



Regional Municipality of Halton

New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek

Appendix D-2: Public Information Centre #1

Halton

A World Class Place To Be.

REGIONAL MUNICIPALITY OF HALTON

NEW BURNHAMTHORPE (REGIONAL ROAD 27)
TRANSPORTATION CORRIDOR AND
POTENTIAL FUTURE BRIDGE CROSSING OF
SIXTEEN MILE CREEK
CLASS EA

Public Information Centre #1
Meeting Summary

June 9, 2005
King's Christian Collegiate
Oakville, ON

TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	NOTIFICATION	1
3.0	ATTENDANCE	2
4.0	INFORMATION PRESENTED.....	2
5.0	PRESENTATION.....	2
6.0	SUMMARY OF COMMENTS	2
6.1	QUESTION AND ANSWER PERIOD.....	2
6.2	COMMENT SHEETS.....	6

APPENDICES

- A. NOTICE OF MEETING
- B. TEXT PANELS
- C. PRESENTATION

1.0 Introduction

Public Information Centre #1 was held on Thursday June 9, 2005 from 6:00p.m. to 9:00p.m. A drop-in centre was held from 6:00p.m. to 7:00p.m. to allow the public time to view the information panels and ask questions one-on-one of the project team. The presentation started at 7:15p.m. followed by a question period and answer period. The meeting was held in Oakville at King's Christian Collegiate at the corner of Burnhamthorpe Road and Neyagawa Boulevard.

The purpose of the meeting was to:

- Introduce the Study to the public and outline the purpose for undertaking this Class Environmental Assessment.
- Present the existing conditions within the Study Area.
- Outline the need and justification (i.e. problem identification) for considering transportation improvements in North Oakville.
- Present the alternative solutions being considered to address the need.
- Obtain public comments and feedback on the assessment of the alternative solutions.
- Identify future activities to be undertaken as part of the Class Environmental Assessment Study.

Representatives from TSH Engineers, Architects and Planners, Gartner Lee Limited, the Region of Halton and the Town of Oakville were on hand to respond to questions and concerns.

The following members of the project team were in attendance:

Region of Halton	Jane Clohecy, Director, Planning and Transportation Services Edward Soldo, Manager, Transportation Services Chris Duyvestyn, Transportation Engineer Doug Corbett, Long-Range Planner
Town of Oakville	Robert Thun, Planner David Bloomer, Director of Public Works
TSH	Mike Delsey, Consultant Project Manager Colleen Goodchild, Environmental Planner
Gartner Lee Limited	Dale Leadbeater, Senior Ecologist

2.0 Notification

A notice advertising the Public Information Centre, was published in the Oakville Today, on May 26th and June 2nd, 2005, the Oakville Beaver on May 27th and June 3rd, 2005 and the North Halton Compass on May 27th and June 3rd, 2005. The notice was mailed to property owners within the Study Area and abutting Dundas Street on May 26, 2005. A copy of the notice is provided in **Appendix A**.

3.0 Attendance

Upon arrival, people were asked to sign the meeting register. Nineteen people signed in.

4.0 Information Presented

Information panels were on display and contained the following information:

- Welcome
- Introduction and Purpose of Tonight's Information Centre
- Class EA Process
- Previous Studies
- Planning Context
- Existing Conditions
- Transportation Issues and Opportunities
- Assessment of Need
- Problem and Opportunity Statement
- Alternative Transportation Solutions
 - Factors and Criteria
 - Long List Assessment
 - Short List Assessment
 - Recommended Solution
- Next Steps

A copy of the text panels is included in **Appendix B**.

5.0 Presentation

The Project Team gave a presentation at 7:15p.m. A copy of the presentation can be found in **Appendix C**.

6.0 Summary of Comments

6.1 Question and Answer Period

Following the presentation, a question and answer period was held. The following table is a summary of the question and answer period:

Question/Comment	Response
Clarification	
What is the "Burnhamthorpe Corridor"?	The Burnhamthorpe Corridor is an alternative solution defined as an east-west corridor either on the existing alignment of Burnhamthorpe Road or a new alignment, including a crossing of Sixteen Mile Creek.
What was your assumption regarding live – work ratio?	Live-work ratio assumptions will be provided on the project web site at a later date.

Question/Comment	Response
What percent of travel is internal to the Study Area and what percent is through traffic?	The percent of internal and through traffic will be provided on the project web site at a later date. Internal traffic is estimated as approximately 40% of trips within the Study Area?
Did you say that you need 10 lanes on Dundas Street if you had no transit increase?	A 10 lane Dundas Street could be required if other infrastructure improvements and transit growth did not occur. A widened Dundas Street would include dedicated lanes for transit vehicles.
What is the cost of the Burnhamthorpe Road bridge? Comparable cost of Dundas St. bridge?	The costs of a Burnhamthorpe Road bridge and a widened Dundas Street bridge were determined only at an order of magnitude level of detail and were generally considered in the assessment of alternative solutions. Detailed cost estimates for bridges will be prepared at the next stage of the Study (Phase 3 – Alternative Design Concepts)
Who prefers the “preferred solution”?	The Project Team identified a “preliminary preferred solution” that was presented at the meeting tonight. The preferred solution will not be finalized until comments are taken into consideration from agencies, stakeholders and the general public.
How can the recommended alternative solution be changed?	New information received from agencies, stakeholders and the public could have a bearing on the preferred solution.
How did you assess/evaluate and come up with the preferred solution (ranking ratios)?	A “reasoned argument” approach was used to assess/evaluate the alternative solutions. Each alternative solution was considered against the factors/criteria to determine the preferred alternative solution.
Are there any Stakeholder Group members present that were in support of the existing Burnhamthorpe alignment?	The Project Team has not identified a Burnhamthorpe Road widening on its existing alignment as the preferred solution. The preliminary preferred solution is an east-west arterial road in North Oakville. The next stage of the process will be to examine alternative design concepts, or route alternatives, which may include Burnhamthorpe Road on its existing alignment or a new alignment.
Social impacts- Dundas vs. Burnhamthorpe which is worse?	The social impacts of widening Dundas Street and Burnhamthorpe Road were examined. Significantly higher social impacts were associated with a widening of Dundas Street to 8/10 lanes.

Question/Comment	Response
What is the definition of a Stakeholder?	A Stakeholder Group member is defined as any person who owns land within the Study Area. Other members of the public can attend the Stakeholder Group as an observer.
When comparing Burnhamthorpe vs. Dundas, did you take into consideration the impact of the ORC lands with no development on the west side of the creek in terms of "network connectivity"?	Yes, this was taken into consideration. A number of scenarios were analyzed, including the removal of population and employment from the ORC lands and the re-distribution of the ORC lands population and employment to other areas in Oakville. The model results indicate that there is still a need for additional east-west capacity in the Study Area, including a crossing of Sixteen Mile Creek.
Is there still a need for the road on the west side of the Sixteen Mile Creek?	There is a need to provide east-west arterial roadway capacity from 9 th Line to Bronte Road.
Where is the Trafalgar Moraine?	The Trafalgar Moraine is present within North Oakville, generally to the north of the Study Area. More detailed mapping should be available from the Ministry of Natural Resources.
Where is the Dundas Street transit system, and would it eliminate the need for a new road?	The current plan to widen Dundas Street to 6 lanes includes the provision of one lane in each direction for High Occupancy vehicles.
Didn't all stakeholders suggest sending traffic along 407?	Members of the Stakeholders Group did suggest using Highway 407 as an alternative route to accommodate east-west arterial roadway capacity. Highway 407 was designed to carry longer distance through traffic, not local trips, and the freeway is not compatible or supportive of travel by local transit, pedestrians or cyclists.
Who has ultimate decision making authority?	The ultimate decision making authority rests with the Ontario Minister of the Environment at the conclusion of this Study.
Who is involved in the process?	The following groups are involved in the Study: <ul style="list-style-type: none"> • Regional staff • Town of Oakville staff • Provincial Ministries/Agencies • Stakeholder Group • General Public
How many people are involved in the Stakeholder Group?	There is approximately 45 people involved in the Stakeholders Group including Regional/Town politicians.

