Regional Municipality of Halton

New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek

Appendix D-4.2: Stakeholder Group Meeting #2 – April 13, 2005

Halton

A World Class Place To Be.

REGIONAL MUNICIPALITY OF HALTON

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

CLASS EA

Stakeholder Group Meeting #2

Meeting Summary

April 13, 2005
Pavilion On The Park
Oakville, ON

This meeting summary was prepared by TSH and ENVision...synergy. It presents the key discussion points and outcomes from the April 13, 2005 Burnhamthorpe Road Stakeholder Group meeting #2 hosted by The Regional Municipality of Halton and is subject to review by meeting participants. It does not attribute comments to any particular participant. Comments and questions have been grouped as appropriate, by thematic areas. 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 ROAD CORRIDOR AND POTENTIAL FUTURE CROSSING OF SIXTEEN MILE CREEK 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 second meeting of the Class EA Stakeholder Group 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.

Thirty-seven (37) people attended the meeting, including representatives from municipalities and the general public. The list of participants is included in Appendix A. A copy of the meeting guide (including the agenda) is found in Appendix B.

2. Welcoming Remarks

Edward Soldo, of the Region of Halton, welcomed participants to the meeting and thanked them for participating in the process. Mr. Soldo introduced the Project Team to the Stakeholder Group.

Charlotte Young, ENVision... synergy, independent facilitator, welcomed the group, and reviewed the agenda indicating that her role as a neutral third party facilitator was to facilitate the discussions and provide a process for participants to provide input to:
(1) Transportation need
(2) Potential opportunities/solutions for improvement
(3) Preliminary factors and criteria for the assessment and evaluation of alternative solutions.

3. Background and Context

The meeting was structured so that participants could give input on three different aspects of the project as noted above. Presentations were given on each of the topics, followed by a workshop component and/or question and answer period.

Mike Delsey, the Consultant Project Manager presented an overview of the project. Mike discussed the study approach including:

[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.

- Organization of the process, including the public consultation component;
- Scope of the study and study area characteristics;
- Preliminary identification of study issues;
- Preliminary alternative solutions; and
- Preliminary assessment criteria.

Angela Iannuzziello from Entra Consultants summarized the Town of Oakville's Transportation Master Plan transit component as it would relate to the North Oakville Secondary Plan.

Copies of the presentation were provided to the Stakeholder Group.

4. Participant Feedback

This section provides an overview of the feedback received from participants at the April 13, 2005 Stakeholder Group meeting. Comments were summarized from discussions and individual feedback provided as the group worked through the Meeting Guide and Questionnaire which were provided to all participants. For reference, the meeting guide and questionnaire is attached as Appendix B and is available on the project web site.

General Questions:

Throughout the meeting, the following questions and responses were recorded:

Question/Comment	Response
What is a Class EA?	EA stands for Municipal Class Environmental Assessment. The Burnhamthorpe Road project is following this provincially legislated process.
What is the current population of the Region of Halton?	The current population of the Region is approximately 385,000. It was also pointed out that the target for 2011 (6 years from now) is an increase in population of 15,000.
Are you providing a ring road system of transit within the EA Study Area?	The proposed transit network for the Town of Oakville was developed to provide improved levels of transit service throughout the Town. Three east-west transit corridors are envisaged between Dundas Street and Highway 407, including Burnhamthorpe Road.
Where does the traffic go after the creek crossing?	The majority of traffic heads to the south and west. Transportation improvements in this area will be implemented when the need exists. The origin-destination patterns of the area will change over time as the urban area gets built-out. The improvements will service trips within Oakville as well as trips that travel through Oakville.

Question/Comment	Response
How does the decision about ORC lands impact the need for this project? If you feel there is a need for a crossing, prefer it to the north. Can there be a crossing through ORC greenspace?	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 North 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. The location of a creek crossing will be examined in detail during the next phase of the Study. The greenspace protection does not preclude transportation corridors.
Why is Dundas Street widening back on the table when it was dismissed before?	We are undertaking a Class EA, which requires an examination of all potential options. We cannot exclude other potential opportunities prematurely.
It has never been explained to us why there cannot be a route near Highway 407. After all, we own land there.	The Province of Ontario has identified a 60 metre right-of-way on the south side of Highway 407 that is reserved for a dedicated transitway. This route will be examined as a potential alternative alignment. The Region of Halton does not own this land.
In 15-20 years do you really think that a rapid transit system will be there?	The timing is uncertain for a dedicated transitway, however, the Province has chosen to protect these lands all across the 407 corridor.
How close is the Region to achieving the 2011 population and employment targets?	The growth targets set by the Region. Recent analysis indicates that growth will exceed the targets (Best Planning Estimates) set by the Region and probably exceed the recent targets set by the Province.
When is the Bridge necessary?	The Halton Transportation Master Plan (TMP) identified the need for an additional crossing of Sixteen Mile Creek by 2016. This timing will be re-examined through the Secondary Planning process and the next stage of this EA and will be dependent upon the rate of development in North Oakville.
In order for Canada to meet the Kyoto targets [air quality], has there been any encouragement for transit in the Region?	The Oakville Transportation Master Plan (TMP) and Halton TMP are focused on transit. Transit will be a key component in accommodating growth in travel demand. Provincial policies (ex. Growth Plan) also emphasize shifting towards the importance of transit.

Question/Comment	Response
I am confused by the title of this project [New Burnhamthorpe Road (Regional Road 27) Transportation Corridor and Potential Future Bridge Crossing of Sixteen Mile Creek Class EA] and the fact that we are discussing big picture topics tonight.	When the Region does long range planning, such as the Transportation Master Plan (TMP), it projects a future transportation network that will be required to accommodate growth until 20 years into the future. The TMP identified a long list of transportation network improvements. The next step is to undertake a more detailed study (i.e., a Class EA) for the improvements identified in the TMP. Previous planning undertaken as part of the TMP indicated the need for this project. The Class EA is reconfirming the need for Burnhamthorpe Road improvements and examining alternative solutions to meet that need.
Have you considered a bridge at Neyagawa Boulevard [over 407]? What other alternatives are you considering?	Once we have feedback from tonight's meeting, the Project Team will then assess the alternative solutions. The future transportation network already includes a James Snow Parkway extension to Neyagawa Boulevard (over 407) and a 6-lane Dundas Street. There are still a number of solutions on the table and the Project Team has not concluded that any one solution is preferable.
We have been overly suspicious because Burnhamthorpe Road was uploaded to the Region last year and it appeared like the Region was fixated on one solution.	The transfer of Burnhamthorpe Road to the Region of Halton was identified in the 1995 Road Rationalization Study[3]. The timing is coincidental. Our objective is to solve the east-west capacity deficiency in the Study Area.
Can Stakeholder Group members attend the TAC meetings?	This will be discussed internally and a decision will be made at a later date.

Part 1 – Transportation Issues and Opportunities/Identification of Transportation Need:

Participants were asked to review the information provided in the presentation, and then jot down their ideas on the flip charts provided at the front of the room. They were asked to add any transportation needs or opportunities that were missing from the presentation or any needs or opportunities that should be linked together or were duplicated.

The following is a summary of the comments/questions provided on the flip charts. The responses to these questions will be part of the information package provided at the next Stakeholder Group meeting:

[3] The Region of Halton Road Rationalization Study, adopted by Regional Council defined a road ownership model for all roads within the Region of Halton. All major arterials designated as Major Arterials (serve mainly inter-regional and inter-municipal travel demand, including trucks and accommodate higher-order transit services) were also designated Regional Roads, including Burnthamthorpe Road.

- There is nothing there now – so it [a roadway] can be built wide with trees and not ruin existing neighbourhoods
- A highway type road through the new neighbourhoods – no retail with a few (2-3)lights, just for speed.
- Residents would feed onto this road and it would take congestion from "Old Burnhamthorpe" and Dundas Street [if a new alignment was proposed]
- The Bridge is either beside 407 or closer to Dundas – we think a 407 crossing is better
- Will more land be required then first expected to accommodate RBL [reserved bus lanes or high occupancy vehicle lanes]?
- Are recreation (e.g. cycle) lanes built into this plan?
- What impact do the ORC lands have on need?
- How much population is planned west of creek and north of Dundas? Where is most population?
- Has hospital location been included as part of the analysis?
- Oakville hasn't confirmed employment areas. Is this not an important element?
- Regarding bus service, if the TTC at 600,000 riders a day is not making money, how can [a Town of] 55,000 population afford this service?

Part 2 – Potential Improvement Opportunities:

In the next participatory segment of the meeting, participants were asked to work with the people at their table to do the following:

- review the list of potential opportunities outlined in the meeting guide;
- rank the solutions' viability from their perspective, including their underlying rationale for their rankings;
- discuss the ranking and rationale with their groups; and
- add opportunities they feel should be addressed through the study.

