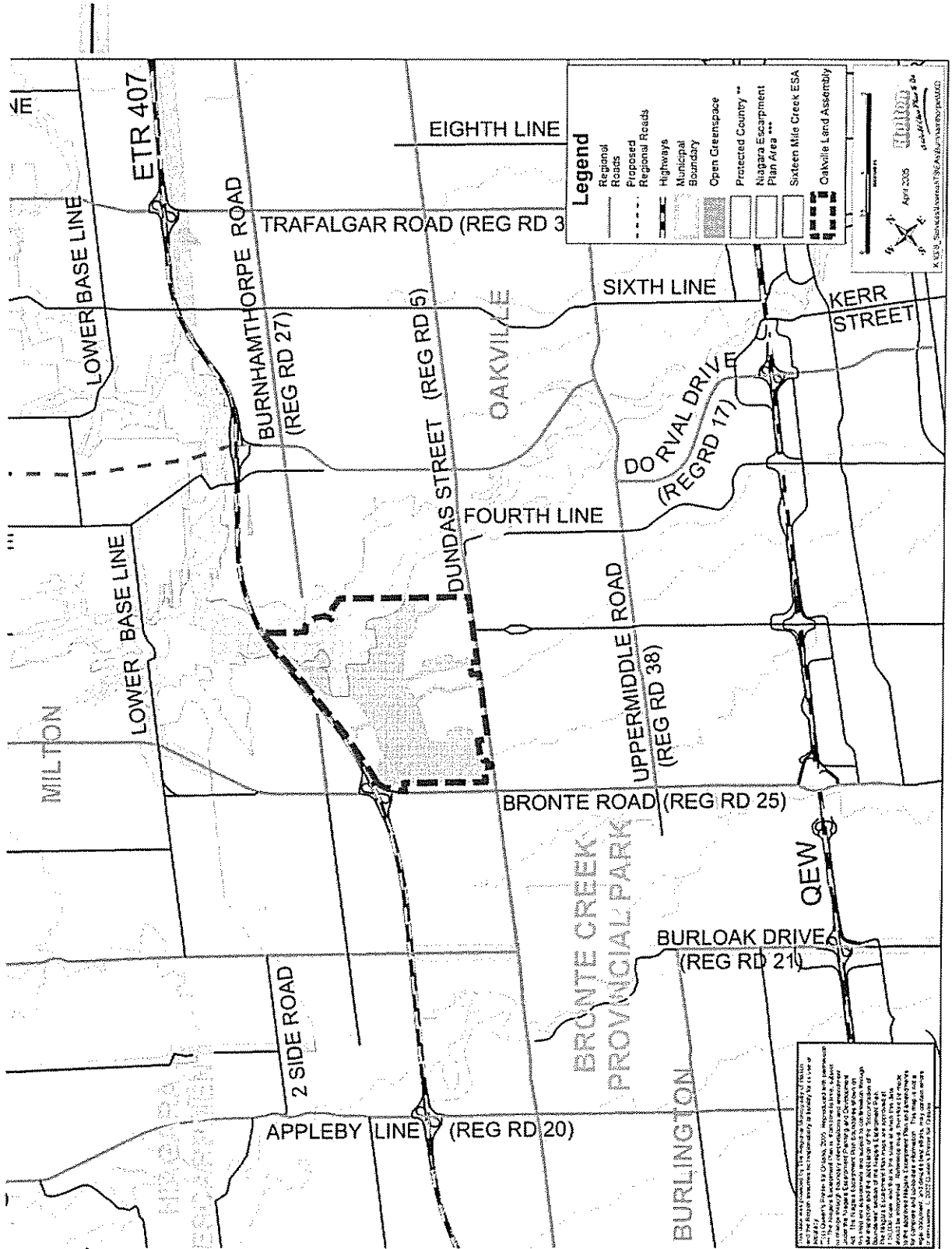
- HUSP - Halton Urban Structure Plan (HUSP) is a long term plan for growth management in Halton.
 - ROPA No. 8 - designated the majority of the Study Area as urban
 - OPA 198 - designated the North Oakville area as 'Urban Special Study Area'. – The Secondary Planning is ongoing
 - OMB - The Ontario Municipal Board reviewed and upheld the OPA 198 in Sept. 2003
 - Revised population and employment forecasts for Halton set by the Province. (Best Planning Estimates/MPIR Growth Plan)
 - MNR Greenspace Protection – lands designated as open space
-