Question/Comment	Response
What other input have you received from "average citizens"?	The Public Information Centre is the second method of contact with the general public. A Notice of Study Commencement was placed in the newspapers, on the web site and mailed to property owners in the fall of 2004. There will be two more methods of formal contact with the public: Public Information Centre #2 and the Notice of Completion. Members of the public are welcome to comment on the Study process at any time.
What is the decision at the end of the process? When will this decision be made?	The Project Team will recommend a preferred design and complete an Environmental Study Report (ESR). The ESR will be presented to Regional Council for their approval. The ESR will then be placed on the public record for a 30-day review period. If concerns cannot be resolved by the end of this 30-day review period, the Minister of Environment may become involved. The timing for completion of the EA is mid-2006.
Can I have the details of the LRT study?	The Ministry of Transportation is currently finalizing a Study for the transitway adjacent to the 407. Once the project report is made public, the Region will providing this information to the Stakeholder Group.
What happens to traffic east of 9 th Line?	Traffic east of 9 th Line uses the available east-west roadways: Burnhamthorpe Road, Dundas Street, etc.
Will there be an expansion of Dundas Street Bridge over Sixteen Mile Creek?	The Dundas Street bridge is planned to be widened to 6 lanes. Construction will commence in 2006, in conjunction with a widening of Dundas Street to add HOV lanes.
What is the timing of the new east-west corridor?	The timing of the new east-west corridor will be re-examined as part of this Study but is linked to the rate of development of North Oakville. As part of the work completed for the Region's Transportation Master Plan, implementation of a new east-west corridor was anticipated between 2016 and 2021.
Will Dundas Street have bus lanes?	Dundas Street is planned to have one lane in each direction dedicated to High Occupancy Vehicles (including buses). There are no plans at this time to convert a lane for transit vehicles only.

Question/Comment	Response
Is it worth while looking at the reconstruction of Dundas to accommodate transit?	The widening of Dundas Street to 6 lanes will help to better accommodate transit vehicles. At this time the Region is not considering widening Dundas Street beyond 6 lanes.
Is the re-construction of the Dundas Street Bridge going to accommodate more than 6 lanes?	The widening of the Dundas Street bridge is not intended to accommodate more than 6 lanes.
Parked Issues	
Route avoidance of natural features?	N/A
Cost/funding of road?	N/A
Could you have a service road location at 407?	N/A
Why would you but a bridge through park land?	N/A
Route Connection at 9 th Line to what east west corridor?	N/A

General Comments:

- Glad to see the name of the study is potentially changing.
- Hope that 4 lane corridor is planned through development and is protected (ROW).
- Thought that SG input was being brought forward (tonight)?
- Smog Summit- Materials stated that GTA municipalities are targeting 50% transit made split.
- Transit system GTA wide should be considered.

6.2 Comment Sheets

One response was received as of July 26, 2005. The following is a summary of the comments raised in the submission:

- Was the Natural Environment factor of equal importance to Engineering factor?
- What is the current utilization of Hwy 407 and what capacity is still available?
- What were the assumptions related to the achievement of "live-work" objectives in the North Oakville Secondary Plan? What percentage of the people working in north Oakville would be living outside Oakville, traveling by car?
- What was the assumption of the amount of local versus regional use of this road. (Oakville residents use versus residents from outside Oakville) and how was it established?
- What was the assumption of local use (from 9th line to Bronte) versus "thru traffic" (getting on and off beyond these points) and how was it established?
- Was a combined solution considered such as using part of the available capacity of HWY 407 and widening Dundas from 6 to 8 lanes?
- How were the costs of the alternative solutions "comparable"?
- What process was used in evaluating the criteria and sub-factors to arrive at a recommended solution?
- What comments have the Stakeholders made to the Recommended Solution?
- Was the proposed future Intermodal facility considered in the study?

APPENDIX A
NOTICE OF MEETING

REGIONAL MUNICIPALITY OF HALTON

NOTICE OF PUBLIC INFORMATION CENTRE #1

New Burnhamthorpe Road (Regional Road 27) Transportation Corridor and Potential Future Bridge Crossing of Sixteen Mile Creek, Town of Oakville Class Environmental Assessment Study

The Regional Municipality of Halton has initiated a Class Environmental Assessment for transportation improvements in North Oakville, particularly in the vicinity of Burnhamthorpe Road (Regional Road 27) to satisfy east-west travel demands in the Town of Oakville (refer to study area map shown below). The need to satisfy east-west capacity requirements has been identified in studies such as the Halton Transportation Master Plan (2004). The study is being conducted in compliance with Schedule C of the *Municipal Class Environmental Assessment* (June 2000), which is approved under the Ontario Environmental Assessment Act.

A Public Information Centre (PIC) is planned to provide further information to the public and interested stakeholders and to receive input and feedback on the Study activities completed to date. The following information will be available at the PIC: transportation issues and opportunities; and the assessment of a range of alternative solutions, including:

- Upgrading capacity of existing roadways (Ex. Dundas Street widening to beyond 6 lanes);
- Upgrading capacity of Burnhamthorpe Road including a potential crossing of Sixteen Mile Creek;
- Increased transit services/facilities;
- Reduction in auto usage (Transportation Demand Management);
- Optimization of the existing road network (Transportation Systems Management); and
- Combinations of the above.

The preliminary preferred alternative solution will be presented at this PIC. Route alternatives will be investigated during the next phase of the Study. The second PIC, anticipated to be held in early 2006, will present the route alternatives and the preliminary preferred design. The first PIC is scheduled for:

Thursday, June 9, 2005

**King's Christian Collegiate – Gymnasium
528 Burnhamthorpe Road West, Oakville
6:00 p.m. to 9:00 p.m.**

Open House: 6:00 p.m. to 7:15 p.m.

Presentation at 7:15 p.m., followed by a question and answer period

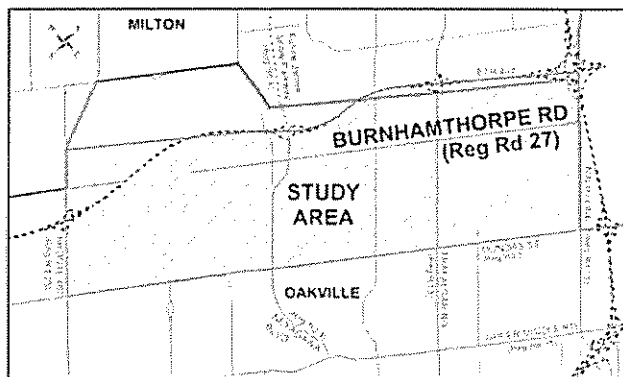
If you are unable to attend the PIC and wish to fill out a comment sheet or require additional information please contact:

Mr. Edward Soldo, P.Eng.
Manager, Transportation Services
Regional Municipality of Halton
1151 Bronte Road
Oakville, Ontario L6M 3L1
Phone: 905 825-6000, Ext. 7475
Toll Free: 1-866-442-5866
(1-866-4HALTON)
Fax: 905 825-8822
Email: soldoe@region.halton.on.ca

Mr. Mike Delsey, P. Eng.
Consultant Project Manager
TSH Engineers Architects and Planners
300 Water Street
Whitby, Ontario L1N 9J2
Phone: 1-800 668-1983
Fax: 905 668-0221
Email: mdelsey@tsh.ca

This Notice first issued on May 26, 2005

The map below shows the approximate limits of the study area.



www.region.halton.on.ca/ppw/planningroads

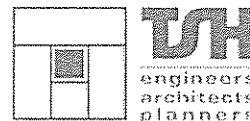
**NEW BURNHAMTHORPE
(REGIONAL ROAD 27)
TRANSPORTATION CORRIDOR &
POTENTIAL FUTURE CROSSING OF
SIXTEEN MILE CREEK**

**CLASS ENVIRONMENTAL
ASSESSMENT**

PUBLIC INFORMATION CENTRE #1

Thursday, June 9, 2005

Presentation at 7:15 p.m.



NEW BURNHAMTHORPE TRANSPORTATION CORRIDOR & POTENTIAL
FUTURE CROSSING OF SIXTEEN MILE CREEK
CLASS EA

Introduction

- The Regional Municipality of Halton is undertaking an Environmental Assessment Study to identify future transportation improvements in North Oakville.
- **YOUR COMMENTS ARE IMPORTANT.** Following your review of the information presented, please complete one of the comment sheets provided.
- Staff from the Region of Halton and the Consultant Team are present to answer your specific questions.
- Your comments will be considered in the assessment and selection of the preferred solution for transportation improvements in North Oakville.