The following represents a summary of the presentations to the large group, including each Table's comment about the viability of the option and reasons supporting that viability, or lack of viability:

Alt/ Table	Do Nothing	Road System Expansion			Transportation System Improvements (Non-Expansion		
		Upgrade capacity of adjacent roads	Upgrade capacity of Burnhamthorpe Road	Increase transit services/facilities	Reduce auto usage – TDM	Maximize existing road capacities - TSM	Increase transit services/facilities
1	*Potentially viable* • This doesn't displace people and allows agriculture to continue until it dies off on its own • Protects Burnhamthorpe Road as a "character road"	*Viable* • Highway 5 [Dundas Street] is seen as a viable alternative • Less displacement • Currently there is not very bad traffic	*Not viable* • Already a lot of traffic and do not want any more	*Not viable* • There is no need currently for transit services, maybe in 10-20 years		*N/A* This was a difficult alternative to understand, our idea was to remove tolls from Highway 407	
2	*Not viable*	*Viable* • Upgrade capacity of Dundas Street to 8-10 lanes with two bridges, one for eastbound and the other for westbound	*Not viable* • Too many people impacted • Character of Old Burnhamthorpe Road		*Viable* • Provision of tractor lanes • Education program about transportation/transit	*Potentially viable* • Restrict auto uses by license plate number and day you are allowed to drive	*Viable* • If frequency was every 5-7 minutes and there are clean buses
3	*Viable (if it means do not widen Burnhamthorpe Road or a creek crossing)* • Congestion is related to Burlington, south of Dundas Street • Want this solution, but know it is not realistic • What is the future population on the west side of the creek, north of Dundas? • How has ORC decision impacted Regional decisions?	*Viable* • We have suggested this in the past and it has been rejected • HOV lanes are good if there is space on Dundas Street	*Not viable (at this time)* • Must be introduced slowly • Needs to be generation shift in mindset				
	A combination of solutions will be best and least disruptive • Upgrade other roads • Burnhamthorpe Road should be a character road and swing north to accommodate employment lands away from homes • Innovative solutions – in core times, have roads operate one-way [peak direction]						
4	*Viable* • No need for bridge across 16 Mile Creek		*Somewhat viable* • Need other modes: bike lanes, sidewalks, provision for horses	*Most viable* • Challenge – how to change behaviour of people before they purchase that second or third car and change reliance on private automobile	*Viable* • Master planning approach, then you may not need additional capacity • Get people to shop and work locally	*Somewhat viable* • Give priority to transit, then more viable	*Viable* • Before people by 2nd or 3rd car, start "dial-a-ride" service in North Oakville. When it becomes successful, then a route can be added.
	Combination of Alternatives – Preferred • Upgrade capacity of adjacent roads – viable • HOV lanes • Toll Dundas Street (like 407) – to pay for bridge • Encourage transit						

Alt/ Table	Do Nothing	Road System Expansion			Transportation System Improvements (Non-Expansion		
		Upgrade capacity of adjacent roads	Upgrade capacity of Burnhamthorpe Road	Increase transit services/facilities	Reduce auto usage – TDM	Maximize existing road capacities - TSM	Increase transit services/facilities
5	*Not viable* • Work with new/re-aligned road – near existing Burnhamthorpe alignment	*Viable* • 407 [Upgrade other Roads] – is viable in future • People will have to get used to paying for roads • Prefer the crossing to be along Highway 407. Can road go through ORC lands? If not, then prefer it near 407, or further south • Corridor should be used adjacent to 407	*Not viable (for existing alignment)* • Adding a crossing is not a viable option – crossing at Neyagawa is a viable alternative • 99% of people who use Burnhamthorpe are not local				
	All solutions are viable to a certain extent. • Would like to see an alternative without a crossing						

Indicates that a response was not provided or the alternative was covered by a previous response

Part 3 – Identification of Preliminary Assessment Criteria

Participants were requested to look at Part 3 of the meeting guide and questionnaire and identify any criteria that were duplicated or missing. The participants were asked to provide comments to the Project Team at the end of the meeting or send in by April 27, 2005.

The following summarizes the criteria listed in Part 3 of the meeting guide/questionnaire:

Transportation
- Light rail opportunities on Dundas
- Inter-regional transit – Mississauga and Burlington
- Automate roads
- Emergency service (PRIORITY)
- Tractor considerations

Natural Environment
- Migration and spawning info
- Heavy emphasis on natural heritage system connectivity

Engineering
- Innovations in engineering and construction
- Build a brand new road before they start building neighbourhoods, it will be much cheaper

Social/Cultural/Economic/Environment
- Economic impacts of degrading the environment (ex. SWM ponds and other mitigation measures to replace natural systems
- Economic impacts on health (smog, obesity)
- Cost of traffic congestion

Closing Remarks

Charlotte Young thanked the participants for attending and asked the group to send in their completed questionnaires by April 27, 2005. **(Action)**. The next meeting is anticipated to be held in June 2005.

Meeting Adjourned

Appendix A
List of Participants

Name	Interest	Agency/ Affiliation
Bill & Kathy Dyche	RAND	RAND
Brian Burton	Resident	
Brian Hopkins	Resident	
Carol & Bob Keen	Co-Founder	RAND
David Barrett	Local Resident	
David Bazar	Land Owner	Land Owner
David Faye		C/O Star Oaks Developments
Diane Burton	Resident	
Diane McGowan		RAND
Doreen & David Northwood		RAND
Dr. Robert Sabucco		RES
Enzo Bertucci		Mattamy Homes
Frank Price		
Gayle & Rick Redshaw	Owners	R.A.N.D.
Gordon Knowlton		R.A.N.D.
James M. Hannah		
Janet & Todd Trinder		RAND
Jim McGowan		
Joe Wagner		R.A.N.D.
Julie & Mark Baker		RAND
Laura Knowlton		R.A.N.D.
Lisa Seiler		Oakville SAC
Luch Ognibene		Remington Group
Michael Telawski		Trinison Management Corp
Peter Sum		
Rick Taddeo		Property Owner
Rosemarie Humphries		Humphries Planning Group Inc.
Ross Fish	Land Owner	RAND
Roy M. Bot		BOT Construction Ltd.
Stephen Baker		C/O Halton Compass
V. RAMPEN		
William A. Bowen		
William David & Doris Ashe		RAND
Yosh Nabeta		Land Owner

Appendix B
Presentation

NEW BURNHAMTHORPE ROAD

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

Stakeholder Group Meeting #2

April 13, 2005

Welcome!!

Introductions and Overview

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 that Study Team produces
  - Identify missing information to ensure that methods, analyses are comprehensive

Benefits to project team

- Ensuring that study methods, analyses are comprehensive
- Understanding "pulse" from a community perspective

Benefits to stakeholder members

- Offering suggestions about missing information
- Learning about environmental processes
- Being up-to-date about community activities
- Sharing information w/your organization/ interest

Responsibilities: Facilitator

- Keeping the meeting on task/ on time
- Making sure that everyone gets a chance to provide input
- Balancing the participation of all in the room
- Reflecting back to members their comments to ensure understanding
- Being responsible for the meeting process, not the content or comments or outcomes
- Capturing the essence of ideas and input on flipcharts (backed up w/electronic notes)

Responsibilities: Members

- Providing advice and suggestions
- Liaising with the organization they represent (if applicable) and bring forward advice, issues or comments
- Ensuring that the results of discussions are accurately recorded
- Abiding by the Region of Halton's Guiding Principles for Public Consultation
- Considering different viewpoints
- Bringing your unique perspective as one element to fully understand the project

Responsibilities: Project team

- Using information from different groups (e.g., public, province, organized groups) to ensure study/ project is comprehensive
- Providing information in accessible, easy-to-understand language; define technical terms
- Balancing input from different viewpoints to create a full understanding of factors impacting the project
- Answering substantive questions

Working together tonight….

- Turn off cell phones/ beepers
- Jot down your questions during the presentation so as not to forget
- Use the guide to jot down your ideas to share through out the evening
- Participate in each working segment
- Have one person speak at a time
- Let everyone have a chance to talk
- Offer additional comments on the last page of your guide

Purposes for tonight

- Understand the purpose/ context of project

- Be updated about transportation opportunities and needs
- Identify any missing or duplicated transportation opportunities and needs

- Learn about alternatives currently identified
- Examine the viability of alternative solutions
- Add missing alternative solutions

