Regional Municipality of Halton

New North Oakville Transportation Corridor and Crossing of Sixteen Mile Creek

Appendix D-4.3: Stakeholder Group Meeting #3 – June 1, 2005

THE REGIONAL MUNICIPALITY OF HALTON
1151 BRONTE ROAD
OAKVILLE, ONTARIO, CANADA L6M 3L1

PLANNING & PUBLIC WORKS DEPARTMENT
PLANNING AND TRANSPORTATION SERVICES
Tel: 905-825-6000 ext.7475 Fax: 905-825-8822
Toll free: 1-866-4HALTON (1-866-442-5866)

HALTON REGION 30th ANNIVERSARY

May 19, 2005

Dear Stakeholder:

Re: Stakeholder Group Meeting #3 – New Burnhamthorpe Road (Regional Road 27) Transportation Corridor and Potential Future Bridge Crossing of Sixteen Mile Creek Class Environmental Assessment Study

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The third Stakeholder Group meeting has been scheduled for the New Burnhamthorpe Road (Regional Road 27) Transportation Corridor and Potential Future Bridge Crossing Class Environmental Assessment Study.

The meeting details are as follows:

When - **Wednesday, June 1, 2005**

Where - **Halton Regional Centre - South Auditorium**

Time - **6:30 p.m. - 8:30 p.m.**

Please find attached a map identifying the location of meeting rooms within the Halton Regional Centre, located at 1151 Bronte Road, Oakville. Upon arrival at the Halton Regional Centre, park in the NORTH parking lot and enter at the Auditorium Door.

Meeting Agenda

- Summary of Transportation Need
- Alternative Solutions
- Assessment of Alternative Solutions
- Preliminary Preferred Solution
- Next Steps

The range of alternative solutions that will be discussed include:

- Upgrading of existing roadways (ie. Dundas Street Widening to beyond 6 lanes)
- Upgrading capacity of Burnhamthorpe Road including a potential crossing of Sixteen Mile Creek

- Increased Transit Services/Facilities
- Travel Demand Management
- Combinations of the above.

Route alternatives will not be presented as they will be investigated in the next phase of the study.

Please find attached the meeting minutes from the second Stakeholder Group meeting held on April 13, 2005.

The first Public Information Centre (PIC) meeting is scheduled for **Thursday, June 9th, 2005 at King's Christian Collegiate.** The Notice for the PIC is attached.

If you have any questions or require additional information, please contact the undersigned.