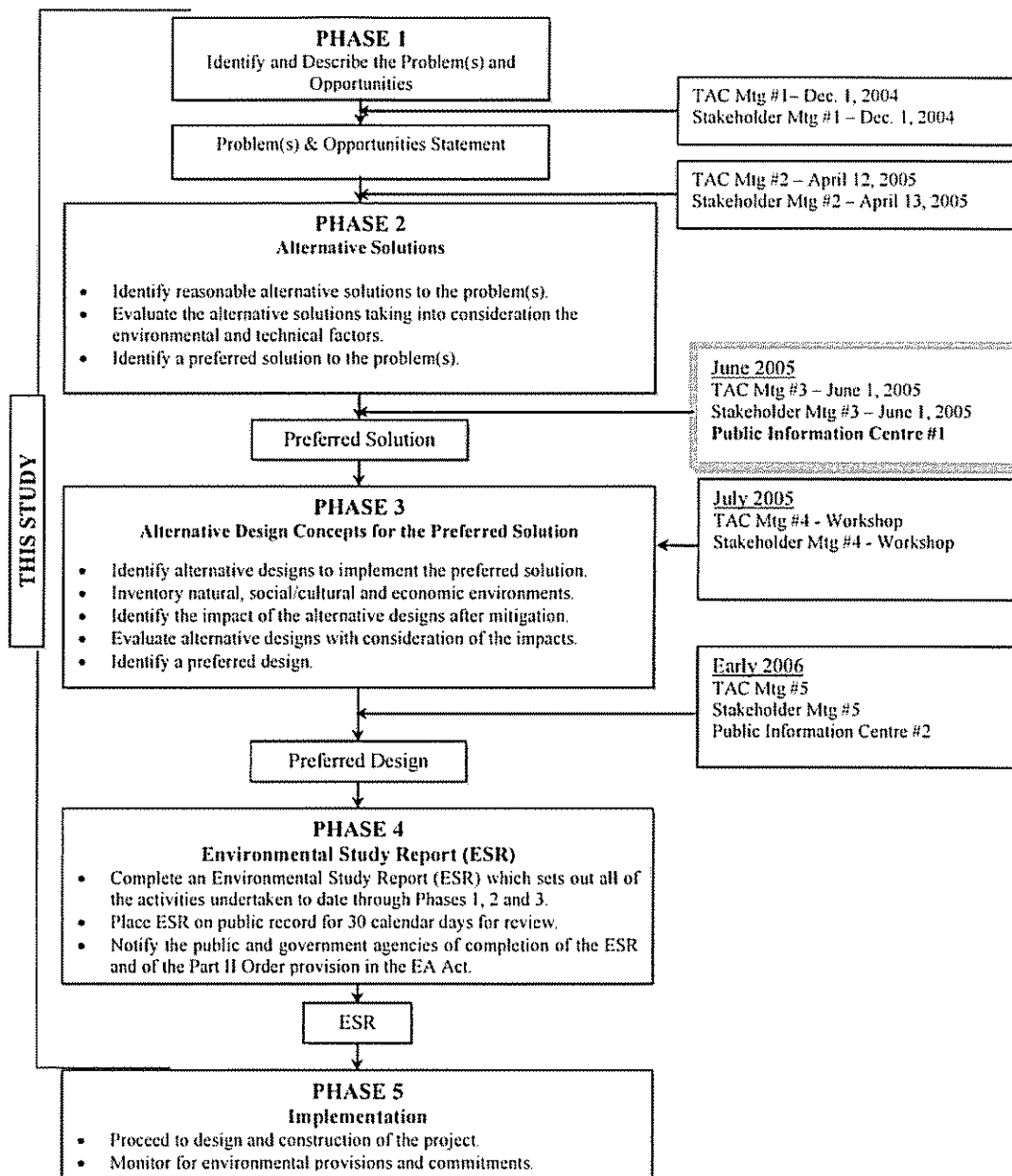
Purpose of Tonight's Information Centre

- To introduce the Study to the public and outline the purpose for undertaking this Class Environmental Assessment.
- To outline the need and justification (i.e. problem identification) for considering transportation improvements in North Oakville.
- To present the alternative solutions being considered to address the need.
- To obtain public comments and feedback on the assessment of the alternative solutions.
- To identify future activities to be undertaken as part of the Class Environmental Assessment Study.

**NEW BURNHAMTHORPE TRANSPORTATION CORRIDOR & POTENTIAL
FUTURE CROSSING OF SIXTEEN MILE CREEK
CLASS EA**

What is a Class Environmental Assessment (Class EA)?

- The Class EA process for the planning and design of road improvement projects is described in the Municipal Class Environmental Assessment document (June 2000) and approved under the Provincial Environmental Assessment (EA) Act
- This Study includes Phases 1 through 4 of the activities detailed in the process chart below



Previous Studies that relate to this Class EA

- Halton Functional Road Network and North Halton Transportation Study, May 1999
- Halton Region Transportation Master Plan, November 1999 and June 2004
- Regional Road 5 & 25 Corridor Strategy Study, November 1999
- Making Connections: Transit for Halton, October 2002
- Region of Halton Road Needs Study, 2003
- Draft Oakville Transportation Master Plan, February 2004
- Draft North Oakville East and West Secondary Plans, February 2004
- Draft Greater Golden Horseshoe Growth Plan, February 2005
- Greenbelt Plan, Province of Ontario, February 2005

Planning Context

■ HUSP

- The Halton Urban Structure Plan (HUSP) is a long term plan for growth management in Halton. The plan was adopted in July 1994 by Regional Council.
- A detailed financial and implementation plan was approved by Council in June, 1998.
- A Master Servicing Plan Review was completed in September 1998.
- A series of public and landowner meetings were held in 1998.
- Public and landowner meetings are held when the Region proposes changes to the Halton Urban Structure Plan.

■ ROPA No. 8

- Meetings were held in the Spring of 1999 to review the Regional Official Plan Amendment No. 8 (ROPA 8).
- ROPA 8 designated the majority of the Study Area as urban

■ OPA 198

- Town of Oakville Official Plan Amendment 198 (OPA 198) designated the North Oakville area as 'Urban Special Study Area'.
- Secondary Planning is ongoing

■ OMB

- The Ontario Municipal Board approved the OPA 198 in Sept. 2003

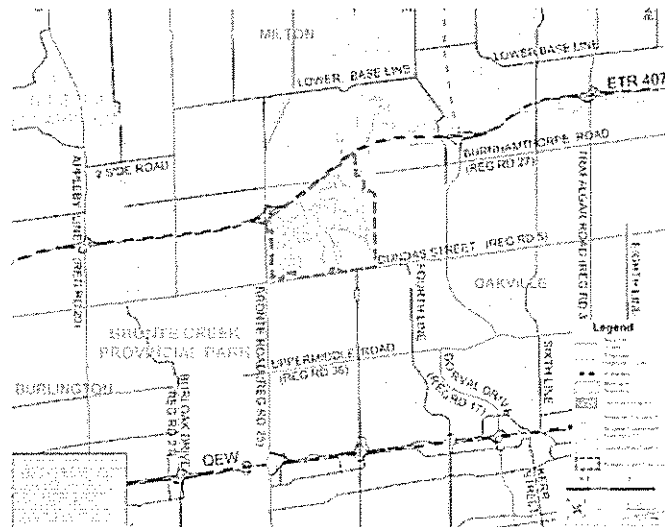
NEW BURNHAMTHORPE TRANSPORTATION CORRIDOR & POTENTIAL
FUTURE CROSSING OF SIXTEEN MILE CREEK
CLASS EA

Planning Context

- Ministry of Public Infrastructure Renewal (MPIR) Draft Growth Plan anticipates higher growth rates for Halton Region by 2021 and beyond to 2031.
- These have not yet been reflected in the Best Planning Estimates (BPE).

Population			
Projection	2011	2021	2031
Region of Halton – BPE	498,000	592,300	N/A
MPIR Draft Growth Plan	500,000	620,000	750,000
Employment			
Projection	2011	2021	2031
Region of Halton – BPE	251,460	307,900	N/A
MPIR Draft Growth Plan	270,000	330,000	370,000

- MNR Greenspace Protection – lands previously designated for development were designated as open space by the Province in 2004. Population and employment assigned to this area by prior plans now must be reassigned to other areas in North Oakville.