- Suggest any missing criteria
- Note duplications in criteria

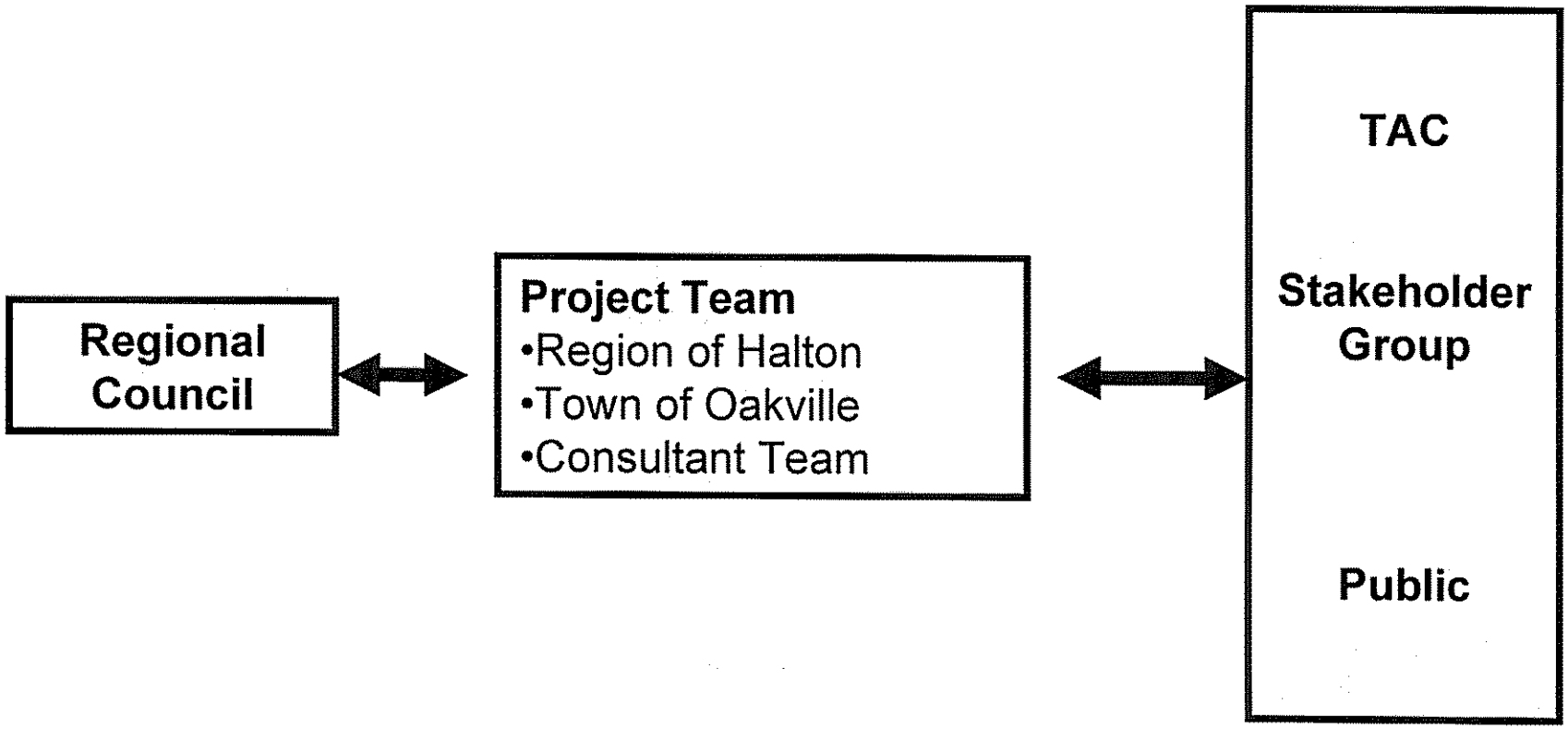
Agenda overview

- ***Presentation***: Background, Transportation Conditions
- ***Work session***: Transportation Opportunities, Issues, Needs
- ***Presentation and work session***: Potential Alternative Solutions
- ***Presentation and work session***: Assessment Factors and Criteria

Recap of Stakeholder Group Meeting #1

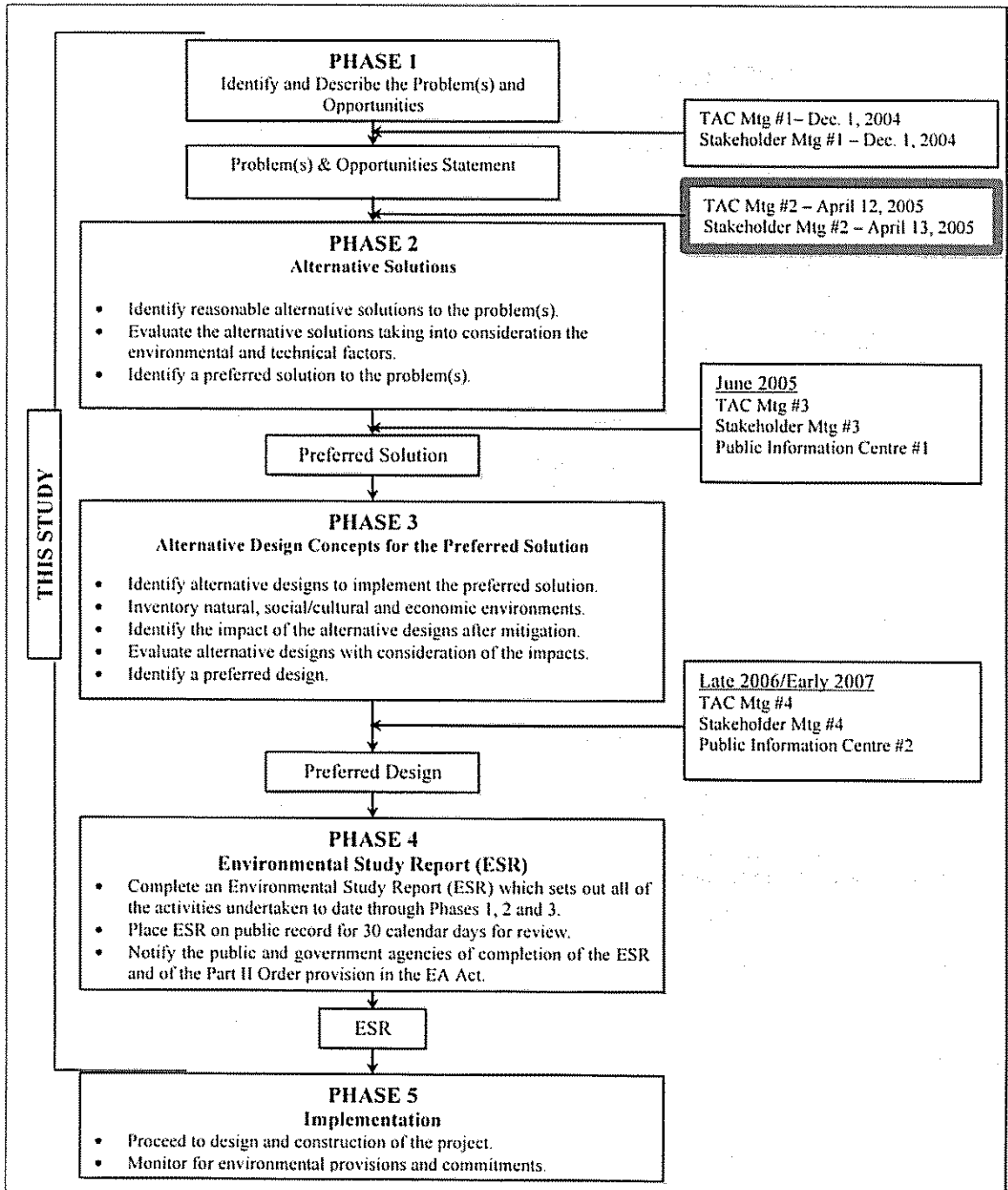
- Existing Conditions Overview
  - Previous Studies
  - Natural, Social/Cultural/Economic Environment
  - Transportation
- Key Study Issues (see Meeting Guide)
- Potential Improvement Opportunities
- Assessment Criteria for Alternative Solutions (Deferred)

Study Organization



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



1. **Identification of the problem or opportunity**

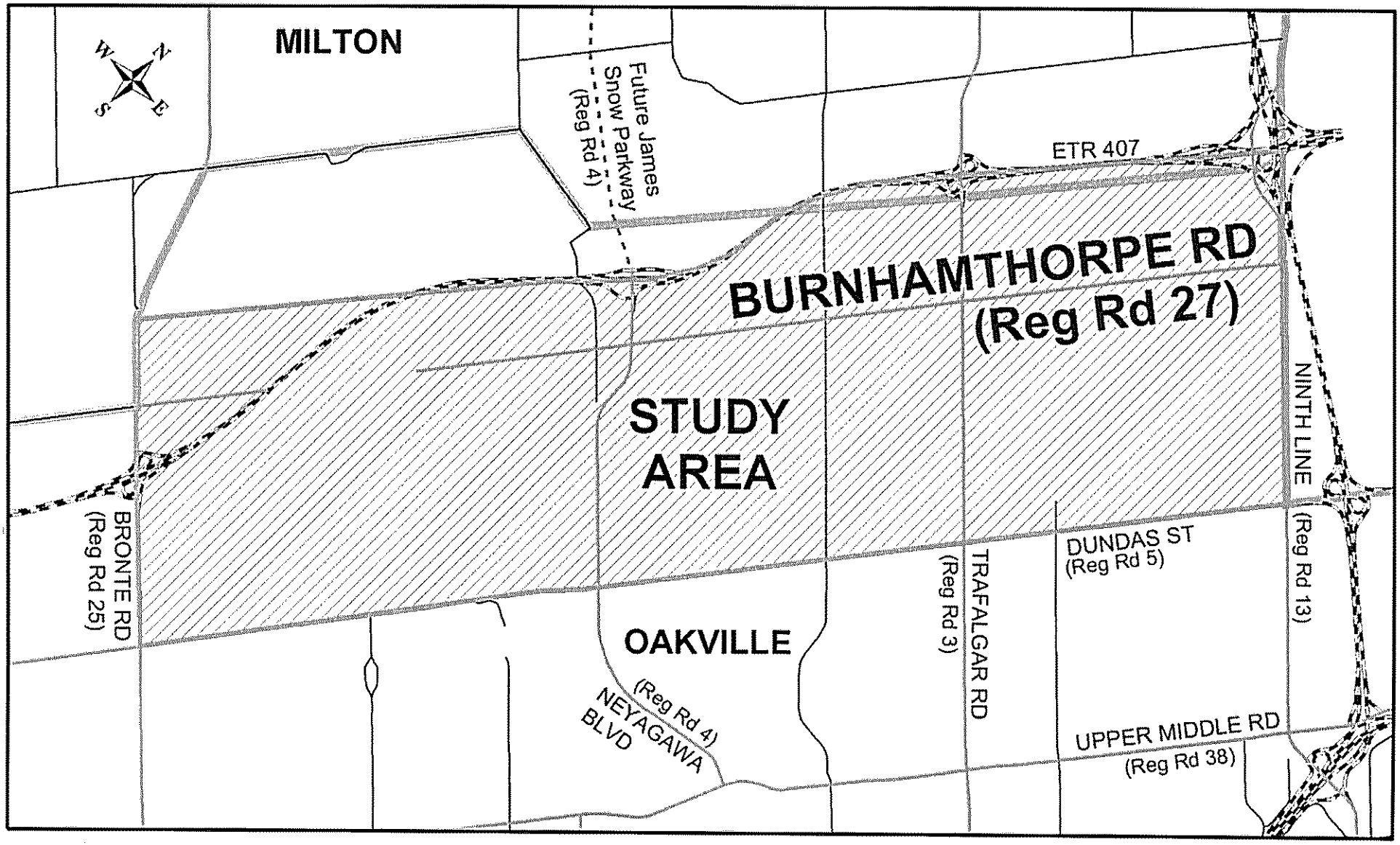
2. **Assessment and evaluation of alternative solutions**