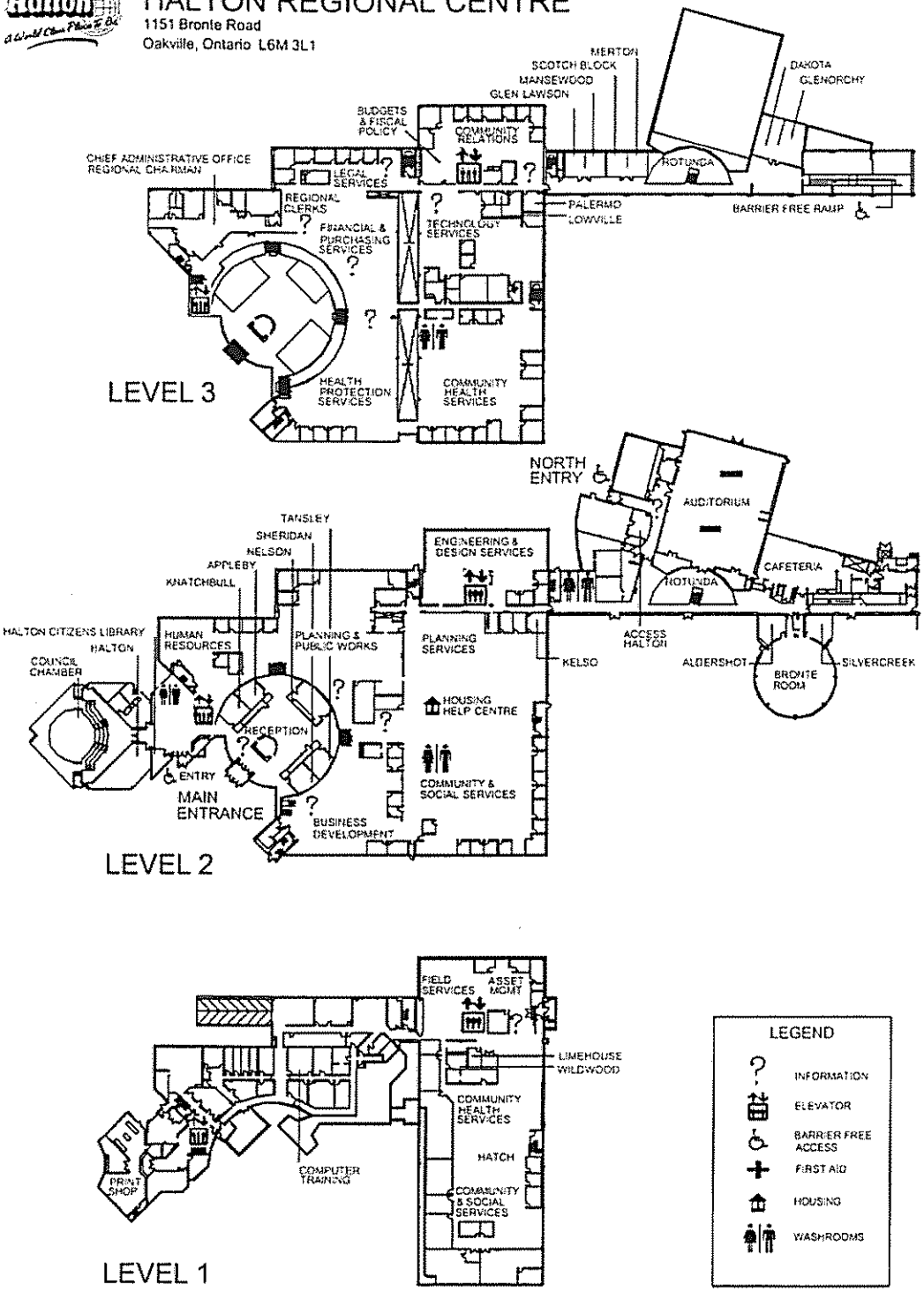
Sincerely,

Edward Soldo, P.Eng
Manager, Transportation Services

Enclosure

HALTON REGIONAL CENTRE

1151 Bronte Road
Oakville, Ontario L6M 3L1



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
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Mr. Mike Delsey, P. Eng.
Consultant Project Manager
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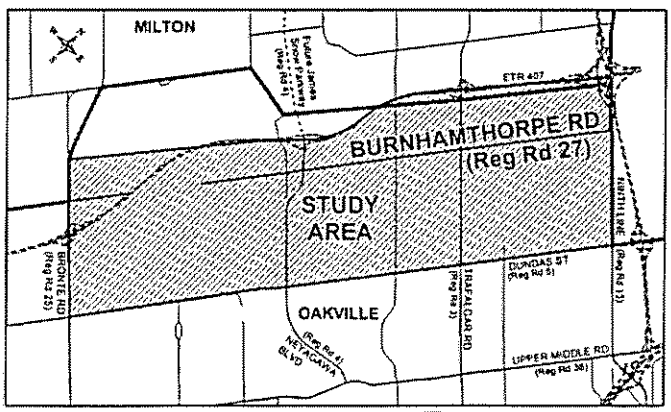
Fax: 905 668-0221
Email: mdelsey@tsh.ca

This Notice first issued on May 26, 2005

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



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REGIONAL MUNICIPALITY OF HALTON

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

CLASS EA

Stakeholder Group Meeting #3

Meeting Summary

June 1, 2005
Region of Halton Administrative Offices Auditorium
Oakville, ON

This meeting summary was prepared by TSH. It presents the key discussion points and outcomes from the June 1, 2005 Burnhamthorpe Stakeholder Group meeting #3 hosted by The Regional Municipality of Halton and is subject to review by meeting participants. It does not attribute comments to any particular participant. 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:

Colleen Goodchild
TSH
300 Water Street
Whitby, ON L1N 9J2
Phone: (905) 668-9363
Fax: (905) 668-0221
cgoodchild@tsh.ca

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

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

The third meeting of the Class EA Stakeholder Group was hosted by the Regional Municipality of Halton to identify transportation need, alternative solutions, assessment criteria, the assessment of alternative solutions and the recommended solution.

Eighteen (18) people attended the meeting, including representatives from municipalities and the general public. The list of participants is included in Appendix A.

2. Presentation

Jane Clohecy of the Region of Halton welcomed participants, thanked them for participating in the process and facilitated the meeting. Edward Soldo, of the Region of Halton, gave the technical presentation.

A copy of the presentation can be found in Appendix B.

The meeting was structured so that participants could provide input on different aspects of the project. The presentation was organized into the following topics:

- Need Assessment
- Long list of Alternative Solutions Assessment
- Short list of Alternative Solutions Assessment
- Next steps

Each topic was followed by a question and answer period.

3. Participant Feedback

This section provides an overview of the feedback received from participants at the June 1, 2005 Stakeholder Group meeting. Comments were summarized from discussions that took place during the question and answer periods.

[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.

General Questions:

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

Question/Comment	Response
NEED	
What is the timeline of the need?	The need for Burnhamthorpe corridor improvements was examined as part of the Region's Transportation Master Plan process and is dependent on the rate of development in North Oakville. The need for arterial road capacity was triggered in 2016 and was staged to 2021. The timing will be re-examined as part of this Class EA Study.
Where does traffic go, west of Bronte Road?	The provision of a connection west of Sixteen Mile Creek to Bronte Road (Regional Road 25) will connect North Oakville to North Burlington and the Town of Milton. A portion of the traffic generated in North Oakville is either destined to or is generated from these areas.
Is there a need based on traffic through North Oakville, or within?	Approximately 40% of the future trips generated in North Oakville are anticipated as internal trips.
What study do we have that shows where people are going in Oakville?	The Region's travel demand forecasting model considers trip origins and destinations from numerous traffic zones within the Region. Origin/destination information can be provided to illustrate 2021 travel patterns to/from North Oakville. It will be available at the next Stakeholder Group meeting.
What is the conclusion of where the traffic is coming from and where it is going?	As stated previously, approximately 40% of all future trips are internal trips within the Study Area. The remainder of the trips have origins or destinations in points west of the Study Area (Ex. Burlington, Milton) and points east of the Study Area (Ex. Mississauga, Toronto).
How do we determine if there is an east-west problem or a north-south problem?	The travel demand forecasting model examines the peak direction of traffic flow and this has determined that there is an east-west capacity deficiency through the Study Area. A network of roads and transit are required to distribute trips.
Do we need other north-south improvements if James Snow Parkway is extended?	The James Snow Parkway extension is included as an "existing condition" in the Region's travel demand forecasting model for the year 2021.