Existing Conditions

Natural Environment

- **Surface Water and Fisheries/Aquatics**
 - Sixteen Mile Creek
 - Largest watercourse in Study Area
 - Deeply incised warm to coolwater stream supports resident populations of smallmouth bass and migratory runs of rainbow trout, chinook salmon and coho salmon
 - Joshua's Creek
 - Second largest system in the Study Area
 - Limited fisheries potential
 - Morrison Creek
 - Flow within the Study Area is intermittent
 - Potential coldwater habitat downstream of Study Area
 - Other minor watercourses: McCraney, Taplow, Glen Oaks, Shannon's
- **Terrestrial/Vegetation**
 - Approximately 10% of Study Area covered by woodlands and wetlands
 - Pasture, hedgerow, pioneer communities and prairie ecosystems associated with agricultural activities
 - 50 species of provincial, regional or local significance were reported based on rarity in the Study Area
- **Wetlands and Environmentally Sensitive Areas**
 - Sixteen Mile Creek Life Science ANSI/Sixteen Mile Creek Valley ESA
 - Oakville-Milton Wetlands and Uplands Candidate Life Science ANSI
 - Trafalgar Moraine Candidate Earth Science ANSI

Existing Conditions

Social Environment - Existing Land Use

- Agriculture
 - Field and cash crops
 - Livestock
 - Several equestrian ranches
- Residential
 - Farms
 - Rural Residential
 - Palermo - at Regional Road 5 and 25
- Community/Institutional
 - 3 cultural/community facilities
 - 2 schools
 - 2 cemeteries
 - 4 places of worship
- Recreational/open space
 - Golf courses, driving ranges, parks and trails
 - 125 hectares of municipal parkland
- Commercial
 - Restaurants, gas stations/auto service centres and rural commercial uses (associated with farms)
- Utility/service
 - Hydro transmission corridor/transformer station
 - Communications towers
 - Moore Reservoir/water tower

Existing Conditions

Social Environment – Cultural Heritage & Archaeology

- Cultural
 - Active farm complexes and former farmhouses/rural residences
 - 19th century historical settlements of Palermo, Munn's Corners and Trafalgar
 - Trace remains of the 19th century hamlets of Glenorchy and Snider's Corners
 - Numerous buildings and structures and cultural landscape features dating from the nineteenth century and of 40 years of age or older in Study Area

- Archaeology
 - Over 50 archaeological sites within or near Study Area
 - Creeks in Study Area have high archaeological potential
 - Potential for Aboriginal and Euro-Canadian artifact recovery

Economic Environment

- Development potential of lands within Study Area
- Commercial businesses along Burnhamthorpe Road, Dundas Street and other corridors
- Proximity to 407

Transportation Issues & Opportunities

- 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 (Dundas St.)

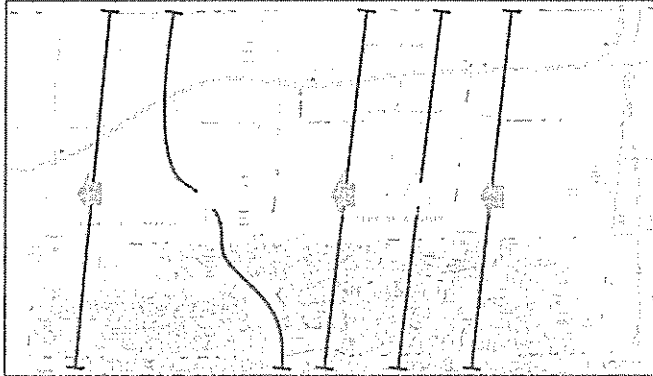
- Even with the implementation of planned road transportation improvements in the Study Area (e.g. Dundas St. widening, James Snow Parkway extension) capacity deficiencies will occur with the approved level of development, unless additional improvements are made.

- The travel demand forecasting analysis was adjusted to account for the removal of population and employment from the greenspace protection lands in the travel demand forecasting analysis. Results confirm the need for additional east-west capacity through the Study Area from Bronte Road to Ninth Line.

- How Does Transit Affect Need?
 - With existing transit ridership trend, there would be a need for 4 new lanes of east-west roadway capacity through the Study Area.
 - Transit would serve approximately 7 - 8% of all trips (~375-425 passengers in the peak hour/peak direction).
 - As an example, service could require 10 buses in the peak hour/direction operating in mixed traffic.
 - Town of Oakville draft transit plans will reduce, but not eliminate the need for increased road capacity. Proposed transit service levels and ridership also require additional road infrastructure to support the increased level of bus service.
 - Estimates of future ridership range from 12 – 22.5% of all trips (~650 – 1,200 passengers in the peak hour/peak direction).
 - As an example, service could require 12 - 30 buses per hour operating in an exclusive bus lane in each direction.
 - To eliminate the need for infrastructure improvements
 - Transit would have to serve approximately 50% of all trips (~3,200 passengers in the peak hour/peak direction).
 - As an example, service could require 70-80 buses operating in an exclusive bus lane in each direction.

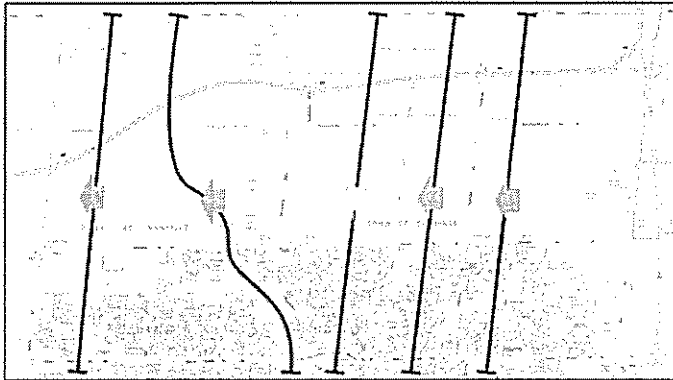
NEW BURNHAMTHORPE TRANSPORTATION CORRIDOR & POTENTIAL
FUTURE CROSSING OF SIXTEEN MILE CREEK
CLASS EA

Assessment of Need



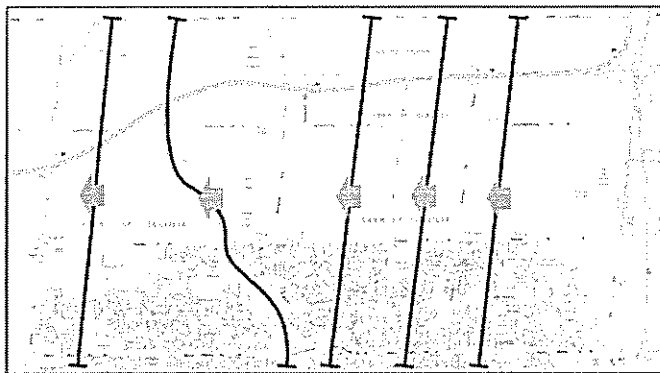
Existing

- 2001 Peak Hour



2021

- Best Planning Estimate Land Use
- 2021 Planned Network – Existing Burnhamthorpe Road



Full Build-out of North Oakville

- 2021 Planned Network - Existing Burnhamthorpe Road & James Snow Parkway extended to Neyagawa Boulevard

Legend

- ▲ peak direction flow crossing screenline
- ▬ v/c > 0.90
- ▬ v/c 0.80 - 0.90
- ▬ v/c < 0.80
- v = volume
- c = capacity

A **screenline** is an imaginary or physical boundary across which travel volume and capacity is calculated. For the purpose of this analysis, the screenlines were identified as:

- East of Bronte Road (Regional Road 25)
- At Sixteen Mile Creek
- West of Sixth Line
- West of Trafalgar Road (Regional Road 3)
- East of Trafalgar Road (Regional Road 3)

The westbound travel flows across these screenlines represents the p.m. peak direction.

Problem & 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 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, including crossing of Sixteen Mile Creek.