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

4. **Documentation in an Environmental Study Report**

5. **Project Implementation**

Study Area


MILTON
Future James Snow Parkway (Reg Rd 4)
ETR 407
BURNHAMTHORPE RD (Reg Rd 27)
STUDY AREA
NINTH LINE (Reg Rd 13)
BRONTE RD (Reg Rd 25)
DUNDAS ST (Reg Rd 5)
TRAFALGAR RD (Reg Rd 3)
OAKVILLE
NEYAGAWA BLVD (Reg Rd 4)
UPPER MIDDLE RD (Reg Rd 38)

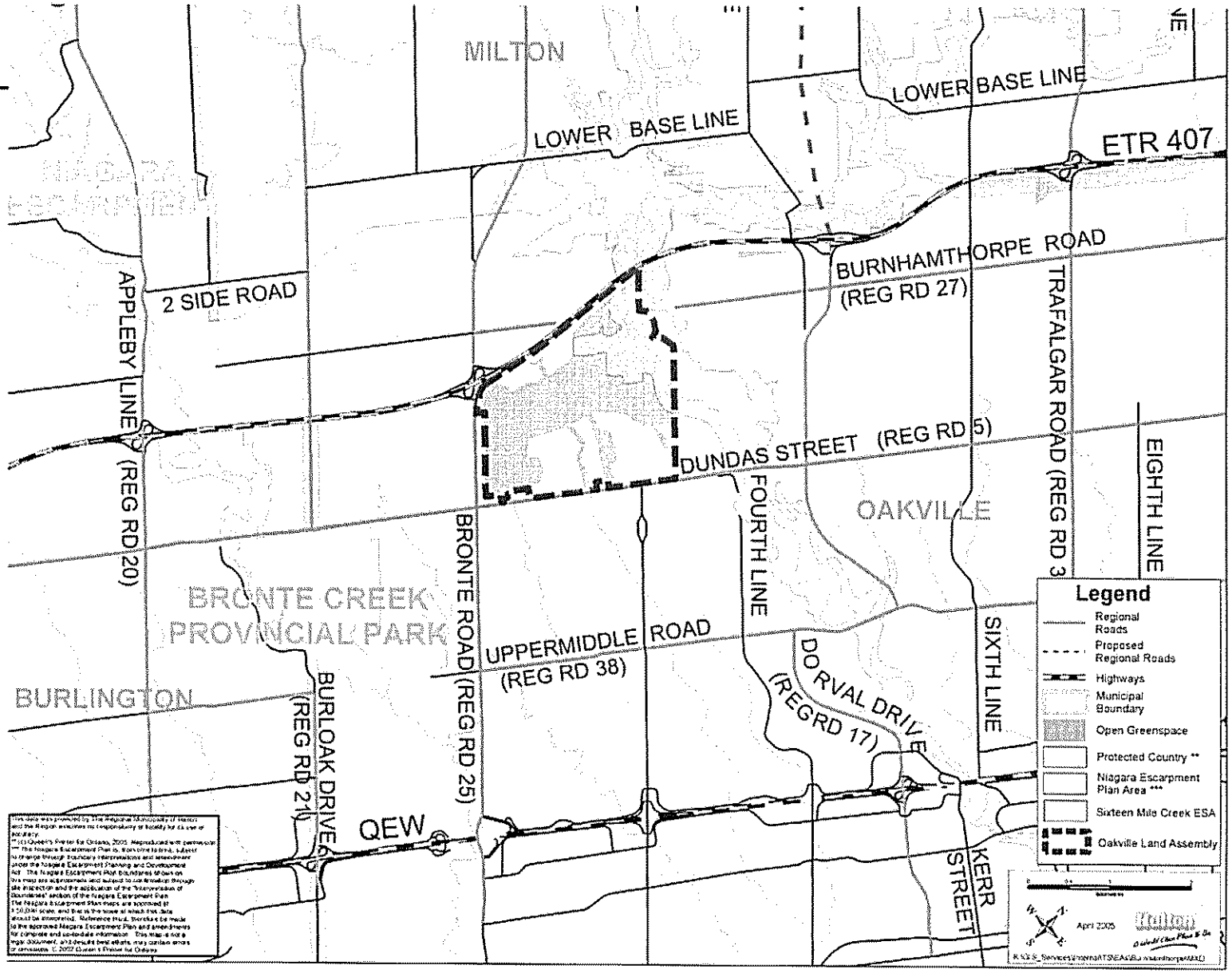
Regional/Local Planning Context

- 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 reviewed and upheld the OPA 198 in Sept. 2003

Planning Context – What's new

- Greenspace protection – MNR
- Greater Golden Horseshoe Growth Plan – MPIR
- Co-ordination with Town of Oakville's Secondary Planning Process
  - Population and employment forecasts
  - Transit forecasts/infrastructure requirements

Greenspace Protection in North Oakville, MNR



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

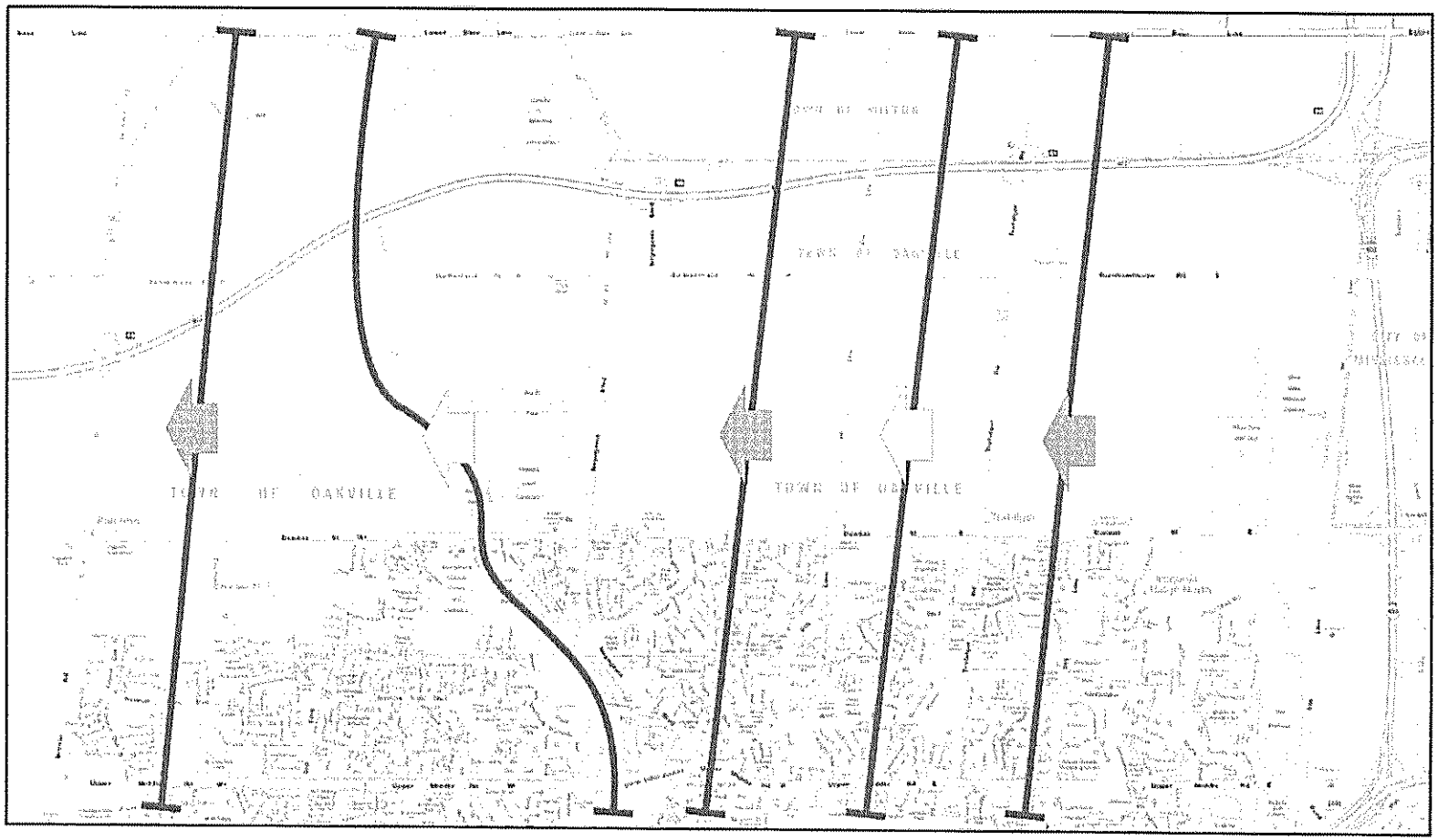
Transportation Issues & Opportunities
Identification of Need

- 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.