Question/Comment	Response
What traffic is generated in North Oakville and destined for the GTA (east)? Why would we need to connect over the creek when there is no development west of the Sixteen Mile Creek?	Additional information will be provided at the next Stakeholder Group meeting regarding trips destined for the GTA (east). There will be development along Dundas Street and Bronte Road west of Sixteen Mile Creek as well as development in North Burlington west of Bronte Road.
What are the impacts on/between Dundas?	Model data will be provided to show travel patterns as noted above.
The majority of the traffic traveling in North Oakville is from outside of North Oakville.	Approximately 40% of the trips will be trips that are either destined to North Oakville or traveling through North Oakville.
Traffic along existing Burnhamthorpe is through traffic.	As the Study Area develops, the proportion of internal trips using Burnhamthorpe Road will increase.
ALTERNATIVE SOLUTIONS	
In the background document you stated that most travelers will not pay to use Highway 407. Do you have data to back this up? I feel that as congestion increases, people will pay to travel along Highway 407 rather than arterial roadways.	There have been numerous studies undertaken for toll highways to determine the effectiveness or viability of the facilities. As congestion increases, some travel will divert to Highway 407, however, it is not expected to impact the need for arterial roadway improvements.
Is Highway 407 used less in Burlington than in Oakville? Is the 407 closer to population in Burlington than Oakville? What is the proximity?	M. Delsey had stated that Highway 407 ETR is traveled less in the Region of Halton and Region of Durham than in Central Toronto or Peel Region, for example. An increase in 407 traffic will also occur over time.
In modeling, you can determine Origin—Destination of trips in North Oakville. This will allow people to see where people are traveling to and coming from. Can this be provided?	The Project Team will provide additional information at the next Stakeholder Group meeting.
How much of the 407 is operating at or near capacity with approved development?	Highway 407 does not reach capacity through the Study Area with approved development in North Oakville.
The provision of an additional lane on Highway 407 would equal 2 lanes on Burnhamthorpe.	Highway 407 is intended to serve longer distances, higher speed trips, not local trips. It does not serve local transit or pedestrian/cycling trips, which are vital to the plan for North Oakville.
The proposed employment lands are near the 407. A solution should be proposed that parallels Highway 407.	The exact location of employment lands has not been finalized through the Secondary Planning process, nor has a route for an east-west corridor.

Question/Comment	Response
Do not take 407 off the table (screen).	Highway 407 was screened out of the long list of alternatives. It does not serve the capacity deficiency in North Oakville, and is not appropriate for directing auto based trips to local transit, walking, or cycling.
ASSESSMENT OF ALTERNATIVE SOLUTIONS	
How far is Lower Base Line from North Oakville?	Lower Baseline is north of Highway 407. The distance ranges from 1 km north in the eastern edge of the Study Area to 2.5 km north in the western Study Area.
Is it possible to have another alternative that is a new east-west route north of 407?	Development within North Oakville will not be served by an arterial roadway north of Highway 407, especially for transit, cycling and walking trips.
A four (4) lane highway in North Oakville with residential in proximity is not appealing.	The new transportation corridor is not proposed as a highway. It is proposed as a four lane arterial roadway with cycling and pedestrian amenities, similar to Upper Middle Road.
Could you have an alternate route north of 407 that does not impact the natural environment and minimizes social [human] impacts?	An alternative route north of Highway 407 will most likely impact more natural environmental features. An arterial roadway north of Highway 407 would have to cross Sixteen Mile Creek twice and is within the Greenbelt Plan area. It would be difficult to avoid all social environment impacts at any location. An arterial roadway outside of the Study Area would not serve transit, cycling or walking for North Oakville residents.
Wouldn't a solution south of Highway 407 impact the ORC/green space protection lands?	Yes, a solution south of Highway 407 could impact the green space protection lands west of Sixteen Mile Creek.
Will widening the Burnhamthorpe corridor not include crossing the creek?	The transportation needs assessment identified a four lane capacity deficiency in the Study Area from Bronte Road to Ninth Line, including a crossing of Sixteen Mile Creek.
The location of the Sixteen Mile Creek crossing needs to be discussed now and not after a decision has been made to widen Burnhamthorpe Road or develop a new corridor.	As stated above, there is a need to provide additional capacity across Sixteen Mile Creek was identified. Where Sixteen Mile Creek is crossed will be the subject of our next meeting/workshop.
A combination of alternatives (other than Burnhamthorpe Road) should have been assessed. Can the problem be solved without a Burnhamthorpe?	The assessment of alternative solutions includes TDM, TSM and transit service enhancements/infrastructures in addition to a widening of Dundas to 6 lanes and a 4 lane east-west corridor within the study area.