Alternative Transportation Solutions

A two-step assessment process was performed:

Long List Assessment:

- Assess effectiveness of each “long list” alternative in addressing the identified Problem/Opportunity using the identified Transportation Criteria

Short List Assessment:

- Carry forward those alternatives that effectively address the problem for further detailed assessment against a broader range of factors and criteria

Assessment Criteria

- | | |
|--|--|
| <ul style="list-style-type: none">■ TRANSPORTATION<ul style="list-style-type: none">■ Accommodation of future auto demand■ Travel safety■ Traffic Operations■ Emergency service■ Transportation network compatibility■ Transit network connectivity■ Commercial goods movement■ Accommodation of Pedestrians and Cyclists■ ENGINEERING<ul style="list-style-type: none">■ Construction impacts■ Utility/service relocations■ Property Requirements■ Capital Costs■ NATURAL ENVIRONMENT<ul style="list-style-type: none">■ Watercourses/ Fisheries■ Vegetation and Woodlots■ Wildlife■ Natural Heritage Systems Connectivity■ Wetlands/Marsh Areas■ Fluvial Geomorphology Conditions■ Groundwater/ Surface Water Interactions | <ul style="list-style-type: none">■ SOCIAL/CULTURAL/ ECONOMIC ENVIRONMENT<ul style="list-style-type: none">■ 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 |
|--|--|

Alternative Transportation Solutions

The following “Long List” of alternative solutions has been identified:

- **Do Nothing** (Base Case for comparison)
- **Road System Expansion** (Bronte Road to 9th Line)
 - **Widen Highway 407** – the 407 corridor has provision to expand the freeway up to 10 lanes.
 - **Widen Dundas Street** to 10 lanes.
 - **Widen Lower Baseline** to 4 lanes
 - **Widen Burnhamthorpe Corridor** to 4 lanes (existing or new alignment)
- **Provide Transit Supportive/Dedicated Infrastructure** (Reserved Bus Lanes, Light Rail Transit)
- **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*

Alternative Transportation Solutions

Summary of Long List Assessment

- Do Nothing
 - Does not address identified transportation problems/needs
 - **Carry forward only as a benchmark for comparison**
- Widen Highway 407
 - Does not address identified transportation problems/needs
 - **Do not carry forward for further analysis**
- 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**
- 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**
- 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**

Summary of Assessment of Short List Alternatives

- **Transportation** – Burnhamthorpe Corridor preferred
 - Travel safety and operations an issue with 8/10 lane Dundas Street
 - Dundas Street intersections would require turn restrictions
 - Access management impacts with 8/10 lane Dundas Street
 - Grade separations potentially required at major intersections along Dundas
 - Dundas widening not compatible with HTMP 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 interaction and crossings of cold/cool water fisheries

- **Social/Cultural/Economic Environment** – Burnhamthorpe Corridor preferred
 - Burnhamthorpe Corridor has less impacts to all criteria except potential impacts to archaeological resources
 - Substantial noise impacts to existing development along Dundas Street
 - Widened Dundas Street not compatible from urban design/livability perspective

- **Engineering/Cost** – Burnhamthorpe Corridor 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 Corridor widening comparable to Dundas in terms of cost, potentially higher injurious affection costs along Dundas Street (commercial impacts)

Recommended Solution

- **Do Nothing** will be carried forward as a benchmark for comparison
- **Burnhamthorpe Corridor** widening from Bronte Road to Ninth Line (on **existing or new alignment**), including a new crossing of Sixteen Mile Creek, 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, TSM and Enhanced Transit Services** are recommended on a Region-wide basis as components of the overall transportation strategy (as per Transportation Master Plan)
- **Dundas Street** widening will not be carried forward as a transportation solution

Next Steps

- Generate alternative design concepts for a *New North Oakville East-West Transportation Corridor*, from Bronte Road to Ninth Line, including a new crossing of Sixteen Mile Creek
- Hold TAC Meeting #4 and Stakeholder Group Meeting #4 as workshops to identify alternative design concepts
- Inventory natural, social/cultural and economic environments (field investigations)
- 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

NEW BURNHAMTHORPE TRANSPORTATION CORRIDOR & POTENTIAL
FUTURE CROSSING OF SIXTEEN MILE CREEK
CLASS EA

**Thank you for attending this
evening.**

*Please complete one of our comment sheets. You
are welcome to speak with a member of the
project team if you have any further
questions.*

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

Public Information Centre #1

June 9, 2005



Agenda Overview

- Public Consultation
- Study Approach
- Study Context
- Existing Conditions
- Summary of Transportation Problems and Opportunities (Need)
- Assessment Factors and Criteria
- Assessment of Alternative Solutions
 - Long List
 - Short List
- Next Steps

Public Consultation

- Notice of Study Commencement
- Two Public Information Centres (PICs)
- Additional Meetings - Property owners or interests groups, if needed, to resolve any project-specific issues
- Regional Staff and Consultant staff will be available throughout the Study
- Participation through information provided on web site
- Filing of ESR

Study Approach

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

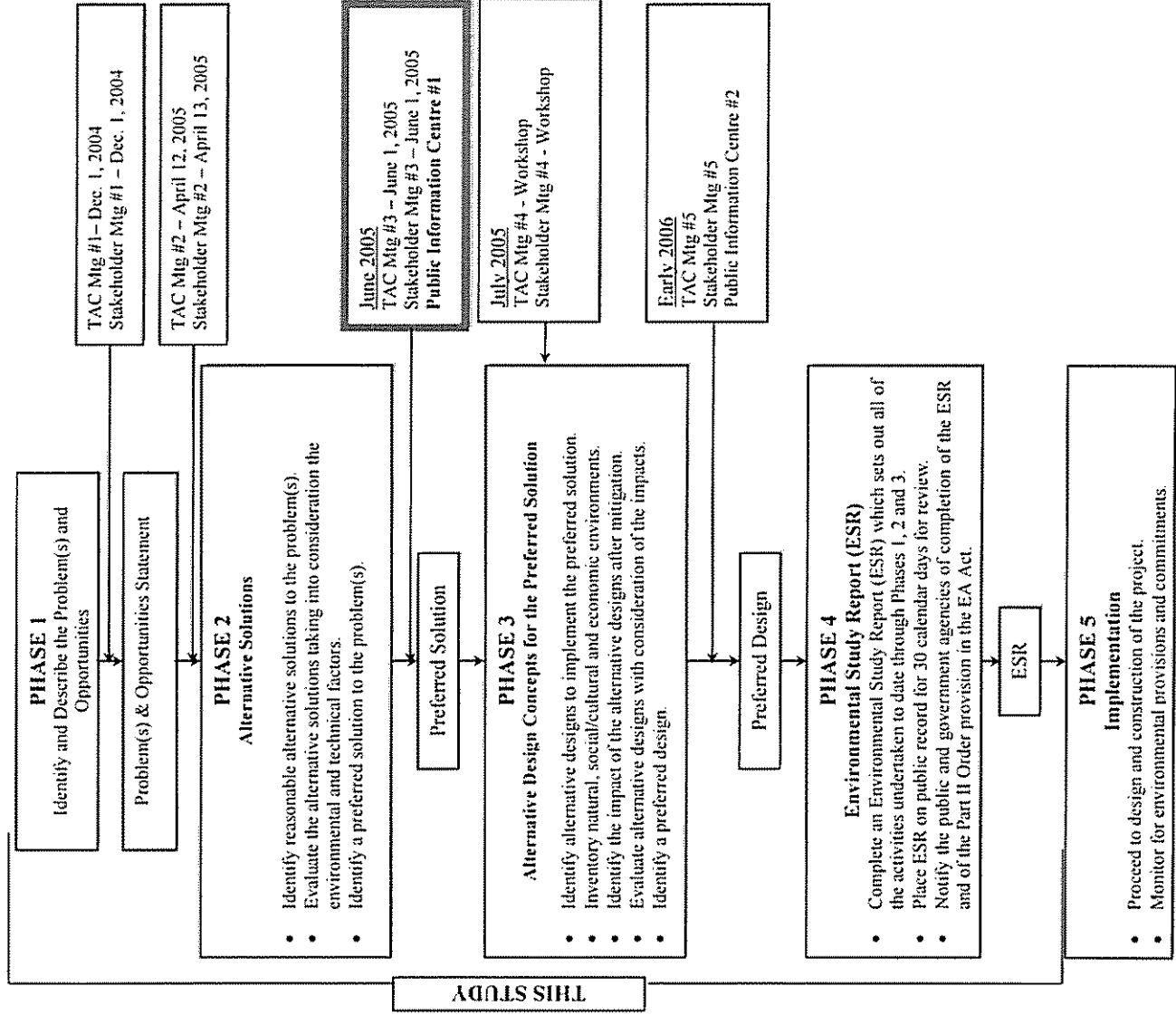
1. Identification of the problem or opportunity

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



Previous Studies that relate to this Class EA

- Halton Functional Road Network and North Halton Transportation Study, May 1999
- Halton Region Transportation Master Plan November 1999 and June 2004
- Making Connections: Transit for Halton, October 2002
- Region of Halton Road Needs Study, 2003
- Draft Oakville Transportation Master Plan, February 2004
- Draft North Oakville East and West Secondary Plans, February 2004
- Greater Golden Horseshoe Growth Plan, draft, February 2005
- Greenbelt Plan, Province of Ontario, February 2005

Planning Context

- HUSP
 - The Halton Urban Structure Plan (HUSP) is a long term plan for growth management in Halton. The plan was adopted in July 1994 by Regional Council.
 - A detailed financial and implementation plan was approved by Council in June, 1998.
 - A Master Servicing Plan Review was completed in September 1998.
 - A series of public and landowner meetings were held in 1998.
 - Public and landowner meetings are held when the Region proposes changes to the Halton Urban Structure Plan.