Growth Plan - MPIR

Population			
Projection	2011	2021	2031
Region of Halton – previous estimates	498,000	592,300	N/A
MPIR Growth Plan	500,000	620,000	750,000

Employment			
Projection	2011	2021	2031
Region of Halton – previous estimates	251,460	307,900	N/A
MPIR Growth Plan	270,000	330,000	370,000

Greenspace Protection in North Oakville, MNR



This map was prepared by the Regional Municipality of Halton and the Niagara Region in cooperation with the Ministry of Environment and Climate Change, Ontario. It is intended for informational purposes only. The Regional Municipality of Halton and the Niagara Region do not warrant the accuracy of the information provided in this map. The Regional Municipality of Halton and the Niagara Region accept no liability for any loss or damage resulting from the use of this map. The Regional Municipality of Halton and the Niagara Region are not responsible for any loss or damage resulting from the use of this map. The Regional Municipality of Halton and the Niagara Region are not responsible for any loss or damage resulting from the use of this map. The Regional Municipality of Halton and the Niagara Region are not responsible for any loss or damage resulting from the use of this map.

Transportation Issues & Opportunities

Identification of Need

- A review of existing conditions indicates:
 - East-west travel across the Study Area is approaching capacity
 - Individual east-west roadways within the Study Area are already operating at or beyond capacity (Regional Road 5)

- Even with the implementation of planned road transportation improvements in the Study Area (e.g. Dundas St widening, James Snow Parkway extension) capacity deficiencies will occur with the approved level of development, unless additional improvements are made

- Population and employment was removed from the greenspace protection lands in the travel demand forecasting analysis. Results still confirm the need for additional east-west capacity through the Study Area from Bronte Road to Ninth Line

- Town of Oakville transit plans will reduce, but not eliminate the need for road capacity improvements, and will require additional road infrastructure to be effective

Problem and Opportunity Statement

- Planning Context
 - Provincial policy has identified increased population and employment targets for Halton Region. A significant share of growth would be accommodated within the approved urban area of North Oakville
 - North Oakville Secondary Plan in process – Class EA for Burnhamthorpe proceeding in parallel
 - Needs Assessment
 - Approved growth will generate additional travel demand across Study Area
 - Travel demand forecasts indicate the need for transportation system capacity improvements in an east-west direction from Bronte Road to Ninth Line
-

Alternative Transportation Solutions

The following "Long List" of alternative solutions has been identified:

- **Do Nothing** (Base Case for comparison)
- **Road System Expansion** (Bronte to 9th Line)
 - **Widen adjacent roads**
 - (Ex. Dundas Street widened to 8-10 lanes, Lower Baseline Road widened to 4 lanes)
 - **Widen Burnhamthorpe Road** to 4 lanes (existing or new alignment)
 - **Provide Transit Supportive/Dedicated Infrastructure** (HOV/Bus Lanes, Reserved Bus Lanes, Higher Order Transit – e.g. LRT)
- **Transportation System Improvements** (non-expansion)
 - **Transportation Demand Management** (TDM) - reduce auto usage (e.g. Car pooling, land use planning)
 - **Transportation Systems Management** (TSM) - maximize existing road capacities for all modes (e.g. Signal optimization, transit signal priority, intersection improvements, transit queue jump lanes)
 - **Transit Service Enhancements** (e.g. Service increases that do not trigger major road expansion such as increased frequency of service and new routes)

- *Note: A combination of alternative solutions may be necessary to address future transportation needs*

Assessment Criteria

TRANSPORTATION

- Accommodation of future travel demand
- Travel safety
- Emergency service
- Transportation network compatibility
- Transit network connectivity
- ■ Commercial goods movement
- Accommodation of pedestrian/cyclists

Assessment Criteria

NATURAL ENVIRONMENT

- Watercourses/ Fisheries
 - Vegetation and Woodlots
 - Wildlife
 - Natural Heritage Systems Connectivity
 - Wetlands/Marsh Areas
 - Fluvial Geomorphology Conditions
 - Groundwater/ Surface Water/Drainage
-

Assessment Criteria -

SOCIAL/CULTURAL/ECONOMIC ENVIRONMENT

- Proximity impacts (noise impacts, aesthetics)
 - Property Impacts and Compatibility with Existing Land Use
 - Future Development/ Redevelopment Potential and Compatibility with Future Land Uses/Plans
 - Consistency with Provincial Planning Policies
 - Consistency with the Regional Official Plan
 - Consistency with the Local Official Plan
 - Archaeological Resources
 - Built Heritage Resources and Rural Character
 - Recreational Opportunities
 - Future Development/Redevelopment Potential (Accessibility)
 - Community Connectivity and Integration
 - Air Quality
 - Accommodation of Pedestrians and Cyclists
-