- Even with the implementation of planned road transportation improvements in the study area (e.g. Dundas St widening, James Snow Parkway extension) capacity deficiencies are expected in the long term

- Town of Oakville future transit ridership targets will reduce, but not eliminate the need for road capacity improvements

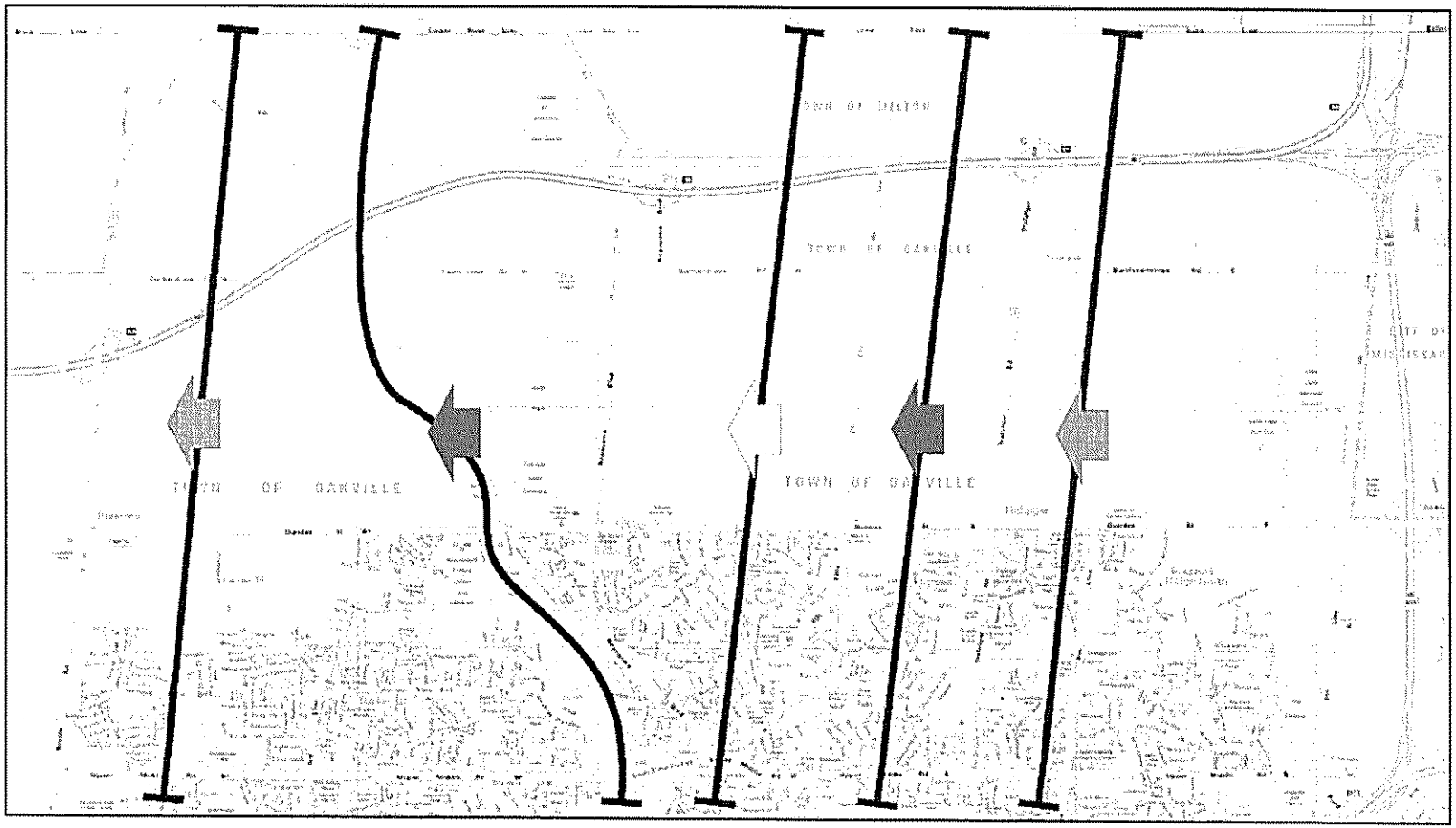
Existing Transportation Conditions



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

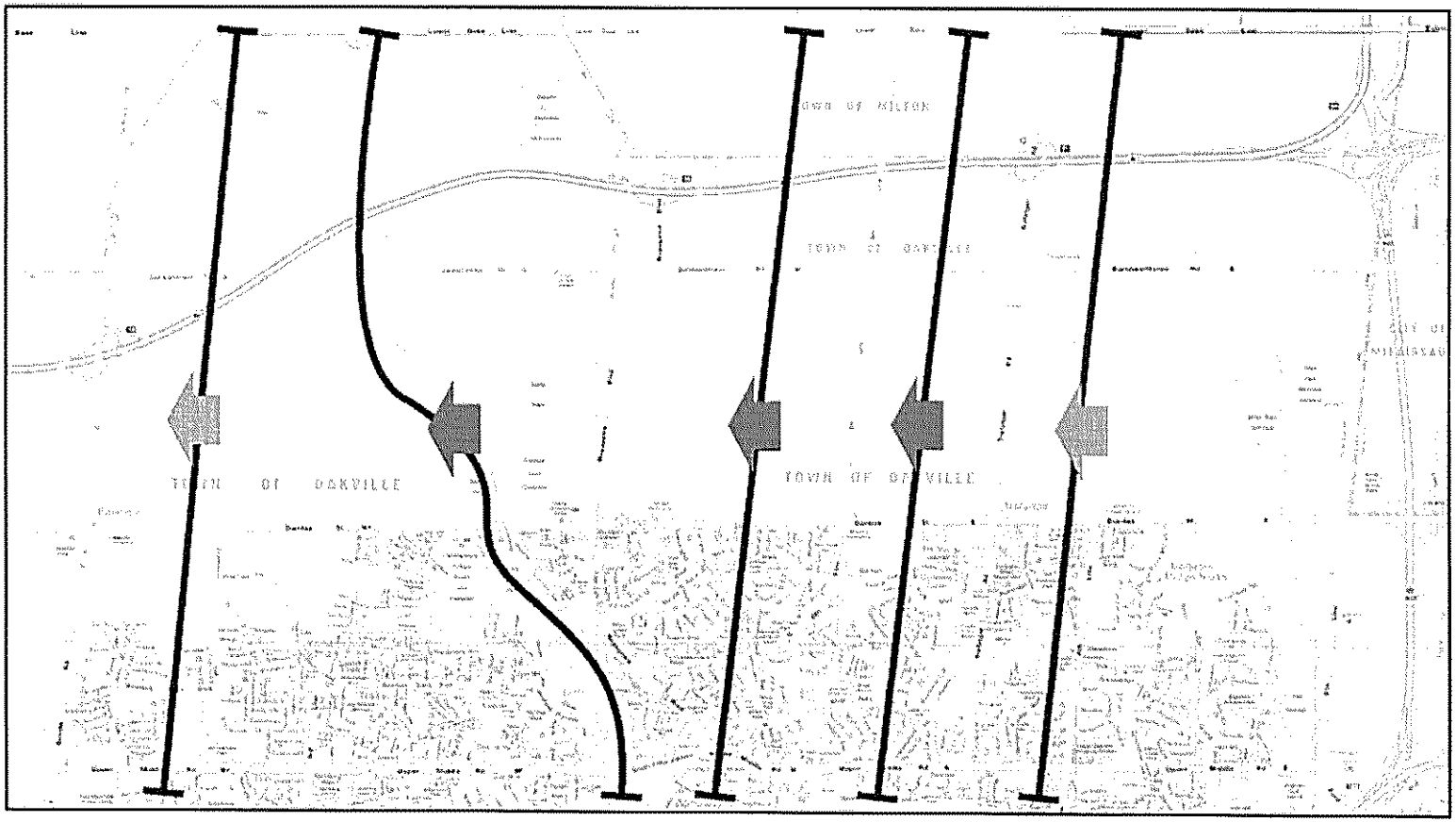
2021 Transportation Conditions



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 - 0.90
v/c <0.80

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

Screenline Volume Assessment

Without Highway 407

	PM Peak Hour Westbound Direction											
	Existing (2001)				2021				Full Build-out of N. Oakville			
Screenline	Volume	Capacity	v/c		Volume	Capacity	v/c		Volume	Capacity	v/c	
East of Bronte Road (RR 25)	2,538	3,250	0.78		3,208	5,420	0.59		2,645	5,420	0.49	
Sixteen Mile Creek	3,649	4,100	0.89		4,968	4,570	1.09		5,189	4,570	1.14	
East of Neyagawa Blvd (4th Line)	3,678	4,950	0.74		5,293	5,420	0.98		6,227	5,420	1.15	
East of 6th Line	4,131	4,950	0.83		6,047	5,520	1.10		6,394	5,520	0.99	
East of Trafalgar Road	3,856	4,950	0.78		4,977	5,870	0.85		5,129	5,870	0.87	
	Existing road network				Existing Burnhamthorpe Rd Planned road improvements				Existing Burnhamthorpe Rd Planned road improvements Extension of JSP to Neyagawa Blvd			