Planning Context

- **ROPA No. 8**
 - Meetings were held in the Spring of 1999 to review the Regional Official Plan Amendment No. 8 (ROPA 8).
 - ROPA 8 designated the majority of the Study Area as urban

Planning Context

- **OPA 198**
 - Town of Oakville Official Plan Amendment 198 (OPA 198) designated the North Oakville area as 'Urban Special Study Area'.
 - Secondary Planning is ongoing
- **OMB**
 - The Ontario Municipal Board upheld the OPA 198 in Sept. 2003

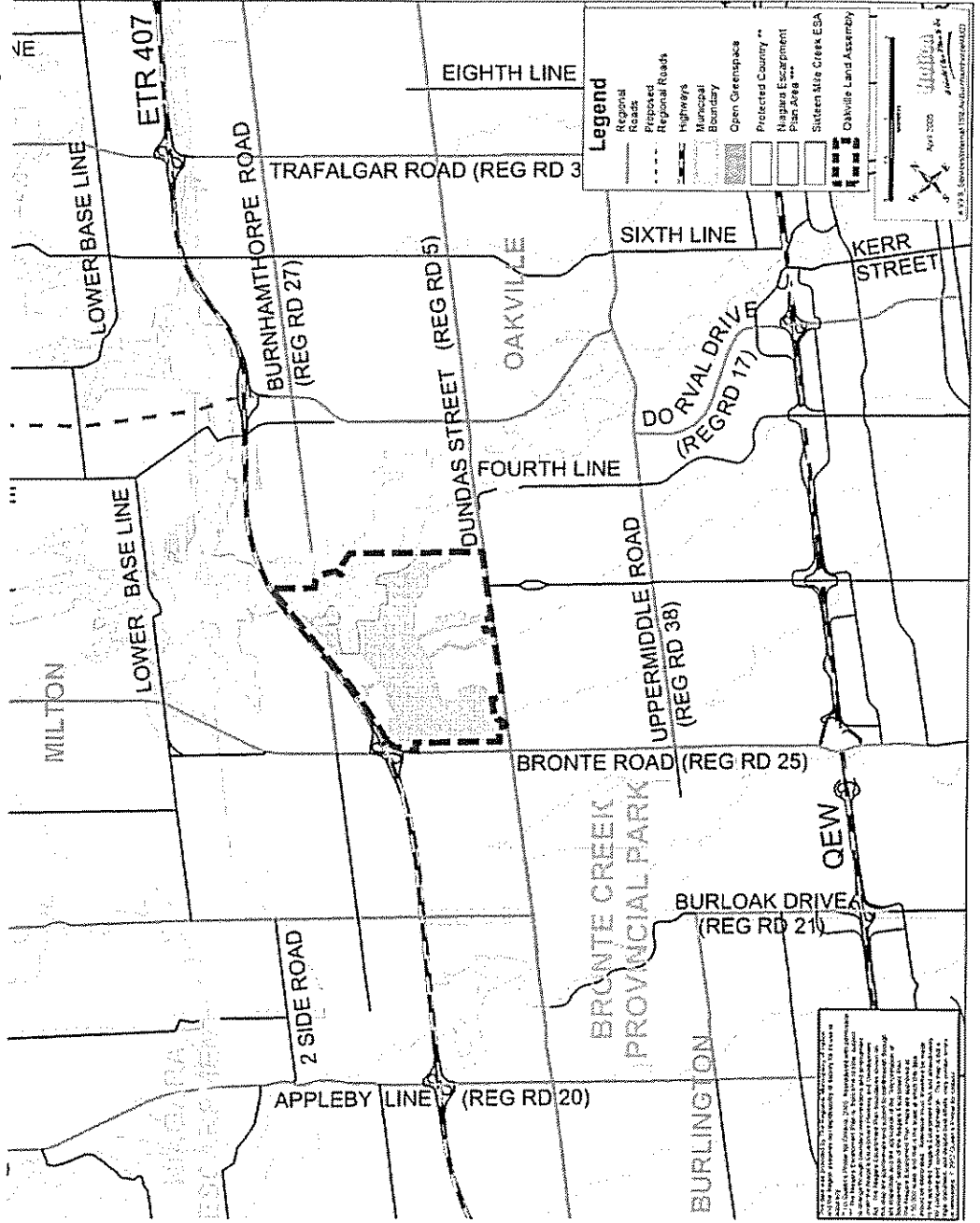
Planning Context

- Ministry of Public Infrastructure Renewal (MPIR) Draft Growth Plan anticipates higher growth rates for Halton Region by 2021 and beyond to 2031.
- These have not yet been reflected in the BPE.

Population			
Projection	2011	2021	2031
Region of Halton – BPE	498,000	592,300	N/A
MPIR Draft Growth Plan	500,000	620,000	750,000
Employment			
Projection	2011	2021	2031
Region of Halton – BPE	251,460	307,900	N/A
MPIR Draft Growth Plan	270,000	330,000	370,000

Planning Context

- Ministry of Natural Resources (MNR) Greenspace Protection – lands designated as open space



Natural Environment – Surface water and Fisheries/Aquatics

- Sixteen Mile Creek
 - Largest watercourse in Study Area
 - Deeply incised warm to coolwater stream supports resident populations of smallmouth bass and migratory runs of rainbow trout, chinook salmon and coho salmon
- Joshua's Creek
 - Second largest system in the Study Area
 - Limited fisheries potential
- Morrison Creek
 - Flow within the Study Area is intermittent
 - Potential coldwater habitat downstream of Study Area
- Other minor watercourses: McCraney, Taplow, Glen Oaks,

Shannon's

Water

A World Class Place To Be

Natural Environment - Terrestrial/ Vegetation

- Approximately 10% of Study Area covered by woodlands and wetlands
- Pasture, hedgerow, pioneer communities and prairie ecosystems associated with agricultural activities
- 50 species of provincial, regional or local significance were reported based on rarity in the Study Area

Natural Environment - Wetlands and Env. Sensitive Areas

- Sixteen Mile Creek Life Science
ANSI/Sixteen Mile Creek Valley ESA
- Oakville-Milton Wetlands and Uplands
Candidate Life Science ANSI
- Trafalgar Moraine Candidate Earth
Science ANSI

Natural Environment - Property Waste/Contamination

- Fourth Line Landfill (closed)
- Moore Reservoir (potential)
- Gas stations

Social Environment - Existing Land Use

- Agriculture
 - Field and cash crops
 - Livestock
 - Several equestrian ranches
- Residential
 - Farms
 - Rural Residential
 - Palermo - at Regional Road 5 and 25

Social Environment - Existing Land Use

- Community/Institutional
 - 3 cultural/community facilities
 - 2 schools
 - 2 cemeteries
 - 4 places of worship
- Recreational/open space
 - Golf courses, driving ranges, parks and trails

– 125 hectares of municipal parkland

Social Environment - Existing Land Use

- Commercial
 - Restaurants, gas stations/auto service centres and rural commercial uses (assoc. with farms)
- Utility/service
 - Hydro transmission corridor/transformer station
 - Communications towers
 - Moore Reservoir/water tower

Cultural Environment - Archaeological

- Over 50 archaeological sites within or near Study Area
- Creeks in Study Area have high archaeological potential
- Potential for Aboriginal and Euro-Canadian artifact recovery

Cultural Environment - Built Heritage

- Active farm complexes and former farmhouses/rural residences
- 19th century historical settlements of Palermo, Munn's Corners and Trafalgar
- Trace remains of the 19th century hamlets of Glenorchy and Snider's Corners
- Numerous buildings and structures and cultural landscape features dating from the nineteenth century and of 40 years of age or older in Study Area

