



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

Stakeholder Group Meeting #3  
June 1, 2005

Information Package



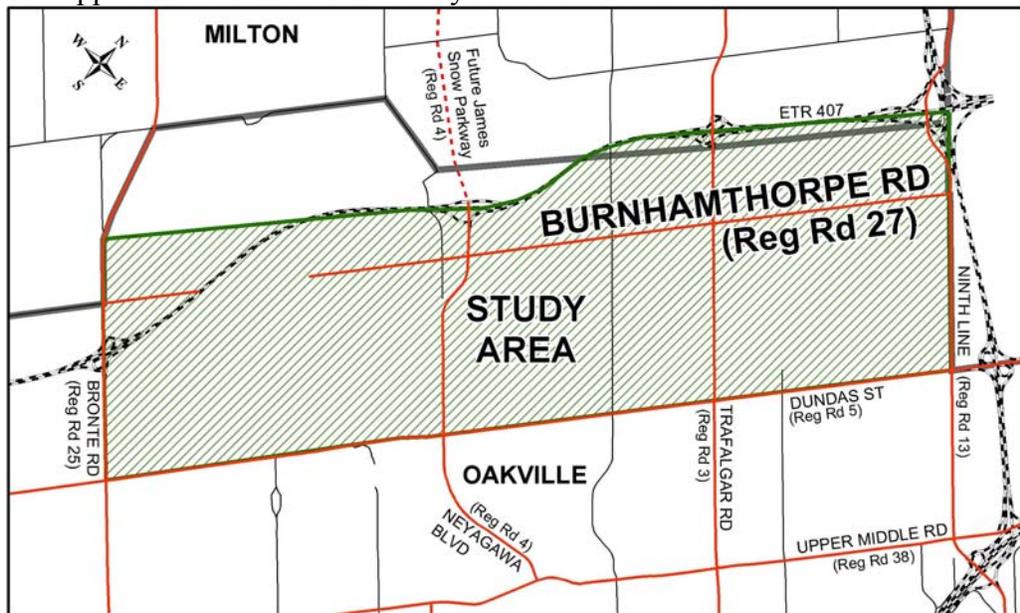
# 1 Introduction

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)

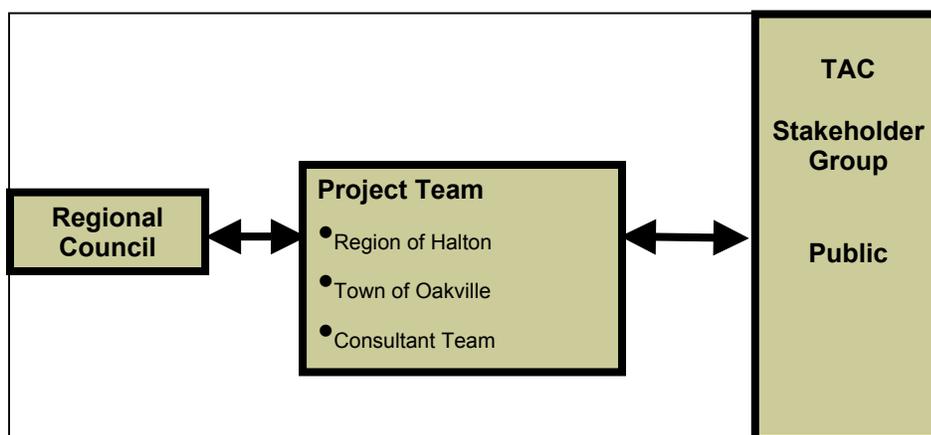
### 2.1 Study Area

The approximate limits of the Study Area are shown below:



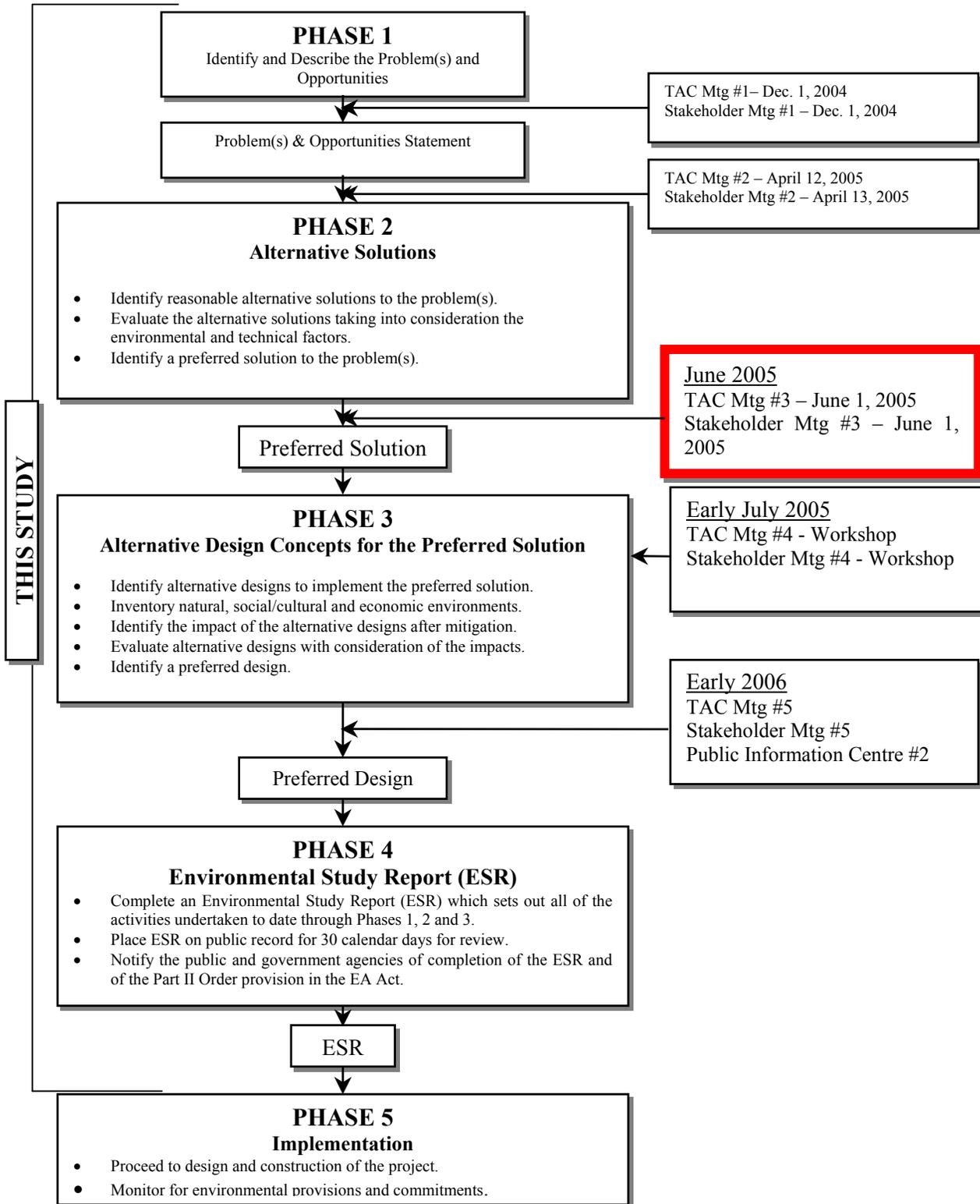
### 2.2 Study Organization and Approach

#### 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)**

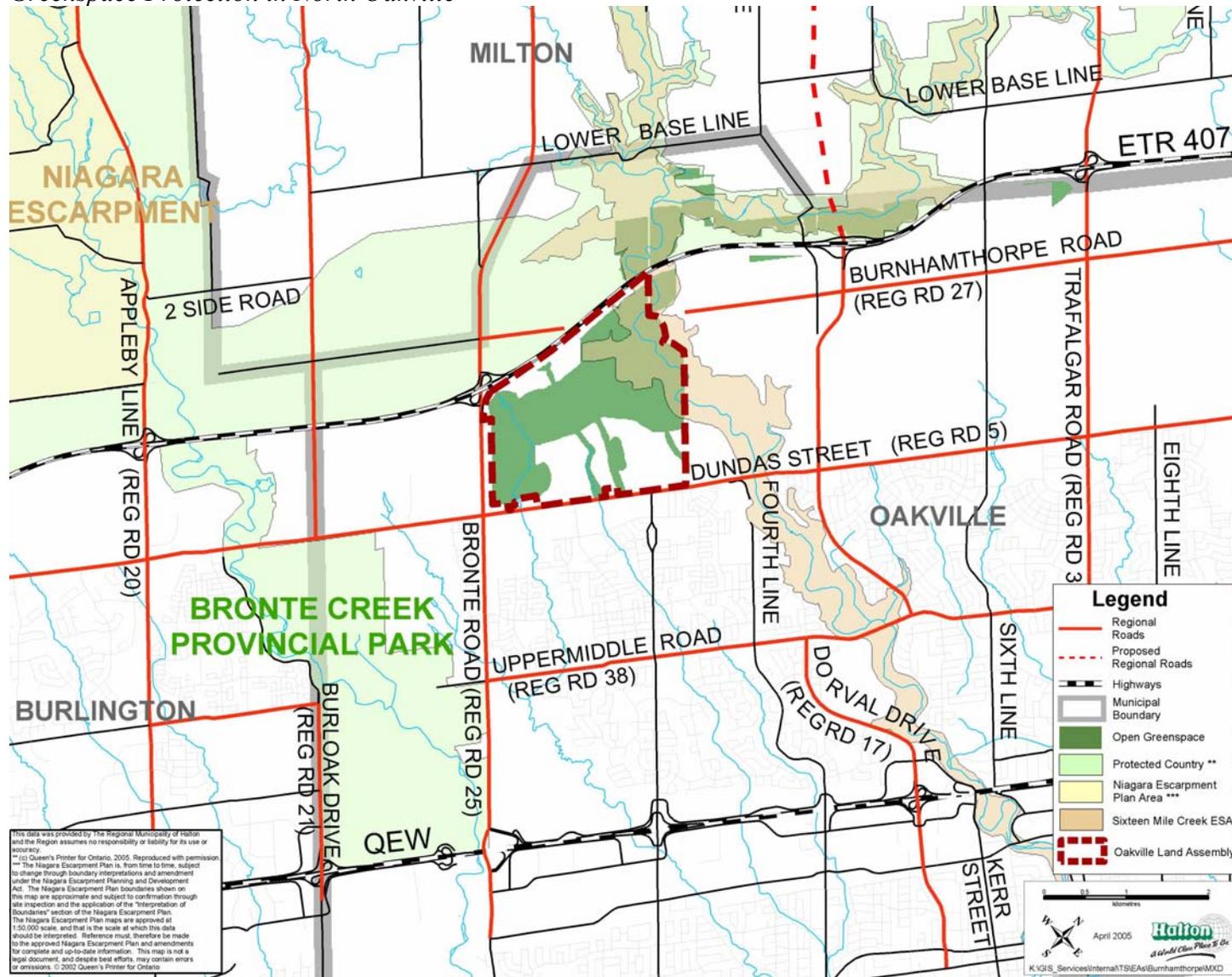
### **2.3.1 Regional/Local Planning Context**

- 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
<b>Transportation</b>	
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
<b>Natural Environment</b>	
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 neighbourhoods, it will be much cheaper	Improvements will be co-ordinated with development growth
<b>Social/Cultural/Economic Environment</b>	
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