Assessment Criteria

ENGINEERING

- Construction impacts
 - Utility/service relocations
 - Property Requirements
 - Capital Costs
-

Stakeholder Group Meeting #2 – Transportation Need Comments

Comment	Follow-up
Impact of ORC lands on need	Population and employment of the ORC lands were removed from the travel demand forecasting model.
Impact of planned population west of Sixteen Mile Creek	
Inclusion of hospital location in analysis	The hospital is part of the North Oakville Secondary Planning process and is included as an “employment centre” (REGION, PLEASE CHECK)
Specific location of employment areas in North Oakville not confirmed	The exact location of employment areas in North Oakville do not impact the need

Recap of Stakeholder Group Meeting #2 – Potential Improvement Opportunities

Alternative	Group Comment
Do Nothing	Not Viable
Upgrade capacity of adjacent roads	Viable
Upgrade capacity of Burnhamthorpe Road	Not Viable to Somewhat Viable
Increase transit facilities/infrastructure	Somewhat Viable
TDM	Viable
TSM	Potentially Viable
Increase transit services	Viable

Recap of Stakeholder Group Meeting #2

- A combination of solutions was recommended by some groups:
 - Upgrade other roads
 - Burnhamthorpe Road on new alignment
 - Innovative solutions – Ex. peak direction flows
 - Transit supportive infrastructure
 - Tolling Dundas Street
 - Encouraging Transit
-

Recap of Stakeholder Group Meeting

#2 - Preliminary Assessment Criteria

Factor/Criteria	Follow-up
Transportation	
Light rail opportunities on Dundas	Not included as a criteria. The Transit Supportive/Dedicated infrastructure alternative solution includes higher order transit.
Inter-regional transit – Mississauga and Burlington	Considered under transit network compatibility
Automated toll system on arterial roads	Tolling could be considered as a TDM strategy but has not been identified explicitly in the Region's TMP
Emergency service (priority)	Included as assessment criteria
Consider farm operations/equipment	Improvements will be necessary to serve approved growth in North Oakville. When fully urbanized, farm operations/equipment will not be a factor

Recap of Stakeholder Group Meeting

#2 - Preliminary Assessment Criteria

Factor/Criteria	Follow-Up
Natural Environment	
Consider migration and spawning	Included as part of watercourse/fisheries criteria
Emphasize natural heritage system connectivity	Included in natural environment criteria
Innovations in engineering and construction	Will be considered during the next phase of the EA – alternative designs an mitigation measures
Build a brand new road before building neighbourhoods, it will be much cheaper	Improvements will be co-ordinated with development growth

Recap of Stakeholder Group Meeting

#2 - Preliminary Assessment Criteria

Factor/Criteria	Follow-Up
Social/Cultural/Economic Environment	
Economic impacts of degrading the environment (ex. SWM ponds and other mitigation measures to replace natural systems)	The Secondary Plan for North Oakville and the Class EA for Burnhamthorpe Road will consider impacts and mitigation measures.
Economic impacts on health (smog, obesity)	Included under Air Quality and provisions for transit and pedestrian/cyclist travel.
Cost of traffic congestion	Considered under Accommodation of Future Auto Demand



Assessment of Alternative Solutions

Alternative Solutions Assessment Process

- A two-step process was performed:
 - Assess effectiveness of each “long list” alternative in addressing the identified Problem/Opportunity using a range of Transportation Criteria
 - Carry forward those alternatives that effectively address the problem for further detailed assessment against a broader range of factors and criteria
-

Assessment of Long List of Alternatives

Transportation Criteria

- Accommodation of future travel demand
 - Year 2021 and full build out of North Oakville travel forecasts based on approved population and employment targets, ORC/greenspace plans and transit plans
- Travel safety
 - Considering all modes of travel – motorized, cycle and pedestrian
- Emergency service
 - Response time and accessibility to planned development
- Road network compatibility
 - Continuity and connectivity of road system
- Transit network compatibility
 - Continuity and connectivity for transit system
- Commercial goods movement
 - Accessibility for truck traffic – through and to planned employment areas
- Pedestrian and Cyclists
 - Effective and safe amenities for cyclists and pedestrians while limiting barriers to travel

Summary of Assessment

- Do Nothing
 - Does not address identified transportation problems/needs
 - **Carry forward only as a benchmark for comparison**