LEGEND

- v/c >0.90
- v/c 0.80 - 0.90
- v/c <0.80

Screenline Volume Assessment

With Highway 407

	PM Peak Hour Westbound Direction											
	Existing (2001)				2021				Full Build-out of N. Oakville			
Screenline	Volume	Capacity	v/c		Volume	Capacity	v/c		Volume	Capacity	v/c	
East of Bronte Road (RR 25)	6,924	9,050	0.77		7,327	10,820	0.68		7,331	10,820	0.68	
Sixteen Mile Creek	8,034	9,900	0.81		9,086	9,970	0.91		9,875	9,970	0.99	
East of Neyagawa Blvd (4th Line)	8,314	10,750	0.77		9,257	10,820	0.86		10,650	10,820	0.98	
East of 6th Line	8,759	10,850	0.81		10,011	10,920	0.92		10,817	10,920	0.99	
East of Trafalgar Road	8,513	10,950	0.78		8,241	11,270	0.73		8,431	11,270	0.75	
	Existing road network				Existing Burnhamthorpe Rd Planned road improvements				Existing Burnhamthorpe Rd Planned road improvements Extension of JSP to Neyagawa Blvd			

LEGEND

- v/c >0.90
- v/c 0.80 - 0.90
- v/c <0.80

Town of Oakville
Transportation Master Plan (April, 2004)

Transit Component of TMP comprises:

- Transit corridors and service
- Places to connect

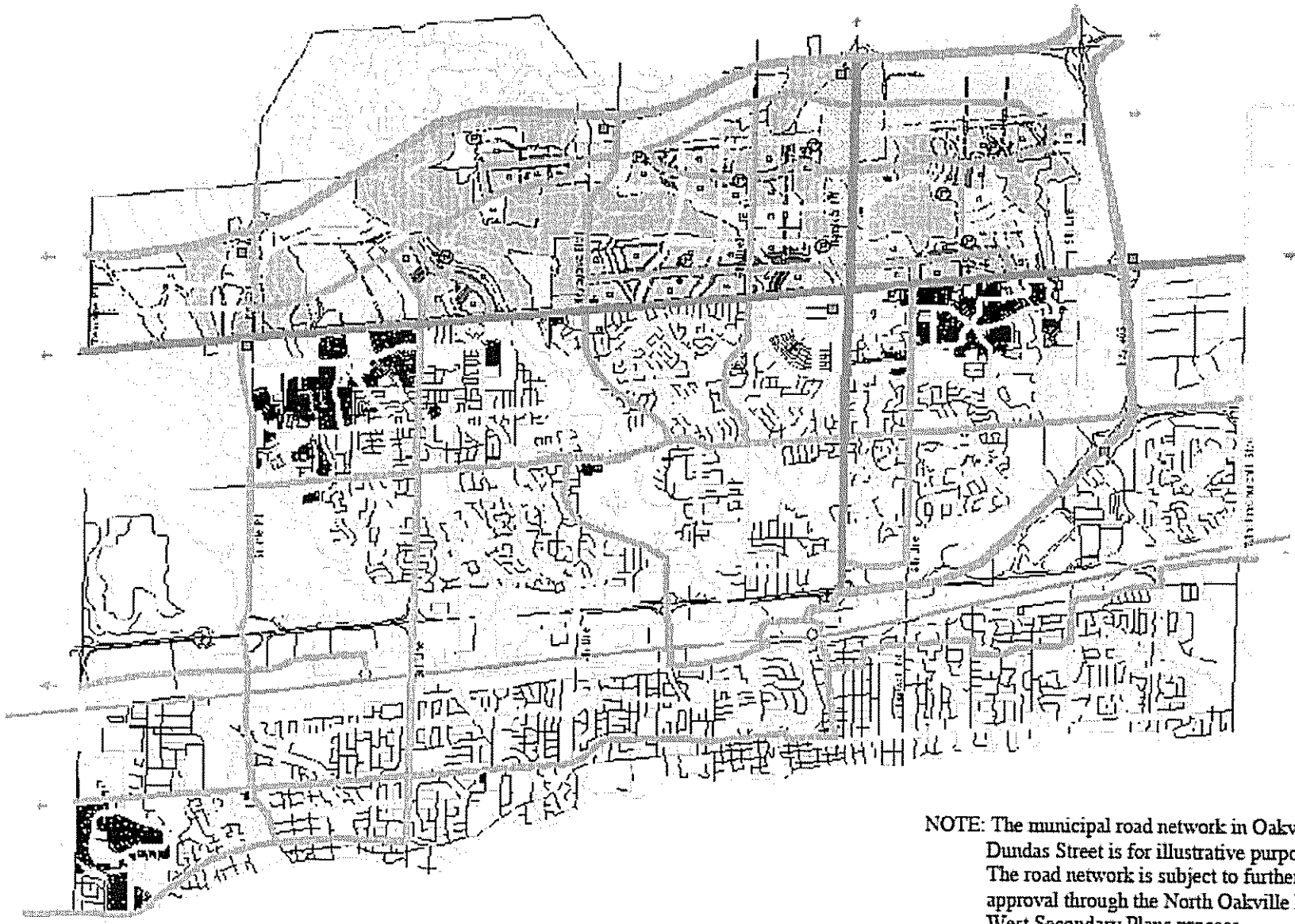
Based on draft NOSP land use, expanded technology, service and fare coordination

- Customer focused marketing, education and promotion

Roadway infrastructure based on combined needs for auto, bus, cycling, and pedestrian users

OAKVILLE

ENTRA



NOTE: The municipal road network in Oakville north of Dundas Street is for illustrative purposes only. The road network is subject to further review and approval through the North Oakville East and West Secondary Plans process.

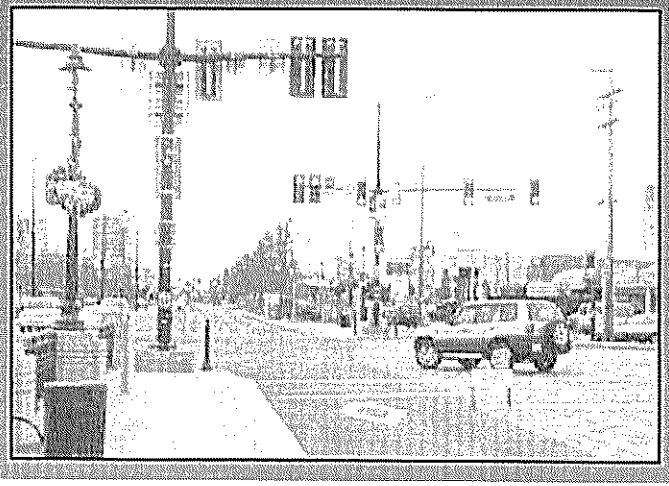
OAKVILLE

Oakville TMP - Transit Plan

ENTRA

Transit Strategy
Secondary Corridors

- Operate on the grid network of streets
- About every 7 to 10 minutes
- Connect to the schools, to shopping, to urban core areas
- Low floor accessible comfortable vehicles
- Transit priorities in congested areas
- Connecting to community services



OAKVILLE

ENTRA

Transportation Issues & Opportunities
Identification of Need - Summary

- Provincial Policy Context
  - Identified increased population and employment targets for Halton Region, a share of which would be accommodated within the Town of Oakville
- North Oakville Secondary Plan
  - Planning ongoing in coordination with this Study
  - Transportation infrastructure required to support planned land use
- Analysis Results
  - Forecasts indicate the need for transportation system capacity improvements in an east-west direction across the Study Area
- Alternative Solutions
  - A range, or combination of alternative solutions may be necessary to address future transportation need

Work session: Transportation Issues and Opportunities

- Jot down ideas on worksheet, p. 7 of your Meeting Guide
- Note any missing or duplicated needs or opportunities on the flipcharts/ easel sheets throughout the room
  - Write big
  - Note the need or opportunity in 1 sentence or less

Preliminary Identification of Alternative Solutions

- **Do Nothing**
  - (Base Case for comparison)