Question/Comment	Response
I would like to see a "reverse assessment" - if you were to widen Dundas to eight lanes, what other improvements need to be made?	A Dundas Street widening to accommodate transit was examined, however, additional capacity in the Study Area would still be necessary. (See background information package section "How Transit Affects Need")
ROUTE ALIGNMENT (CARRIED FORWARD TO NEXT MEETING)	
Stakeholders are opposed to a widening of Burnhamthorpe on its existing alignment.	
What about the proposed road character, speed and access points?	
Where is this crossing? Parallel to 407, through centre, on existing alignment?	

Closing Remarks

Jane Clohecy thanked the participants for attending and asked the group to send in comments on the information provided by June 22, 2005. **(Action)**. The next meeting is anticipated to be held in early July 2005, which will be organized as a workshop to identify alterative routes.

Meeting Adjourned

Appendix A
List of Participants

Name	Interest	Agency/ Affiliation
David Bazar	Land Owner	Land Owner
David Faye	Land Owner	C/O Star Oaks Developments
Frank Price	Land Owner not in study area (NOSP S.A.C)	
Laura Knowlton	Land Owner	R.A.N.D.
Julie & Mark Baker	Land Owner	RAND
Lisa Seiler		Representing Green Trans
Rosemarie Humphries	Land Owner	Humphries Planning Group Inc.
Roy M. Bot	Land owner	BOT Construction Ltd.
William A. Bowen		
Yosh Nabeta		Land Owner
J. Grouios	Land Owner	Land Owner
Robert Thun		Town of Oakville Planning
Mike Benke	Land Owner	
Dana McGowan		
Michael Telanski	Land Owner	
Jeff Kroll	Councillor	

Appendix B
Presentation

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

Stakeholder Meeting #3

June 1, 2005

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Agenda Overview

- Stakeholder Group Mandate
- Summary of Transportation Problems and Opportunities (Need)
- Assessment Criteria
- Assessment of Alternative Solutions
  - Long List
  - Short List
- Next Steps

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Stakeholder Group Mandate

- A Stakeholder is the representative of a landowner within the Study Area who may be directly impacted by potential improvements
- Provide ***advice*** and ***suggestions*** to the Project Team
- Provide a forum to:
  - Discuss issues, opportunities and solutions
  - Review and comment on documents produced by the Project Team
  - Identify missing information to ensure that data and analyses are comprehensive
  - Liaise with the organization they represent (if applicable) and bring forward advice, issues or comments

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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)

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Transportation Opportunities - Identification of Need

- Future Conditions:
  - Capacity deficiencies will increase with the approved level of development 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.

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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).

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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 ridership targets also require additional road infrastructure to support the level of bus service.
  - Transit would serve approximately 12 – 22.5% of all trips (~650 – 1,200 passengers in the peak hour/peak direction).
  - As an example, service could require 17 - 30 buses per hour operating in an exclusive bus lane.
- Elimination of 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.

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Transportation Need Comments – SGM #2

Comment	Follow-up
Impact of ORC lands on need	Population and employment of the ORC lands were removed from the travel demand forecasting model.
Impact of planned population west of Sixteen Mile Creek	
Inclusion of hospital location in analysis	The hospital is part of the North Oakville Secondary Planning process. The exact location is yet to be determined.
Specific location of employment areas in North Oakville not confirmed	The exact location of employment areas in North Oakville do not impact the need.

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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

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Alternative Transportation Solutions

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

- **Road System Expansion** (Bronte to 9th Line)
  - **Widen Highway 407 – additional lane in each direction**
  - **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)

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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*

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Alternative Transportation Solutions: Comments – SGM #2

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

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Alternative Transportation Solution Comments – SGM #2

- A combination of solutions was recommended by some groups:
  - Upgrade other roads
  - Burnhamthorpe Corridor on new alignment
  - Innovative solutions – Ex. Reversible lanes in peak periods
  - Transit supportive infrastructure
  - Tolling Dundas Street
  - Encouraging Transit

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Assessment Factors

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

For detailed criteria, see handout

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Criteria Comments – SGM #2

Factor/Criteria	Follow-up
Transportation	
Light rail opportunities on Dundas	Not included as a criteria. The Transit Supportive/Dedicated infrastructure alternative solution includes higher order transit.
Inter-regional transit – Mississauga and Burlington	Considered under transit network compatibility
Automated toll system on arterial roads	Tolling could be considered as a TDM strategy but has not been identified explicitly in the Region's TMP
Emergency service (priority)	Included as assessment criteria

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Criteria Comments – SGM #2

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

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Criteria Comments – SGM #2

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

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New Information

Assessment of Alternative Solutions

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

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Summary of Long List Assessment

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

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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**

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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**

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Question and Answer Period

Assessment of Long List of Alternative Solutions

Short List of Alternative Solutions

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

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Summary of Short List Assessment

- **Transportation** – Burnhamthorpe Corridor preferred
  - Travel safety 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