- Widen Dundas Street
 - Addresses identified problems/needs
 - **Carry forward for more detailed assessment**

- ■ Widen Lower Baseline
 - Does not effectively address future travel demand as is outside of North Oakville urban area
 - **Do not carry forward for further analysis**

Summary of Assessment

- Widen Burnhamthorpe Road
 - Addresses identified problems/needs
 - **Carry forward for more detailed assessment**

 - Transit Supportive/Dedicated Infrastructure
 - On its own, cannot address future transportation problems/needs
 - Required as part of an overall solution to reduce growth in auto demand
 - **Carry forward as a component of the overall transportation strategy**
-

Summary of Assessment

- Non-Road Expansion Alternatives – TDM, TSM and Enhanced Transit Services
 - Each of these options, either on their own or collectively cannot address future transportation problems/needs
 - All are required as part of an overall solution to reduce growth in auto demand
- **Carry forward as a component of the overall transportation strategy**

Short List of Transportation Solutions

- Do Nothing
- Widen Dundas Street
- Widen Burnhamthorpe Road – Existing or
New Alignment

Assessment Criteria - Short List

Alternatives

TRANSPORTATION

- Accommodation of future auto demand
- Travel safety
- Emergency service
- Transportation network compatibility
- Transit network connectivity
- ■ Commercial goods movement
- Accommodation of pedestrian/cyclists

Assessment Criteria - Short List of Alternatives

NATURAL ENVIRONMENT

- Watercourses/ Fisheries
 - Vegetation and Woodlots
 - Wildlife
 - Natural Heritage Systems Connectivity
 - Wetlands/Marsh Areas
 - Fluvial Geomorphology Conditions
 - Groundwater/ Surface Water/Drainage
-

Assessment Criteria - Short List of Alternatives

SOCIAL/CULTURAL/ECONOMIC ENVIRONMENT

- Proximity impacts (noise impacts, aesthetics)
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 - Accommodation of Pedestrians and Cyclists
-

Assessment Criteria - Short List of Alternatives

ENGINEERING

- Construction impacts
 - Utility/service relocations
 - Property Requirements
 - Capital Costs
-

Summary of Assessment

Widen Dundas Street vs. Widen Burnhamthorpe Road

- **Transportation** – Burnhamthorpe preferred
 - Travel safety an issue with 8 to 10 lane Dundas Street
 - Dundas widening not compatible with TMP or North Oakville development plans
 - Dundas widening less effective for transit service to approved growth areas
 - network of routes more effective

 - **Natural Environment** - Dundas preferred
 - Less impacts to natural environmental features/systems with exception of groundwater/surface water drainage

 - **Social/Cultural/Economic Environment** – Burnhamthorpe preferred
 - Burnhamthorpe has less impacts to all criteria except potential impacts to archaeological resources

 - **Engineering/Cost** – Burnhamthorpe preferred
 - Higher engineering impacts to widen Dundas Street in terms of construction staging and maintenance of traffic, utility relocations and greater numbers of affected properties
 - Burnhamthorpe Road widening more costly than Dundas due to higher costs of crossing Sixteen Mile Creek and potential crossing of Highway 407
-

Summary of Recommended Solution

- Do Nothing will be carried forward as a benchmark for comparison
- Burnhamthorpe Road widening from Bronte Road to Ninth Line (on existing or new alignment) will be carried forward to the next phase of Study to develop and assess alternative routes (design concepts)
- Transit supportive/dedicated infrastructure will be considered as part of the solution for Burnhamthorpe Road
- TDM and TSM is recommended on a Region-wide basis (as per Transportation Master Plan)
- Dundas Street widening will not be carried forward as a transportation solution

Next Steps

- Generate alternative design concepts for Burnhamthorpe Road on existing and new alignments
- Inventory natural, social/cultural and economic environments
- Hold TAC Meeting #4 and Stakeholder Group Meeting #4 as workshops to identify/review alternative design concepts
- Refine alternative design concept drawings
- Identify the impact of the alternative designs (after mitigation)
- Evaluate alternative designs with consideration of the impacts.
- Identify a preliminary preferred design
- Hold TAC Meeting #5 and Stakeholder Group Meeting #5 to discuss the preliminary preferred design
- Hold PIC #2 to present the preliminary preferred design to the public

Question and Answer Period

[http://www.region.halton.on.ca/ppw/Planning
Roads/transp/Projects/Burnhamthorpe/default.
htm](http://www.region.halton.on.ca/ppw/Planning/Roads/transp/Projects/Burnhamthorpe/default.htm)

THANK YOU