- **Road System Expansion**
  - Upgrade capacity of adjacent roads
    - (Ex. Dundas Street widened from 4-6 lanes to 8-10 lanes)
  - Upgrade capacity of Burnhamthorpe Road
  - Increase transit services/facilities (HOV/bus lanes, Reserved Bus Lanes, higher order transit)

Note: If Burnhamthorpe Road capacity improvements are the recommended solution, alternative routes will be identified, assessed and evaluated in the next phase of study

Preliminary Identification of Alternative Solutions

- **Transportation System Improvements (non-expansion)**
  - Reduce auto usage using Transportation Demand Management Measures (ex. Regional TDM strategy)
  - Maximize existing road capacities (Transportation Systems Management)
  - Increase transit services/facilities (ex. Service increases that do not trigger road improvements, signal priority, etc)

Work session: Alternative solutions

- At your seat fill out p. 8-9 of your Meeting Guide:
  - For each alternative listed, rate its level of viability
  - Note your thinking about your ratings
  - Add any additional alternative
- In your small group
  - Choose a scribe and presenter
  - Discuss the ratings and rationale amongst yourself
- Present to large group

Preliminary Identification of Assessment Criteria

TRANSPORTATION

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

ENGINEERING

- Construction impacts
- Utility/service relocations
- Property Requirements
- *Costs*
  - *Capital*
  - *Operating and Maintenance*

Preliminary Identification of Assessment Criteria

NATURAL ENVIRONMENT

- Watercourses/fisheries
- Vegetation and woodlots
- Wildlife
- Wetlands/marsh areas
- Fluvial geomorphology conditions
- Groundwater/surface water/drainage
- *Natural Heritage system connectivity*
- *Compatibility with North Oakville subwatershed studies*

Preliminary Identification of Assessment Criteria

SOCIAL/CULTURAL/ECONOMIC ENVIRONMENT

- Proximity impacts (noise impacts, aesthetics)
- Traffic infiltration
- Residential property impacts
- Commercial property impacts
- Compatibility with existing/future land uses/plans
- Consistency with Official Plan policies
- Archaeological resources
- Built Heritage resources & rural character
- Recreational opportunities
- Future development/redevelopment potential
- Accessibility
- Community Connectivity *& Integration*
- Air quality
- Accommodation of pedestrians and cyclists

Work session: Criteria

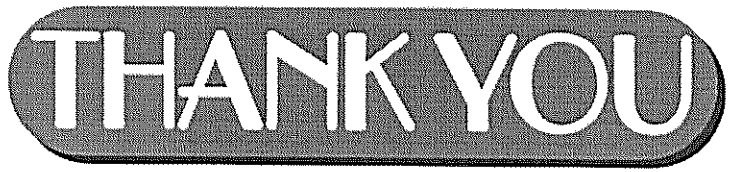
- See Meeting Guide, page 10

- What criteria are duplicated?
- What criteria are missing?

Anything we've missed?
(page 11 of questionnaire)

Topics for next meeting?

http://www.region.halton.on.ca/ppw/PlanningRoads/transp/Projects/Burnhamthorpe/default.htm



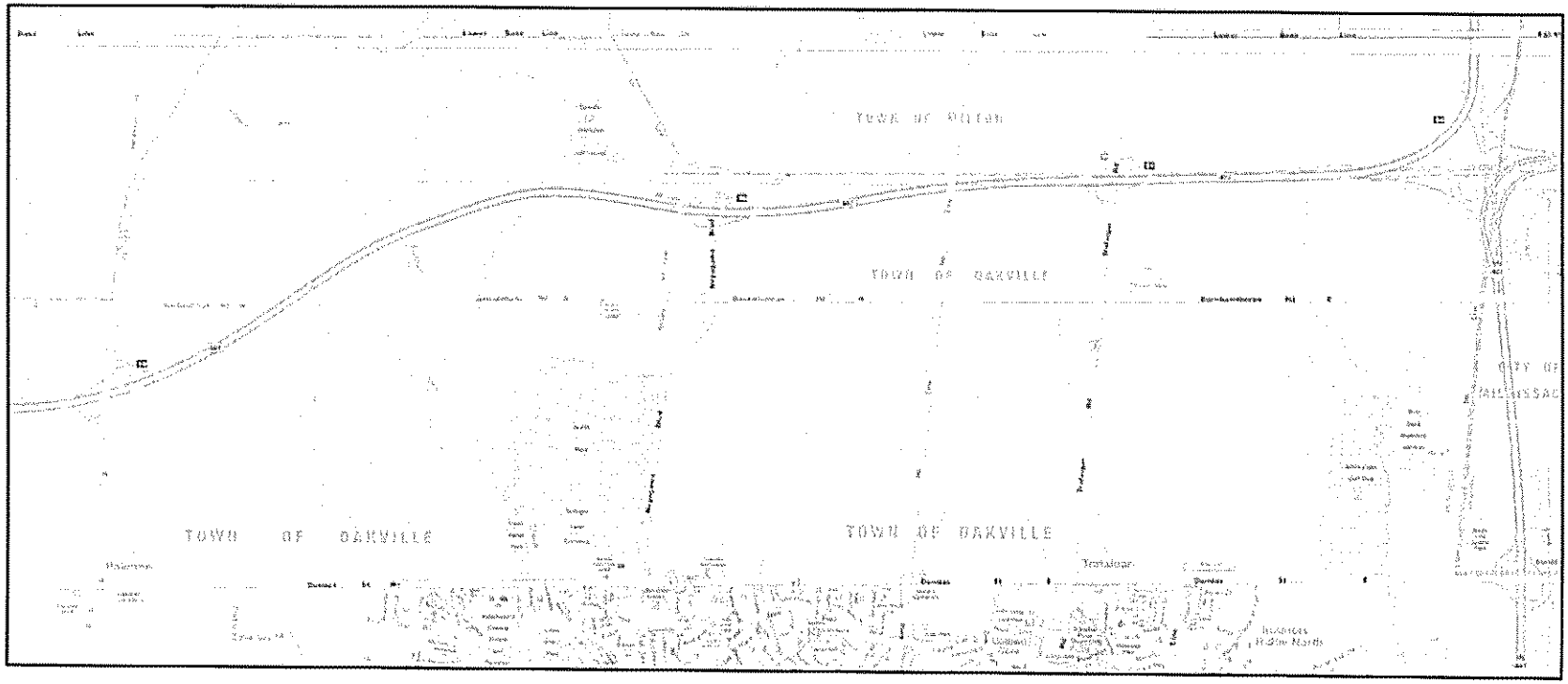
Appendix C
Meeting Guide and Questionnaire

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

CLASS ENVIRONMENTAL ASSESSMENT
TOWN OF OAKVILLE, REGION OF HALTON

Stakeholder Group
MEETING GUIDE AND QUESTIONNAIRE

April 13, 2005



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

CLASS ENVIRONMENTAL ASSESSMENT
TOWN OF OAKVILLE, REGION OF HALTON

Tonight's meeting will be divided into three major segments. In the first segment the Regional staff and the consultant, TSH, will describe their findings regarding the need for the project. In the second segment we will look at alternative solutions, in response to the identified needs and opportunities. In the third and final segment we will be examining criteria to evaluate each alternative solution. After each presentation you will have an opportunity to give input and suggestions.

1. *WHAT HAPPENS NEXT?*

After the meeting, a summary of what has been discussed will be prepared and made available to Group members for their review. We will use this input to help assess the alternative solutions. The third Stakeholder Group meeting will be held in June to present the results of the assessment of alternative solutions and a preliminary preferred solution.

Comments or questions? Please contact:

Mr. Edward Soldo, 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

http://www.region.halton.on.ca/ppw/PlanningRoads/transp/Projects/Burnhamthorpe/default.htm

2. *TONIGHT'S AGENDA (6:30-9:00PM)*

Approximate Time	*Topic*
6:30PM	Welcome/ Introductions
6:45PM	Presentation: Study Context and Background
	Existing and Future Transportation Conditions
7:00PM	Work session: Transportation Opportunities, Issues, Needs
7:20PM	Presentation: Potential Alternative Solutions
7:25PM	Work session: Potential Alternative Solutions
8:10PM	Presentation: Introduction to Assessment Factors and Criteria
8:15PM	Work session: Assessment Factors/ Criteria for Alternative Solutions
8:35PM	Open discussion
8:50PM	Wrap up
9:00PM	Adjourn

Issues raised during last meeting (SG, TAC) and their Status

Issue	Status
Sustainability of existing neighbourhood	Will be examined during both the alternative solutions and alternative design concepts stage of the EA (criteria added – Community Integration)
Effect of the ORC lands in terms of the recent announcement	The population and employment for the Oakville Land Assembly (ORC) lands were removed from the model to test the affect on transportation need
The effect the James Snow Parkway extension will have on traffic	The JSP extension was added to the network to test the affect on Burnhamthorpe Road and was considered in the transportation need.
Ownership of Burnhamthorpe Road – can it be changed back to the Town	Burnhamthorpe Road has been identified as an important corridor in the Regional and Town's Ops and TMPs. It will remain a Regional road.
Impact on existing businesses along Burnhamthorpe Road	This will be examined, if necessary, during the Alternative Design Concepts stage
Preservation of the Sixteen Mile Creek valley	The preservation of Sixteen Mile Creek valley will be examined during both the alternative solutions and alternative design concepts stage of the EA
Examine transit opportunities	Transit opportunities are one of the alternative solutions identified.
Consideration for future communities	Future growth in the area has been determined by previous planning studies (HUSP, ROPA, OPA 198, etc)