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Summary of Short List Assessment

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

- **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

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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)

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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**) 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

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Next Steps

- Generate alternative design concepts for a new 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

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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

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Question and Answer Period

Assessment of Short List Alternative Solutions & Next Steps

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

Appendix C
Information Package

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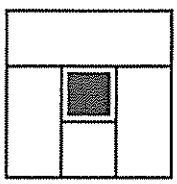
NEW BURNHAMTHORPE TRANSPORTATION CORRIDOR & POTENTIAL FUTURE CROSSING OF SIXTEEN MILE CREEK CLASS ENVIRONMENTAL ASSESSMENT

Stakeholder Group Meeting #3
June 1, 2005

Information Package



TSH
engineers
architects
planners

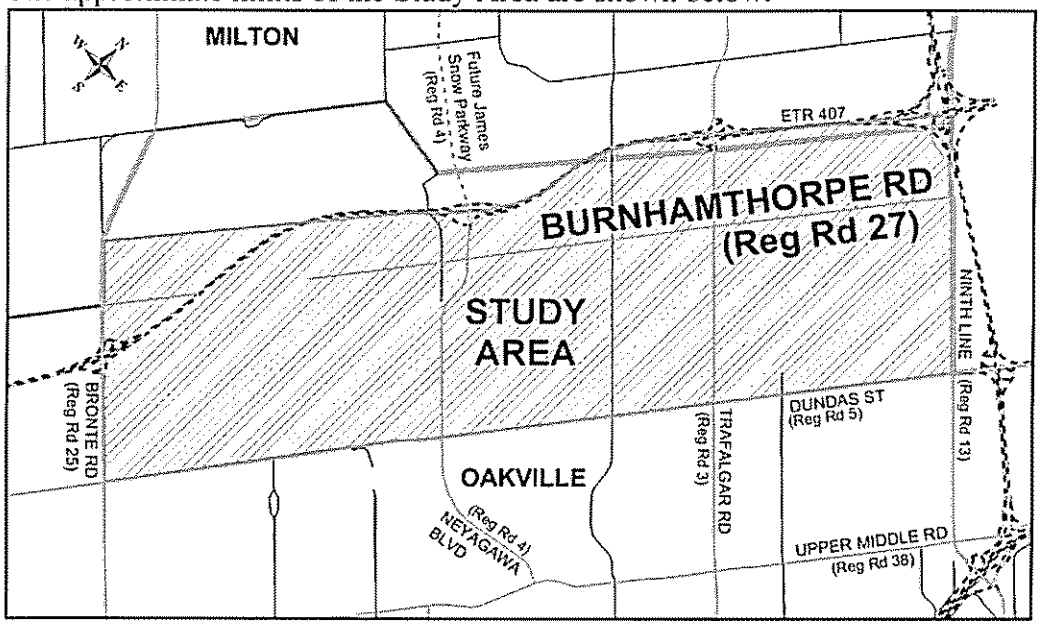
1 Introduction

This background information package is intended to supplement the presentation given at tonight's meeting.

2 Information Presented at Stakeholder Group Meeting #2 (held April 13, 2005)

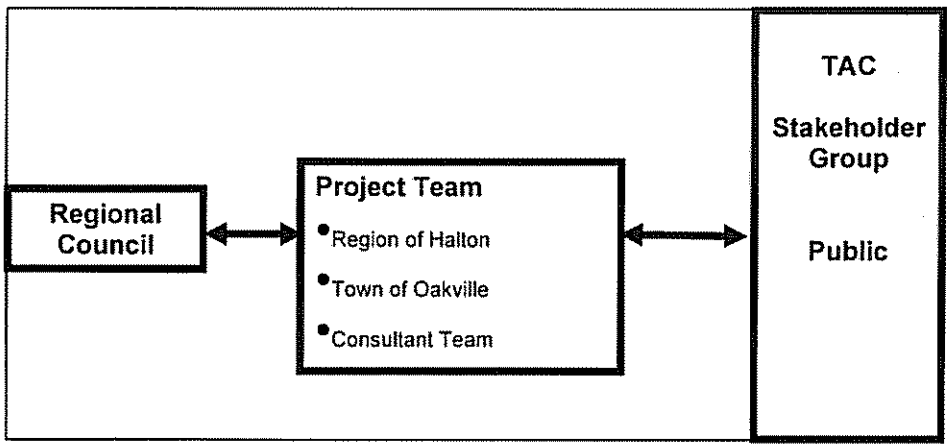
2.1 Study Area

The approximate limits of the Study Area are shown below:



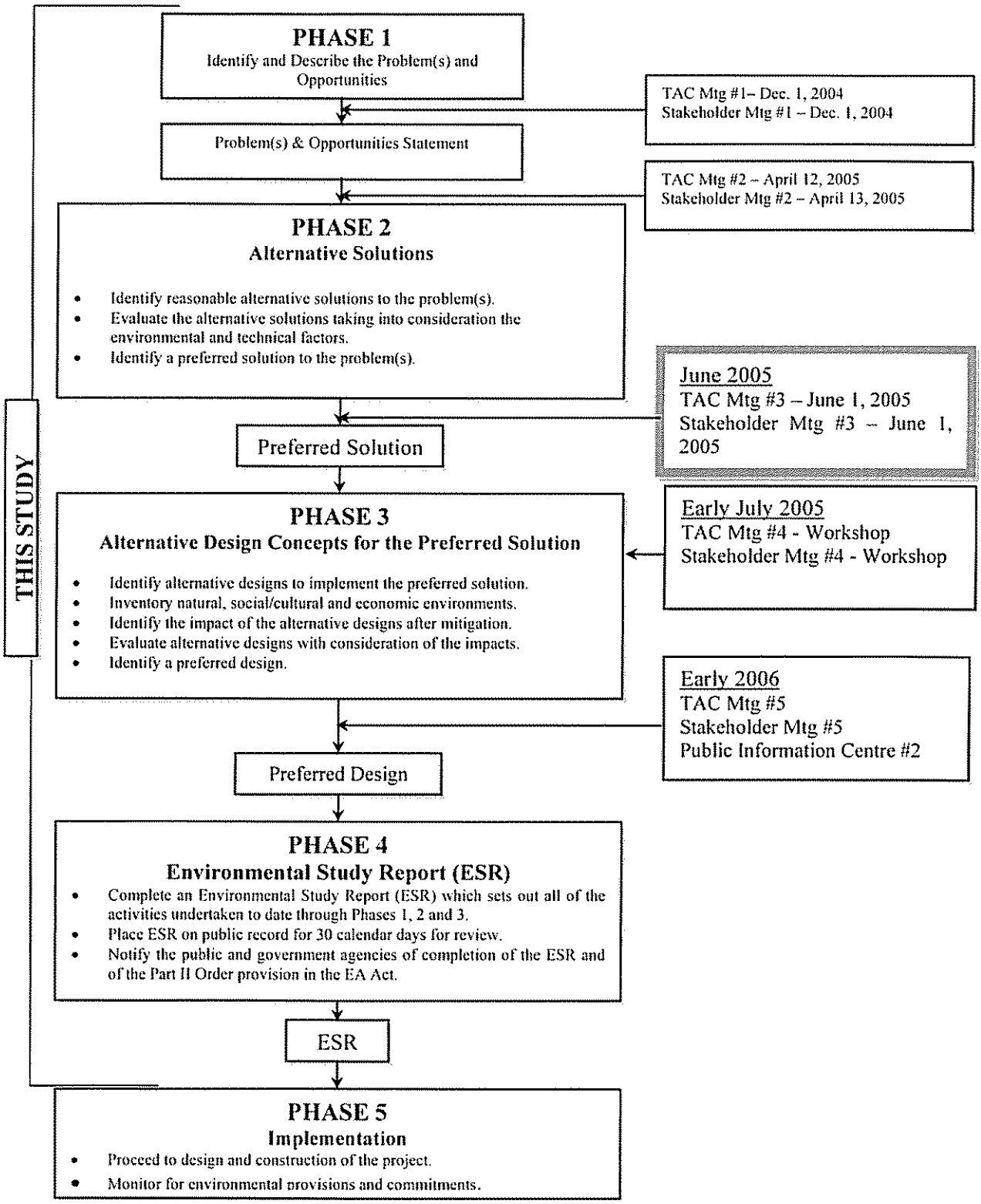
2.2 Study Organization and Approach

2.2.1 Study Organization



2.2.2 Study Approach

- Municipal Class EA process – Schedule C
- Canadian Environmental Assessment process – potential crossing of Sixteen Mile Creek
- The Region of Halton and Town of Oakville are working together to co-ordinate the Burnhamthorpe Corridor Class EA and the North Oakville Secondary Planning Process