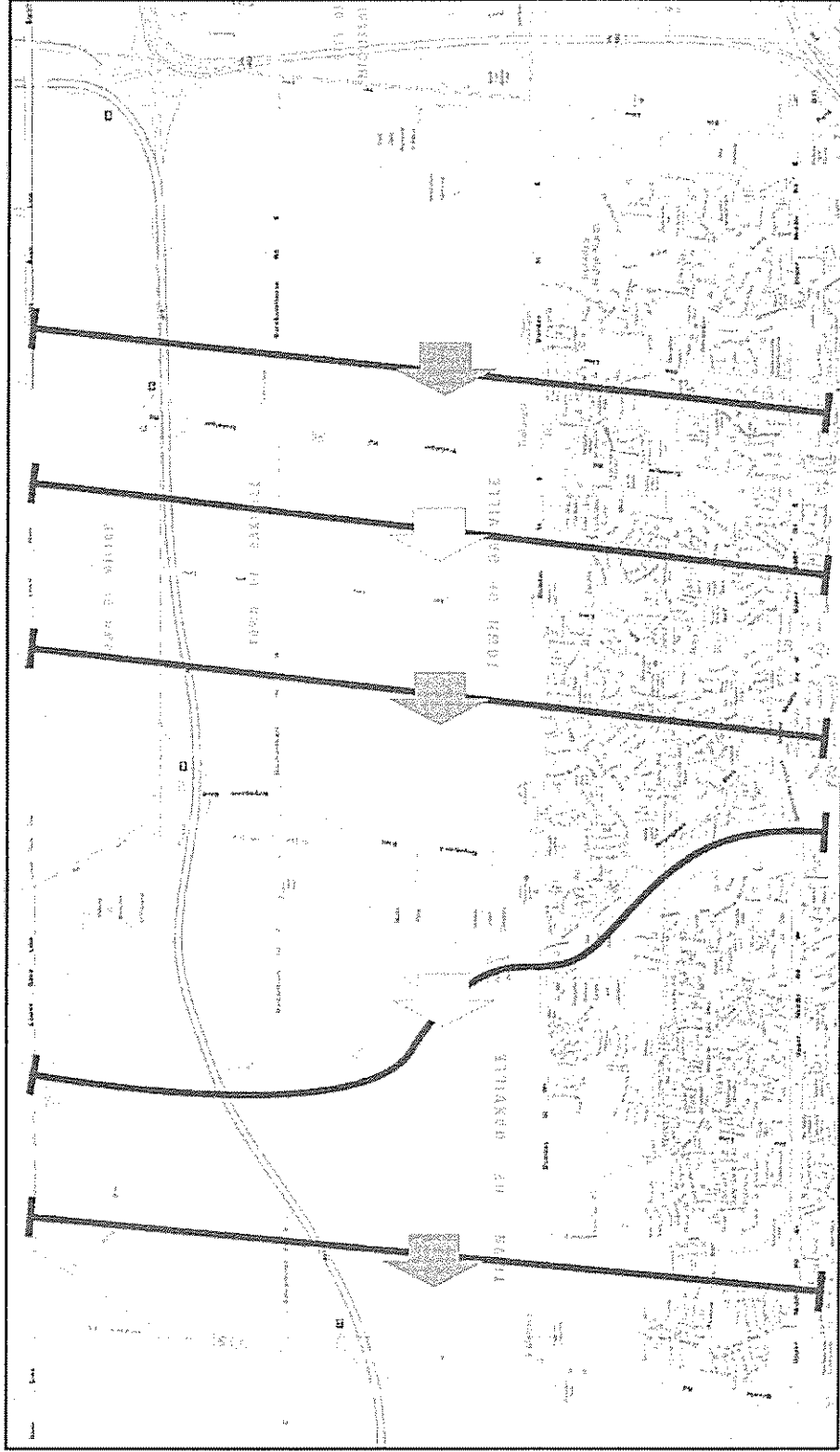
Economic Environment

- Development potential of lands within Study Area
- Commercial businesses along Burnhamthorpe Road, Dundas Street and other corridors
- Proximity to 407

Transportation Opportunities - Identification of Need

- Transportation Need based on population and employment forecasts identified through Best Planning Estimates.
- Existing conditions:
 - 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)

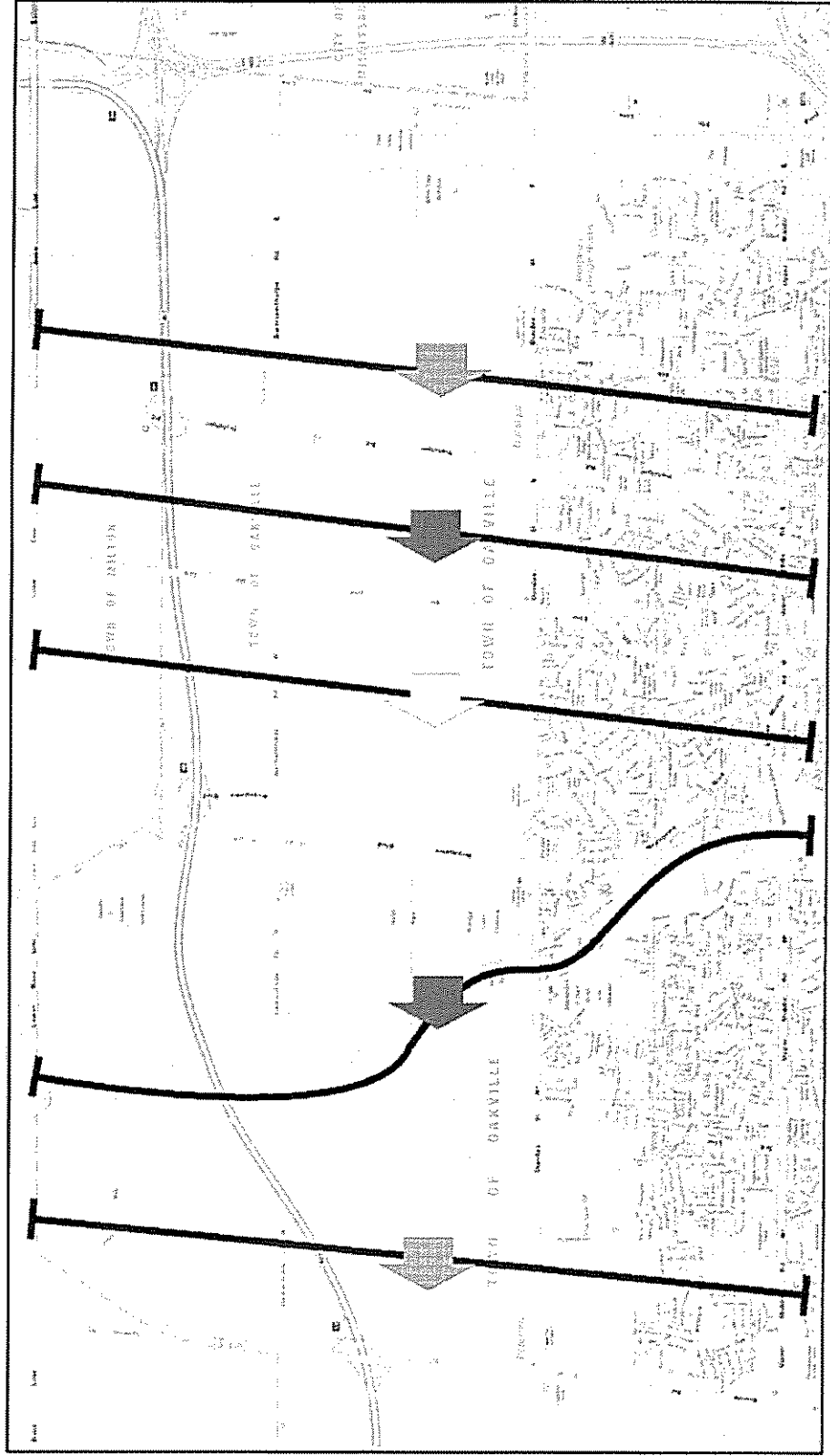
Existing Transportation Conditions



Legend
 peak direction flow crossing screenline
 v/c > 0.90
 v/c 0.80 - 0.90
 v/c < 0.80