Issue	Status
Air quality	Air quality has been addressed at a strategic level through the Region's TMP. It has been added as a criteria for the assessment of alternative solutions
The Trafalgar Moraine and Sixteen Mile Creek are two separate issues	Noted
The necessity or need for the crossing	The need for a crossing is addressed through the transportation needs assessment.
Clarify the broader purpose of the corridor e.g. to move traffic through the community or through the Region	As a Regional Road corridor, Burnhamthorpe Road must serve both functions. Our modelling indicated that most of the traffic using Burnhamthorpe Road will be "local" as opposed to "though".
The impact of industrial traffic e.g. heavy trucks	Industrial traffic will be assessed during the next stage of the process (alternative solutions)
Adjacent land uses in boundary municipalities and potential impacts re: new corridor and potential crossing	Adjacent land use impacts will be assessed during the next stage of the process (alternative solutions)
Future alignment of the road	Will be examined during both the alternative solutions and alternative design concepts stage of the EA (criteria added – Community Integration)
Heritage considerations – natural, built, cultural, etc.	Will be examined during both the alternative solutions and alternative design concepts stage of the EA (criteria added – Community Integration)
Impact on King's Christian Collegiate	Will be examined during both the alternative solutions and alternative design concepts stage of the EA (criteria added – Community Integration)

Issue	Status
Provide for all modes of travel (transit, carpooling, autos, cyclists, pedestrians)	The need to provide for all modes is acknowledged (see preliminary study issues).
Provide safe access to adjacent existing and planned developments	Safe access will be assessed during the alternative designs stage of the EA.
Consider impacts on environmental features	Environmental impacts will be a factor used in evaluating alternative solutions and alternative design concepts.
Investigate location of potential Sixteen Mile Creek crossing impacts	A location of a Sixteen Mile Creek crossing will be examined during the alternative design concepts stage of the EA.
Consider • Aesthetics; • Streetscaping; • Safety; • Air Quality • Noise; and • Other community issues	These have been added to list of criteria that will be used in evaluating alternative solutions.
Look at future travel demand	Future travel demand has been examined during the transportation needs assessment and will be considered in the assessment of alternative solutions.
Co-ordinate and be compatible with the Secondary Planning process	The Region and Town are working together to co-ordinate the two studies.
Consider provincial policies/guidelines	Provincial policy is an important component of the overall planning context and will be considered throughout the Study.

The Reasoned Argument method

The alternative solutions will be assessed using a methodology called the "reasoned argument assessment." The reasoned argument assessment is a well established approach that is endorsed by agencies which approve environmental assessments.

Alternative solutions are assessed on the basis of a comprehensive set of factors and criteria that reflect:

- Provincial and federal government legislation, policies and guidelines;
- Municipal policy (Region of Halton, and Town of Oakville);
- Issues and concerns identified during consultation with ministries and agencies, municipalities, ratepayer and interest groups and the general public; and
- Project Team investigations and expertise.

The reasoned argument assessment:

- Examines the relative significance of impacts by factor and criteria;
- Highlights the differences in net impacts associated with the alternative solutions. The differences define the advantages and disadvantages of each alternative solution; and
- Clearly presents key trade-offs between the various assessment factors and criteria and the reasons why one alternative is preferred.

QUESTIONNAIRE

We're here tonight to receive your input on the following:

- Transportation issues and opportunities;
- Preliminary identification of alternative solutions; and
- Preliminary identification of assessment/evaluation criteria for alternative solutions.

We have prepared this *Guide* to assist you in recording your questions and comments regarding the material presented.

At the end of the evening, we would like to collect the tear-off pages at the back of your Guides to ensure we accurately reflect your comments. If you do not wish to complete your Guide tonight, please fax or mail it to Edward Soldo at the Region of Halton by **April 27, 2005. See the next page for the Region's fax number and mailing address.**

Personal information on this form is collected pursuant to the Planning Act, R.S.O. 1990, c. P.13, the Municipal Act, 2001, S.O. 2001, c.25 and will be used for future contact in relation to the *New Burnhamthorpe Road (Regional Road 27) Transportation Corridor and Potential Future Bridge Crossing of Sixteen Mile Creek* project. Questions about the collection of your information should be addressed to Edward Soldo, Manager Transportation Services, 1151 Bronte Rd., Oakville, ON, L6M 3L1, 1-866-442-5866.

Kindly fill in the table so we can identify your interest in the project. *(Please print)*

The Region and TSH thank you for your involvement in this Class EA. Comments and information regarding this study are being collected to assist the Region in meeting the requirements of the Environmental Assessment Act. With the exception of personal information, all comments will be included in the Environmental Study Report and will become part of the public record.

Are you a local area?	o	Resident	o o	Own the property Rent/lease the property
Are you a local area?	o	Business Operator	o o	Own the property Rent/lease the property
If you are not a local area resident and/or business operator, but own land in the area, do you have?	o o o	Current development interests Future development interests No interest in developing the property		
Do you have a different interest in the area?				

PART 1: TRANSPORTATION ISSUES AND OPPORTUNITIES/identification of transportation need

This sheet is for you to jot down ideas, before adding them to the flip chart. Please add transportation needs or opportunities that were missing from the presentation. Please also note any needs or opportunities which should be linked together or are duplicated. After you have had time to think here, please add your thoughts to one of the flipcharts located throughout the room.

PART 2 – POTENTIAL ALTERNATIVE SOLUTIONS:

For each alternative listed below in the left column, rank to what degree the item is a viable solution based on the problem at hand in the centre column. Then in the right column, add your thinking about your rating *(Please check only one box)*. At the end of the sheet, add any alternatives that you feel should be addressed through the Study. The preferred alternative solution would likely include combinations of alternative solutions from the below categories.

Solution	*In your opinion, this solution is:*	Comments
Do Nothing (Base Case for comparison)	o Not at all Viable o Somewhat Viable o Viable o Most Viable	
Road System Expansion		
Upgrade capacity of adjacent roads (Ex. Dundas Street widened from 4-6 lanes to 8-10 lanes)	o Not at all Viable o Somewhat Viable o Viable o Most Viable	
Upgrade capacity of Burnhamthorpe Road	o Not at all Viable o Somewhat Viable o Viable o Most Viable	
Increase transit services/facilities (HOV/bus lanes, Reserved Bus Lanes, higher order transit)	o Not at all Viable o Somewhat Viable o Viable o Most Viable	
Transportation System Improvements (non-expansion)		
Reduce auto usage using Transportation Demand Management Measures (ex. Regional TDM strategy)	o Not at all Viable o Somewhat Viable o Viable o Most Viable	
Maximize existing road capacities (Transportation Systems Management)	o Not at all Viable o Somewhat Viable o Viable o Most Viable	

Solution	*In your opinion, this solution is:*	Comments
Increase transit services/facilities (ex. Service increases that do not trigger road improvements, signal priority, etc)	o Not at all Viable o Somewhat Viable o Viable o Most Viable	

Solution	*In your opinion, this solution is:*	Comments
Other:	o Not at all Viable o Somewhat Viable o Viable o Most Viable	
	o Not at all Viable o Somewhat Viable o Viable o Most Viable	
	o Not at all Viable o Somewhat Viable o Viable o Most Viable	
	o Not at all Viable o Somewhat Viable o Viable o Most Viable	

PART 3 – IDENTIFICATION OF PRELIMINARY ASSESSMENT factors/CRITERIA:

We have developed a preliminary list of assessment criteria to guide the development of alternative solutions for Halton Region's transportation study. Please review the following list of preliminary assessment criteria and identify any additional criteria you feel should be added to the list. ***Italics indicate assessment criteria added by the Stakeholder Group/TAC at previous meetings.***

TRANSPORTATION

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

ENGINEERING

- Construction impacts
- Utility/service relocations
- Property Requirements
- *Capital Costs*
- *Operating and Maintenance Costs*
- Other:_____
- Other:_____

SOCIAL/CULTURAL/ECONOMIC ENVIRONMENT

- Proximity (noise impacts, aesthetics) impacts
- Traffic infiltration
- Residential property impacts
- Commercial property impacts
- Compatibility with existing/future land uses/plans
- Consistency with Official Plan policies
- Archaeological resources
- Built Heritage resources
- Future development/redevelopment potential
- Accessibility
- Community Connectivity *and Integration*
- *Air quality*
- *Accommodation of pedestrians and cyclists*
- Other:_____
- Other:_____

NATURAL ENVIRONMENT

- Watercourses/fisheries
- Vegetation and woodlots
- Wildlife
- Wetlands/marsh areas
- Fluvial geomorphology conditions
- Groundwater/surface water/drainage
- *Natural Heritage system connectivity*
- *Compatibility with North Oakville subwatershed studies*
- Other:_____
- Other:_____

ANY OTHER COMMENTS?

Please add any additional suggestions or comments you may have:

THANK YOU FOR COMING THIS EVENING!