2.3 Transportation Problems and Opportunities (Phase 1)

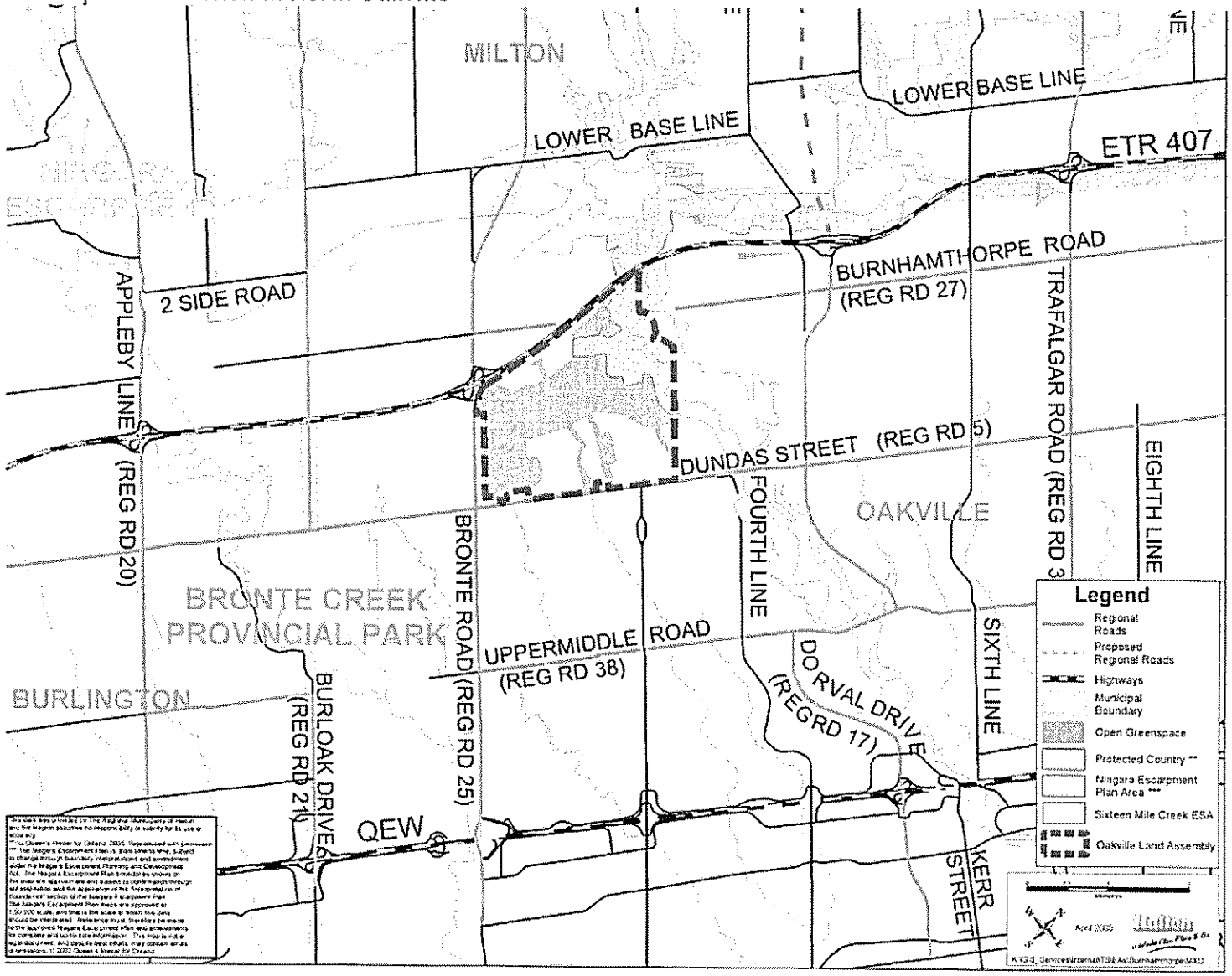
2.3.1 Regional/Local Planning Context

- Halton Urban Structure Plan (HUSP) is a long term plan for growth management in Halton.
- Regional Official Plan Amendment (ROPA) No. 8 - designated the majority of the Study Area as urban.
- Official Plan Amendment (OPA) 198 - designated the North Oakville area as 'Urban Special Study Area'. – The Secondary Planning is ongoing.
- The Ontario Municipal Board (OMB) approved OPA 198 in Sept. 2003
- ROPA No. 25 adopted by Regional Council, subject to appeal, establishes population and employment projections to 2021, and is reflected in the Best Planning Estimates (BPE) endorsed by Regional Council.
- 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.
- Ministry of Natural Resources (MNR) Greenspace Protection – lands designated as open space

Population and Employment Projections

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

Greenspace Protection in North Oakville



2.3.2 Identification of Need

A review of existing conditions indicates:

- East-west travel across the Study Area is approaching capacity
- Individual east-west roadways within the Study Area are already operating at or beyond capacity (Regional Road 5)

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

The impact of the ORC announcement was to provide greenspace protection to the majority of Provincially owned land west of Sixteen Mile Creek. The Town of Oakville is currently revising the draft Secondary Plan to shift the employment lands that are now identified as protected lands to other locations within North Oakville. For analysis purposes, the population and employment was removed from the greenspace protection lands and redistributed in the travel demand forecasting analysis. Results still confirm the need for additional east-west capacity through the Study Area from Bronte Road to Ninth Line.

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 to 425 passengers in the peak hour/direction). As an example, service could require approximately 10 buses in the peak hour/direction, operating in mixed traffic.

Town of Oakville transit plans will reduce, but not eliminate the need for increased road capacity. Proposed transit ridership targets require additional road infrastructure to support the level of bus service. The draft Oakville Transportation Master Plan considered a range of potential transit ridership growth from the existing 7-8% of all trips to approximately 12-23% of all trips (~650 – 1,200 passengers in the peak hour/direction). At a minimum, service requirements would range from 17-30 buses in the peak hour/direction, operating in an exclusive bus lane.

To eliminate the need for any infrastructure improvements, transit ridership would have to increase to a level that accommodates 50% (~3,200 passengers in the peak hour/peak direction). At a minimum, service could require 70-80 buses in the peak hour/direction, operating in an exclusive bus lane.