Screenline Analysis [Full Screenline]
 2001 P.M. Peak Hour

2021 Transportation Conditions

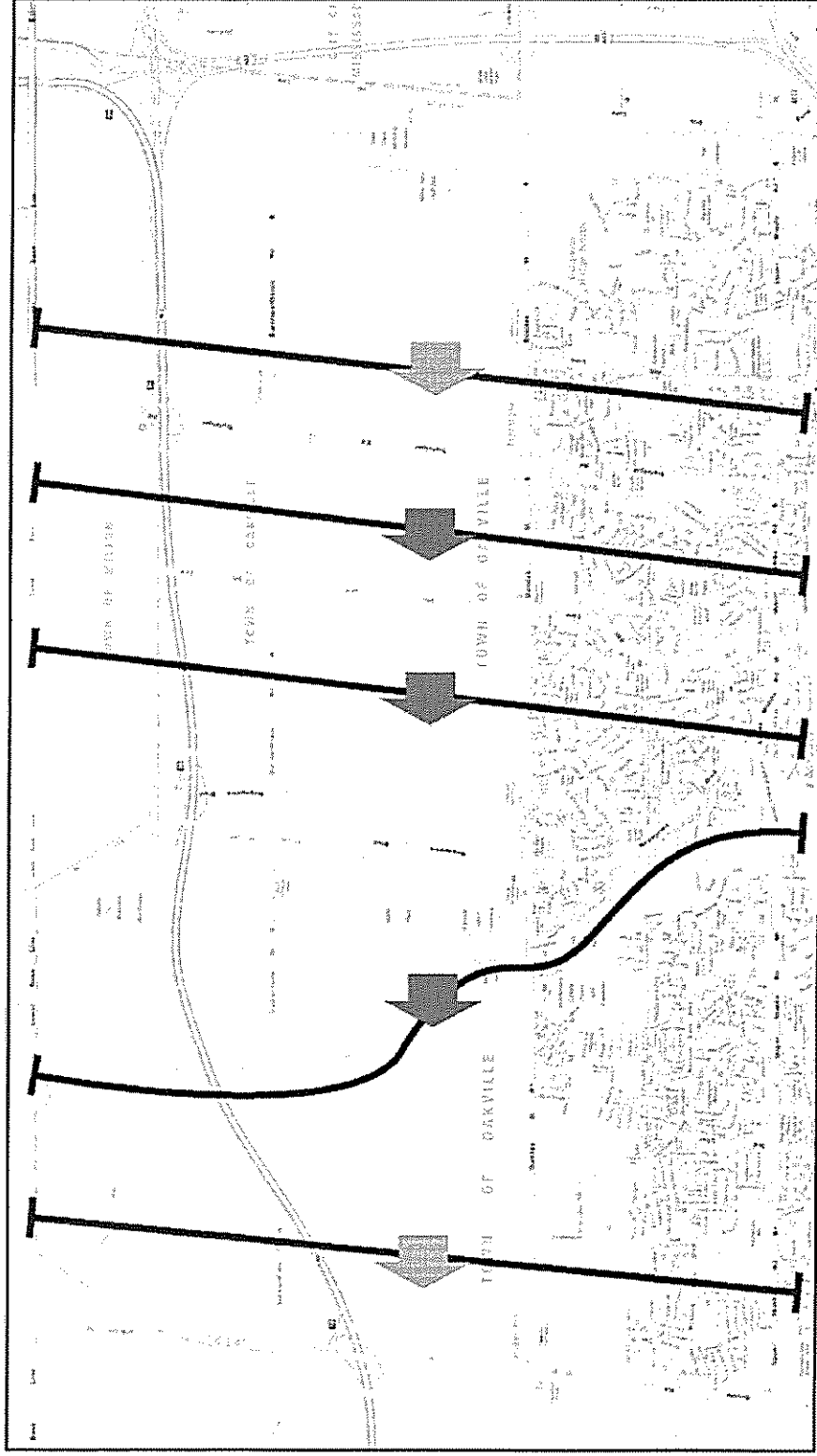


Legend
 peak direction flow crossing screenline
 v/c > 0.90
 v/c 0.80 - 0.90
 v/c < 0.80

Screenline Analysis [Full Screenline]
 Best Planning Estimate Land Use
 2021 Planned Network - Existing
 Burnamthorpe Road

Transportation Conditions

– Full Build-out of North Oakville



Legend
 ↓ peak direction flow crossing screenline
 — v/c > 0.90
 - - - v/c < 0.80

Screenline Analysis [Full Screenline]
 Full Build Out of North Oakville
 2021 Planned Network - Existing
 Burnhamthorpe Road & James Snow Parkway
 Extended to Neyagawa Boulevard

Transportation Opportunities - Identification of Need

- Future Conditions:
 - Capacity deficiencies will increase with the approved level of developments even with planned network improvements (i.e. Dundas Street widening, James Snow Parkway extension)
 - Additional east-west capacity is required from Bronte Road to Ninth Line.

Transportation Opportunities - Identification of Need

- Sensitivity Analysis:
 - Population and employment was removed from the greenspace protection lands. Results reconfirm the need for additional east-west capacity through the Study Area from Bronte Road to Ninth Line.
 - New provincial population and employment targets for Halton Region will increase overall demand (identified in the Greater Golden Horseshoe Growth Plan).

Transportation Opportunities -

How does transit affect need?

- With existing transit ridership trend, there would be a need for 4 new lanes of roadway capacity through the Study Area.
 - Transit would serve approximately 7 - 8% of all trips (~375-425 passengers in the peak hour/peak direction).
 - As an example, service could require 10 buses in the peak hour/direction operating in mixed traffic.
- Town of Oakville draft transit plans will reduce, but not eliminate the need for increased road capacity. Proposed transit service levels and ridership also require additional road infrastructure to support the level of bus service.
 - Estimates of future ridership range from 12 – 22.5% of all trips (~650 – 1,200 passengers in the peak hour/peak direction).
 - As an example, service could require 12 - 30 buses per hour operating in an exclusive bus lane in each direction.
- To eliminate the need for infrastructure improvements
 - Transit would have to serve approximately 50% of all trips (~3,200 passengers in the peak hour/peak direction).
 - As an example, service could require 70-80 buses operating in an exclusive bus lane in each direction.

Needs Assessment Conclusion

- 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 Solutions Assessment Process

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

Assessment Factors

- Transportation
- Engineering
- Natural Environment
- Social/Cultural/Economic Environment

Transportation

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

Engineering

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

Natural Environment

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

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

Alternative Transportation Solutions

- **Do Nothing** (Base Case for comparison)
- **Road System Expansion** (Bronte Road to 9th Line)
 - **Widen Highway 407** – 407 corridor has provision to expand the freeway up to 10 lanes
 - **Widen adjacent roads**
 - Dundas Street widened to 10 lanes
 - Lower Baseline Road widened to 4 lanes
 - **Widen Burnhamthorpe Corridor** to 4 lanes (existing or new alignment)
 - **Provide Transit Supportive/Dedicated Infrastructure** (Reserved Bus Lanes or Light Rail Transit)

Alternative Transportation Solutions

- **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*

Summary of Long List Assessment

- Do Nothing
 - Does not address identified transportation problems/needs
 - **Carry forward only as a benchmark for comparison**
- Widen Highway 407
 - Does not address identified transportation problems/needs
 - **Do not carry forward for further analysis**
- 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 Long List Assessment

- Widen Burnhamthorpe Corridor
 - 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 Long List 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 Alternative Solutions

- Do Nothing (Base Case for Comparison)
- Dundas Street – 8/10 lanes
- Burnhamthorpe Corridor – 4 lanes,
Existing or New Alignment

Summary of Short List Assessment

- **Transportation** – Burnhamthorpe Corridor preferred
 - Travel safety and operations an issue with 8/10 lane Dundas Street
 - Dundas Street intersections would require turn restrictions
 - Access management impacts with 8/10 lane Dundas Street
 - Grade separations potentially required at major intersections along Dundas
 - Dundas widening not compatible with HTMP or North Oakville development plans
 - Dundas widening less effective for transit service to approved growth areas – network of routes more effective

Summary of Short List Assessment

- **Natural Environment** - Dundas preferred
 - Less impacts to natural environmental features/systems with exception of groundwater/surface water interaction and crossings of cold/cool water fisheries
- **Social/Cultural/Economic Environment** – Burnhamthorpe Corridor preferred
 - Burnhamthorpe Corridor has less impacts to all criteria except potential impacts to archaeological resources
 - Substantial noise impacts to existing development along Dundas Street
 - Widened Dundas Street not compatible from urban design/livability perspective

Summary of Short List Assessment

- **Engineering/Cost** – Burnhamthorpe Corridor 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 Corridor widening comparable to Dundas in terms of cost, potentially higher injurious affection costs along Dundas Street (commercial impacts)

Recommended Solution

- **Do Nothing** will be **carried forward** as a benchmark for comparison
- **Burnhamthorpe Corridor widening** from Bronte Road to Ninth Line (on **existing or new alignment**), including a crossing of Sixteen Mile Creek, 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 the Burnhamthorpe Corridor
- **TDM** and **TSM** is **recommended** as part of the overall transportation strategy (as per the Region's Transportation Master Plan)
- **Dundas Street** widening **will not be** carried forward as a transportation solution

Next Steps

- Generate alternative design concepts for a ***New North Oakville East-West Transportation Corridor*** through North Oakville, from Bronte Road to Ninth Line, and including a new crossing of the 16 Mile Creek.
- 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

Next Steps

- Identify the impact of the alternative designs
- 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)