2.3.3 Problem and Opportunity Statement

Planning Context

- Based on the current Regional and Town Official Plans, a significant share of growth is to be accommodated within the approved urban area of North Oakville

- North Oakville Secondary Plan in process – Class EA for Burnhamthorpe proceeding in parallel

Needs Assessment

- Approved growth will generate additional travel demand across Study Area
- Travel demand forecasts indicate the need for transportation system capacity improvements in an east-west direction from Bronte Road to Ninth Line

2.4 Transportation Need Comments from SG Meeting #2

Comment	Follow-up
Impact of ORC lands on need	Population and employment of the ORC lands were removed from the travel demand forecasting model.
Impact of planned population west of Sixteen Mile Creek	
Inclusion of hospital location in analysis	The hospital is part of the North Oakville Secondary Planning process. The exact location has not been determined.
Specific location of employment areas in North Oakville not confirmed	The exact location of employment areas in North Oakville do not impact the need

2.5 Alternative Solutions (Phase 2)

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

- Do Nothing (Base Case for comparison)
- Road System Expansion (Bronte to 9th Line)
    - Widen Highway 407 – although travel forecasts do not predict the need for Highway 407 widening – most travelers would prefer congested local roads to paying tolls, this option was included for comparison purposes.
    - Widen Dundas Street to 10 lanes – a ten lane Dundas Street would be required if transit ridership through the Study Area remains at the current ridership levels in the Town of Oakville (approximately 7%)
    - Widen Lower Baseline to 4 lanes
    - Widen Burnhamthorpe Corridor to 4 lanes (existing or new alignment)
- Provide Transit Supportive/Dedicated Infrastructure (Reserves 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

2.6 Alternative Solutions Comments from SG Meeting #2

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

A combination of solutions was suggested by some groups:

- Upgrade other roads
- Burnhamthorpe Road on new alignment
- Innovative solutions – Ex. peak direction flows
- Transit supportive infrastructure
- Tolling Dundas Street
- Encouraging Transit

2.7 Assessment Criteria

TRANSPORTATION

- Accommodation of future travel 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/Drainage

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

2.8 Assessment Criteria Comments from SG Meeting #2

Factor/Criteria	Follow-up
Transportation	
Light rail opportunities on Dundas	Not included as a criteria. The Transit Supportive/Dedicated infrastructure alternative solution includes higher order transit.
Inter-regional transit – Mississauga and Burlington	Considered under transit network compatibility
Automated toll system on arterial roads	Tolling could be considered as a TDM strategy but has not been identified explicitly in the Region's TMP
Emergency service (priority)	Included as assessment criteria
Consider farm operations/equipment	Improvements will be necessary to serve approved growth in North Oakville. When fully urbanized, farm operations/equipment will not be a factor
Natural Environment	
Consider migration and spawning	Included as part of watercourse/fisheries criteria
Emphasize natural heritage system connectivity	Included in natural environment criteria
Innovations in engineering and construction	Will be considered during the next phase of the EA – alternative designs an mitigation measures
Build a brand new road before building neighbourhoods, it will be much cheaper	Improvements will be co-ordinated with development growth
Social/Cultural/Economic Environment	
Economic impacts of degrading the environment (ex. SWM ponds and other mitigation measures to replace natural systems)	The Secondary Plan for North Oakville and the Class EA for the Burnhamthorpe Corridor will consider impacts and mitigation measures.
Economic impacts on health (smog, obesity)	Included under Air Quality and provisions for transit and pedestrian/cyclist travel.
Cost of traffic congestion	Considered under Accommodation of Future Auto Demand

3 New Information – Assessment of Alternative 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

The assessment matrices are attached at the end of this document.

3.1 Long List of Alternative Solutions

The list presented at Stakeholder Group meeting #2 was modified to reflect comments received and is provided in **Section 2.5.1**.

3.1.1 Transportation Criteria

- *Accommodation of future travel demand* – ability of alternatives to accommodate year 2021 and full build out of North Oakville travel forecasts based on approved population and employment targets, ORC/greenspace plans and proposed transit plans
- *Travel safety* - considers all modes of travel – motorized, cycle and pedestrian
- *Traffic Operations* – intersection operations and access control
- *Emergency service* - response time and accessibility to planned development
- *Road network compatibility* - continuity and connectivity of road system
- *Transit network compatibility* - continuity and connectivity for transit system
- *Commercial goods movement* - accessibility for truck traffic – through and to planned employment areas
- *Pedestrian and Cyclists* - effective and safe amenities for cyclists and pedestrians while limiting barriers to travel

3.1.2 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 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

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

3.2 Short List of Alternative Solutions

The short list of alternative solutions (Do Nothing, Widen Dundas Street, Widen Burnhamthorpe Corridor – Existing or New Alignment) was assessed based on the detailed criteria presented in Section 2.7 under the following factors:
- Transportation
- Engineering
- Natural Environment
- Social/Cultural/Economic Environment

3.2.1 Summary of Short List Assessment

Transportation – Burnhamthorpe Corridor preferred
- Travel safety an issue with 8/10 lane Dundas Street
- Dundas Street intersections would require turn restrictions
- Traffic operation constraints along Dundas Street
- 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

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)

3.3 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) 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

4 Next Steps

- Generate alternative design concepts for Burnhamthorpe Corridor on existing and new alignments
- Inventory natural, social/cultural and economic environments
- Hold TAC Meeting #4 and Stakeholder Group Meeting #4 as workshops to identify/review alternative design concepts
- Refine alternative design concept drawings
- Identify the impact of the alternative designs
- 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